A Territorial Centennial Number

Iowa in 1838

The Palimpsest

MARCH 1938

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THE PURPOSE OF THIS MAGAZINE

THE PALIMPSEST, issued monthly by the State Historical Society of Iowa, is devoted to the dissemination of Iowa History. Supplementing the other publications of this Society, it aims to present the materials of Iowa History in a form that is attractive and a style that is popular in the best sense—to the end that the story of our Commonwealth may be more widely read and cherished.

BENJ. F. SHAMBAUGH
Superintendent

THE MEANING OF PALIMPSESTS

In early times palimpsests were parchments or other materials from which one or more writings had been erased to give room for later records. But the erasures were not always complete; and so it became the fascinating task of scholars not only to translate the later records but also to reconstruct the original writings by deciphering the dim fragments of letters partly erased and partly covered by subsequent texts.

The history of Iowa may be likened to a palimpsest which holds the records of successive generations. To decipher these records of the past, reconstruct them, and tell the stories which they contain is the task of those who write history.

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THE PALIMPSEST

EDITED BY JOHN ELY BRIGGS

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On River and Highway

"The truth is, and we are compelled to say it, our mail establishment is a mere mockery; calculated rather to tantalize than to accommodate the public." The editor of the *Wisconsin Territorial Gazette* clearly expressed the feelings of Burlington and the whole Territory of Wisconsin. "We would almost as soon have a lodge," he continued on that gloomy day in January, 1838, "in some vast wilderness, where a mail never reached or was heard of, than to be subjected to the annoyance, disappointment and chagrin, incident to the mails of this flourishing, beautiful and populous country."

A week later, on January 27th, the same editor apologized to his readers for his failure to print more news. Although he subscribed to three Washington papers, he had received only one number of the *Globe*, and that was dated December 6th. He had just received a letter from the Territorial Delegate in Washington dated De-

cember 8th which acknowledged receipt of a letter two months after it had been posted in Burlington. Such a delay clearly could not be attributed to winter. "No weather or climate seems to suit the mail-carriers", he complained. "Summers too hot; Winters too cold. — When it rains its too wet, and when it don't its too dry . . . Presently," he prophesied, "we shall get three bushels of papers from the east, and the latest will probably be up to the 20th or 25th of December". Scarcely had he set this type when the "three bushels of papers" arrived ranging from November 1st to December 23rd. "Of course nothing *quite new*, and little interesting," he grumbled to his readers. "What we have gleaned you have."

But unhappy as was Burlington's lot, Dubuque seemed to envy her rival's facilities. "At present," declared the *Iowa News* of February 3rd, "there is a line of stages running from Burlington to Davenport tri-weekly, and yet from that place to this, we have only a horse mail, weekly by the contract, and this often fails, owing to the inefficiency of the mode of conveyance."

Spurred on by weekly editorials and personal disappointments, Dubuque's citizens appointed a committee on February 18th to secure signatures to a petition praying for the establishment of a tri-weekly four-horse coach mail route from Dubuque

to Milwaukee; weekly one-horse mail routes from Dubuque to the center of Delaware County and to the Cedar River settlement. They also sought to secure daily transportation of mail between Dubuque and Chicago and urged the inauguration of tri-weekly four-horse coach mail service between Dubuque and Saint Louis via the west bank of the Mississippi. Judge Ezekiel Lockwood, Joseph T. Fales, and John Plumbe, Jr., served as a committee to draft the petition to Congress.

Little development in postal facilities had occurred in the five years since George Karrick delivered a weekly mail from Galena to Dubuque. By 1838 more than a score of post offices had been established in the Territory of Iowa but mail delivery was generally haphazard. Mails for the Black Hawk Purchase were frequently left in a store or pioneer cabin along the way to be picked up on some future trip by the carrier. Weeks, and even months, sometimes passed before the receipt of important letters and newspapers. Occasionally mail carriers lost their mail bags while fording some swollen stream. Thus, in March the eastern mail that came by way of Chicago and Galena was lost in crossing Apple River. "A HEAVY MAIL FOR TWO HORSES" was the ironic caption of an item in the Burlington newspaper stating that only one letter from Bloomington "and *not a single news-*

paper!!!" had been received on a delivery from the north in May. Two post offices in Van Buren County were practically "out of the world" so far as mail service was concerned.

The roads in the Black Hawk Purchase were mere trails. Not many stagecoaches were in operation, for the whole region contained fewer inhabitants than present-day Appanoose County or the city of Clinton. Mails were carried either on horseback or in wagons that jolted over the ruts and bogged down when the snows melted and the rains fell. It is no wonder, therefore, that there was general rejoicing throughout the Territory when news came from Washington that the government had determined to provide a steamboat mail line between Saint Louis and Dubuque.

The inauguration of a fast line of mail boats promised valuable service to the upper Mississippi Valley, for the steamboat was the chief means of transportation and communication. Despite the Panic of 1837 and extremely low water on the Ohio and upper Mississippi rivers during the summer of 1838 at least twenty-eight steamboats plied along the eastern border of Iowa: the *Adventure, Ariel, Bee, Brazil, Burlington, Cygnet, Demoine, Empire, Fayette, Gipsey, Governor Dodge, Irene, Knickerbocker, Missouri Fulton, Newark, North Star, Olive Branch, Palmyra, Pavilion, Quincy,*

Relief, Richmond, Rio, Rolla, Science, Tempest, Transit, and *Wisconsin.*

During 1838, too, many new craft entered the trade. The *Empire* was described as a superior vessel of modern construction, beautifully finished and furnished. She boasted four boilers and was intended to engage in the trade between Pittsburgh and the lead district. Captain Orrin Smith appeared with the *Brazil,* a "swan-like" craft somewhat larger than the *Empire* and "a small sprinkle" faster. She had a gentlemanly captain, an experienced pilot, an obliging clerk, neat waiters, and a skillful cook. From stem to stern the boat was described as a perfect beauty. The *Knickerbocker,* another Pittsburgh-built craft of about 200 tons, had an elegant cabin lined with separate state rooms. The men's cabin alone contained fifty berths.

Measured by later standards, most of the boats that churned along the eastern border of Iowa in 1838 were dingy contraptions. The *Adventure,* for example, was described as "a very small, dilapidated and filthy boat". When William Rudolph Smith boarded her at Saint Louis in 1837 he found Black Hawk and some thirty men, squaws, and papooses aboard. The boat stopped at "every town on both sides of the river" and often at farms.

A passenger who arrived at the foot of the Des

Moines Rapids aboard the *Irene* late in September, 1838, found a horse-drawn keel-boat ready to proceed upstream to where the *Palmyra* lay at the head of the rapids waiting to exchange freight and passengers. Although delighted with the beautiful scenery and fine country which unfolded before him as the *Irene* steamed along, the traveler was astounded at the disreputable villages. "*Keokuk,* a cluster of Indian log huts," he declared, was a "disgrace to the name of the noble chief after whom it was called."

Failing to meet the *Palmyra,* the traveler fumed against yet another form of "imposition" practiced upon passengers by sundry captains. He was perfectly aware of the unpopularity of speaking disrespectfully of steamboats. "But when you see it advertised in your paper," he wrote a Saint Louis editor, "that a certain boat will meet a certain other boat at the Rapids, and there is an understanding between them to wait upon each other, and exchange freights and passengers — *don't believe a word of it.*"

Although such experiences were not uncommon, the steamboat was by far the fastest, most comfortable mode of travel to the Black Hawk Purchase. In 1838 a traveler made the trip by steamboat from New Orleans to Dubuque in nine days and seventeen hours, having spent twenty-seven

hours in Saint Louis while on the way. The *St. Louis* carried him upstream from New Orleans while the *Rolla* took him from Saint Louis to Dubuque. No other means of transportation could possibly match this for celerity. In the same year the *Brazil* made her maiden trip from Cincinnati to Dubuque in eight days, landing at nearly all ports along the way to take on and discharge freight and passengers.

Scarcely a boat put into port that did not carry passengers and freight for the straggling towns and villages that had cropped out along the eastern border of the Black Hawk Purchase. Thus, in the spring of 1838, the *Demoine* discharged "upwards of 50 tons of freight" and 45 immigrant farmers at Fort Madison. Steamboats left their tribute of passengers and freight at every port, returning downstream with a cargo of lead or pelts. Since the Iowa country was not yet self-sufficient, grain and livestock was an upstream, rather than a downstream, cargo.

Steamboating was not without its hazards, however. Explosions, collisions, the dangers of snag and sandbar, and the presence of the Lower and Upper rapids all added to the perils of travel. In 1837 the *Dubuque* had exploded below Muscatine with a loss of twenty-two lives. Such tragedies led to stringent legislation for licensing captains

and inspecting steamboats "to prevent the destruction of lives". But accidents continued. The explosion of the *Moselle* at Cincinnati cost the lives of 125 passengers, including James Douglas, the postmaster at Fort Madison, the only person lost from the Iowa country. The *Rio* exploded about ten miles from Saint Louis while bound upstream to Galena. About thirty persons were injured, three or four dangerously. One night in September the *Missouri Fulton* struck a snag a dozen miles above Davenport and sank to her boiler deck. All the passengers were saved. Before the season of 1838 closed the *Irene,* the *Rolla,* and the *Governor Dodge* were also snagged and sank.

When low water stopped steamboating between Saint Louis and the ports on the Ohio during October, business operations were practically suspended. The general effect was to paralyze trade on the Upper Mississippi for not only was there little merchandise in Saint Louis to ship upstream but the extremely low water made the cost of steamboat transportation actually higher than by wagon. A charge of $1.50 per 100 pounds was made for freight from Saint Louis to Quincy while $2.00 per hundred was paid to transport goods as far north as Warsaw or Keokuk. In low water it was impossible for steamboats to cross the Lower or Des Moines Rapids.

During 1838 word was received that a young army officer, Lieutenant Robert E. Lee, had recommended the improvement of both the Des Moines and Rock River rapids at a cost of $344,280. The *Iowa News* felt that the benefits derived from this work *"would more than authorize ten times the sum, and that the community at large will be repaid an hundred fold."* By June sixty men were busy constructing boats with which to deepen the channel. Considerable work was done, but by October the weather became so cold that workmen refused to go into the water, even when three dollars a day was offered them.

That the tributaries of the Mississippi were considered important is attested by the surveys made to determine the possibility of improving these streams. Captain Gray ascended the Rock River to the mouth of the Pecatonica River with the *Gypsey*. The thriving settlements along the Iowa and Des Moines rivers also welcomed the steamboat. Early in May, the *Pavilion* with more than fifty passengers aboard, William Phelps commanding, performed the experiment of ascending the Iowa River to present-day Columbus Junction. The voyage of the *Pavilion* brought cheer to the settlers who were penetrating the Iowa River Valley. Steamboats plied the Des Moines River as far as Keosauqua and Iowaville.

Many immigrants to the Black Hawk Purchase took a Great Lakes steamer to Green Bay, Milwaukee, Racine, or Chicago, and then purchased an outfit with which to travel overland. From Milwaukee one road paralleled the proposed Milwaukee and Mississippi railroad, passing through Watertown, Madison, and Dodgeville. A second road struck out in a southeasterly direction from Milwaukee to the Galena mineral region by way of Lake Koshkonong. Another road ran almost due west from Racine through Janesville to the mineral region. From Chicago immigrants could proceed overland in a northwesterly direction by way of Elgin, Midway, and Galena to Dubuque. Another road from Chicago swung off in a southwesterly direction to Ottawa. From there one trail veered sharply to the northwest across the Winnebago Swamp to Dixon's Ferry whence the Mississippi could be struck at either Savannah or Dubuque. Or, prospective settlers might travel westward through Hennepin to Andover at which point different roads led to Davenport, Buffalo, Bloomington, Oquawka, and Burlington.

Some immigrants traveled overland to Chicago and then followed one of these dim trails across the sparsely populated prairies of northern Illinois. Others came westward over the Cumberland Road, turning off to the northwest on one of the

many branches that led to the Black Hawk Purchase. Settlers who followed this famous highway found it "horrid in spring; but in the autumn, when the weather was dry, it was one grand pavement."

Overland traffic found the broad and swiftly flowing Mississippi a barrier to westward progress. Ferries were accordingly established at strategic points to transport immigrants into the "Promised Land". Important crossings of the Mississippi were located at Dubuque, Bellevue, Davenport, Clark's Ferry (Buffalo), Muscatine, Burlington, Fort Madison, and Keokuk.

Most ferries were crude flat boats — for with such craft all pioneer communities had their beginnings. The *Wisconsin Territorial Gazette* carried an advertisement by the Saint Louis Ferry offering to sell a "Horse Ferry Boat, with Six Blind Horses, and gear complete for eight horses."

Typical of such ferries was that operated between Stephenson and Davenport by John Wilson. This energetic pioneer advertised "two good Ferry Flats, beside several small Boats" which he promised to hold in "readiness to accommodate the public" at all times. Wilson hoped by "industry and perseverance to merit and receive the patronage of travellers and emigrants." He also had a steam ferry under construction which would

make the Davenport crossing unsurpassed. "Travellers from Chicago, Peoria, or any other point at the south or east," Wilson declared, "will find it to their interest to pass by this route, on their way to the fertile valleys of Pine, Cedar, Iowa, Wabesipineca [Wapsipinican], or, indeed, any other part of the territory. It is the most direct route to Du Buque or even to Galena, as it cuts off a great bend in the river, and the traveler passes over a direct, dry and level road. Be not therefore diverted from this route by the idle tales of interested speculators."

To command a large share of the traffic across the Mississippi was the ambition of every ferryman and town along the river. When little Oquawka announced that it would soon have a ferry, the Burlington editor informed immigrants to the Black Hawk Purchase that an excellent steam ferry was plying regularly between Burlington and Montreal on the opposite bank. "They need not wait", the editor pointed out, "until the promised boat at Oquawka shall go into operation."

In September the ferry company at Burlington announced to the public that their steam ferry was in complete order and that the road on the Illinois side from Montreal to the Bluffs had been repaired and that travelers could cross without delay. The

ferriage rates were typical of those charged along the Mississippi:

For one horse and wagon	$1.00
Two horses (or oxen) and wagon	1.50
Four " " " "	2.00
Each additional horse or ox	.25
Footman	.25
Man and Horse	.50
Horse, mule, ox or cow	.25
Hogs or sheep	.08
One hundred lbs. of freight	.12½

A liberal deduction was offered on droves of cattle, hogs, and sheep; and when the Mississippi was so low as to be fordable the rates were usually reduced one-half.

Once across the Mississippi the pioneers of 1838 found themselves in a land almost devoid of roads. True, as early as 1836 the Assembly of the Territory of Wisconsin had passed an act appointing six commissioners to lay out a Territorial road west of the Mississippi "commencing at Farmington on the Des Moines river, thence to Moffit's mill, thence on the nearest and best route to Burlington, in Des Moines county, thence to Wapello, thence by the nearest and best route to Dubuque, and thence by the nearest and best route to the ferry opposite Prairie du Chien."

In 1838 the firm of Hinman & Dutton published a *Map of the Settled Part of Wisconsin Territory*

which showed this historic river road. Commencing at Farmington the road joined another at Fort Madison that came northward from Missouri through Keokuk and Montrose to Fort Madison. Thence it continued in a northeasterly direction by way of Augusta to Burlington. Two roads branched northward from Burlington, the one following the Mississippi to a point opposite the Oquawka ferry and the second, the regular river road, extending to Bloomington. Closely hugging the Mississippi, this road passed through Iowa, Clark's Ferry, West Buffalo, Rockingham, and Davenport, whence it swung inland in a northeasterly direction to Pleasant Valley and Higginsport on the Great Maquoketa and back to Bellevue on the Mississippi. From Bellevue the road flanked the western bank of the Mississippi, passing through Dubuque, Peru, Jacksonville, and on to the mouth of the Turkey River. Thence travelers might cross the Mississippi on the Cassville Ferry to Prairie du Chien or turn westward up the Turkey River to Salisbury. The latter settlement was connected with Peru by a road that ran up the Little Maquoketa to Durango and then swung in a northwesterly direction to Salisbury.

Such roads could scarcely be called highways in the modern sense, the commissioners simply being commanded to mark the route "by stakes in

the prairie a reasonable distance apart, and by blazing trees in the timber." On January 8, 1838, a law was approved establishing a Territorial road from Bloomington "to the town of Geneva, thence the nearest and best route to Moscow, thence the nearest and best route to the town of Rochester, thence the nearest and best route to the forty mile point on Cedar river." Another act was approved the same day to locate and establish a Territorial road from Dubuque "to Whiteside's mill, on little Maquoketa, thence the nearest and best way to Andrew Bankston, on the head waters of little Maquoketa". This road ultimately led to the settlement in Delaware County.

The absence of roads, bridges, and ferries made travel over such trails by ox-team and wagon very difficult. "In dry weather," one pioneer recalled, "common sloughs and creeks offered little impediment to the teamsters; but during floods and the breaking up of winter, [they] proved exceedingly troublesome and dangerous. To get 'stuck' in some mucky slough, and be thus delayed for an hour or more, was no uncommon circumstance. Often a raging stream would blockade the way, seeming to threaten swift destruction to whoever would attempt to ford it."

Transportation and communication in the Territory of Iowa were still in a primitive state. De-

spite glowing editorial descriptions, the steamboat was still crude, and another decade was to pass before these craft could begin to merit the title of "floating palaces". Comfortable stagecoaches were unknown in a land where roads existed only on paper and the population scarcely equalled that of an average Iowa county today.

But there were men of action as well as dreamers in the Territory. Residents of Iowaland were active in their support of internal improvements: work was going on to improve the rapids in the Mississippi, stock was being sold to construct the Milwaukee and Rock River Canal, meetings were being held to join Dubuque with Lake Michigan by rail or canal. One visionary, John Plumbe, actually prophesied the transcontinental railroad. More important was the first of a series of special acts, approved on December 29, 1838, that provided for "laying out and opening of Territorial Roads". Before Statehood was achieved the legislature had passed ten general statutes and nearly two hundred special acts authorizing the location of roads. Except for steamboats, contact with the outside world was still as difficult in 1838 as it had been for Daniel Boone in Kentucky.

WILLIAM J. PETERSEN

JOHN PLUMBE

Plumbe's Railroad to the Moon

When a pioneer of Dubuque proposed a transcontinental railroad, people thought his imagination had deserted his reason. But he was a man of action as well as of vision. He called a meeting. Some came to scoff and went away convinced; some came convinced and went away skeptical; and some came skeptical and went away enthusiastic. Those who grasped his idea started action which was to culminate years later as a significant phase of the great westward movement.

In 1836, when Wisconsin Territory was considered the *Ultima Thule* of civilization, John Plumbe, Jr., of Dubuque mentioned in a private conversation the feasibility of an "Oregon Railroad". Two years later he issued a formal call for a public meeting to discuss the project. Under the pen name of "Iowaian" he wrote in the *Iowa News* for March 24, 1838: "As a devoted friend of Wisconsin in general, and Du Buque in particular, I beg permission to offer through your valuable journal, a few crude remarks for the consideration of my fellow-citizens, touching a subject, which as it presents itself to my view, is one of vital interest to us, and national importance to the

country. I refer to the connexion of Lake Michigan with the Mississippi River, by means of a Rail-Road passing within our Territory." The proposal, he thought, was "paramount to any other that might be suggested" because the topography of the country was admirably suited for steam transportation, and because such an undertaking would promote national prosperity. Furthermore, concluded Plumbe, "with all due deference for the opinions of those who are disposed to procrastinate, I am well convinced myself there is no time like the *present*."

On March 26th, the meeting of Dubuque citizens convened at the courthouse. Captain Francis Gehon, United States Marshal, was chosen chairman of the gathering and Plumbe was selected as secretary. After a discussion of the plan, six resolutions were formulated. A committee of five prominent citizens — John Plumbe, T. S. Wilson, Dr. T. R. Lurton, David Sleator, and Dr. John W. Finley — was instructed to draft a memorial to Congress stating the advantages of "a project which nothing short of American enterprise would even contemplate, but which we shall as certainly *complete* under the name of the *Atlantic and Pacific Railway*." Copies of the proceedings were sent to the Territorial newspapers and to the Washington *Globe* for publication. The resolu-

tions were forwarded to Governor Henry Dodge, to Congressional Delegate George W. Jones, in whom the citizens reposed full confidence, and to Senators "Lynn" (either Lyon or Linn), Norvell, Buchanan, Wright, and Webster.

The memorial to Congress, drafted by the committee of five, was published in the *Iowa News* on April 7, 1838. "That the connexion of Lake Michigan with the Mississippi River, at or near the Borough of Du Buque, by means of a Rail Road, to be located upon the most eligible ground within the Territory", argued the petitioners, "is a subject of such vast importance not only to the entire population of Wisconsin, but to the American Nation generally, as to warrant the confident belief that your honorable bodies [Senate and House of Representatives] will, without hesitation, grant us the object of our respectful and most earnest prayer, by immediately appointing an Engineer to locate a route in conformity with the foregoing proposition and report thereon."

In addition to the reasons given by Plumbe in calling the meeting, the committee stated other advantages. The railroad would provide access to a rich agricultural territory and the virgin lead mines. Its terminus on the Mississippi would command a portion of the fur trade. And the line would constitute "a permanent link in the great

chain of direct steam communication between the extreme East and Far West, which the determined spirit of American enterprise has decreed shall speedily connect the waters of our two opposite oceans." Thirty-one years were to elapse before the hope of those memorialists became a reality.

The meeting was not without effect. On May 21, 1838, George Wallace Jones presented in the United States House of Representatives a petition "praying for the survey of a route for a railroad from the Mississippi river, at Du Buque, to Milwaukie, Wisconsin Territory." Years later Delegate Jones mentioned this petition in his *Autobiography*. "I was amazed at the temerity of my constituents," he wrote, "in seriously sending me such an unheard-of prayer. Nevertheless, I felt in duty bound to present the petition, and did so, when it produced a great laugh and hurrah in the house, members singing out to me that it would not be long before my constituents would ask Congress to build a railroad to the moon."

Meanwhile, Congress was not indifferent to the need for better transportation facilities in the West. Senator Lucius Lyon of Michigan on December 13, 1837, had introduced a bill making an appropriation for certain highways in the Territory of Wisconsin. This measure passed the Senate on March 30, 1838, only four days after

Plumbe's public meeting in Dubuque. The House Committee on Roads and Canals reported the bill with some proposed amendments on April 13, 1838, more than a month before Jones submitted the railroad petition. On June 6th the road bill was discussed in the Committee of the Whole House. At that time Jones probably insisted upon including the railroad project, for the House adopted the measure with several amendments as recommended by the Committee of the Whole. In this form the bill carried an appropriation for surveying the railroad in Wisconsin. Though the Senate objected, the House insisted on its amendments and the bill became a law on July 7, 1838, with a provision appropriating $2000 for "a survey and estimate of the cost of a railroad from Milwaukee to Dubuque". During the next session of Congress the Secretary of War, in a statute approved March 3, 1839, was directed to apply the appropriation "to the survey of the most eligible route for a railroad from the town of Milwaukee, on Lake Michigan, to such point on the Mississippi river as may be deemed most expedient."

Whether the plan would have been successful without the personal influence of Territorial Delegate Jones can not be determined. The fact that Plumbe and Jones were cordial friends seems sig-

nificant. It was Plumbe who called a meeting to petition President Van Buren to appoint Jones Governor of the Territory of Iowa at the time of its creation. And it was Jones who urged the railroad memorial with his "usual energy and boldness" and later recalled that he had the satisfaction "of knowing that the survey was actually made from Milwaukee to Dubuque for the great road which is now in successful operation across the Rocky Mountains."

John Plumbe was born in Wales sometime in July, 1809, and in 1821 came to America with his parents. Previous to his coming to Dubuque in 1836 he had had some experience as a railroad builder. He was an assistant to Moncure Robinson in the survey and location of a railroad across the Alleghanies in Pennsylvania. "To those who did not know John Plumbe," wrote John King in 1869, "I will say that he was a well educated man and a ready writer; that when he came to Dubuque he was an able correspondent of the leading newspapers in New York, Boston, Philadelphia, Baltimore, Washington, Cincinnati and St. Louis." Several of his articles, signed "Iowaian", were published in the *Iowa News*. He was always advocating something. At public meetings, often called at his behest, he almost invariably served as secretary. He was also secretary of the Lyceum

and the local Iowa Temperance Society. As might be expected of a citizen so public spirited, Plumbe served as one of the trustees of the town of Dubuque in 1837 and was reëlected in April, 1838.

A year after the meeting that petitioned Congress for a railroad, he wrote *Sketches of Iowa and Wisconsin*. The purpose of the book was to direct "the attention of Emigrants and others, to a portion of the United States, which all, who have examined it, unite in representing — to use the words of a distinguished English traveller — as 'one of the finest domains that nature ever offered to man.'" The entire account is a description of the country in 1839. A prominent place is given to the status of the railroad and to the prediction that in the future the United States will have a "*free* Railway, unparalleled in extent; and forming, when completed, the greatest thoroughfare in the world!"

Plumbe never gave up the hope of a Pacific Railroad. In the early forties he was in Washington watching the progress of his plan. On March 26, 1847, he addressed an audience in Dubuque which resolved, "Unanimously, that this meeting regards John Plumbe, Esq., as the original projector of the great Oregon Railroad." Two years later he went to California by way of the southern route and became convinced of the

practicability of his railroad plan. Popular imagination is sometimes slow in grasping new ideas, and Plumbe suffered from living before his time.

He was a very modest man and when Asa Whitney gained wide popularity as the originator of the Pacific Railroad plan, he did very little to correct that impression. As a matter of fact, "Whitney was in Europe when Plumbe was devoting the prime of his life to this great enterprise. Whitney did not begin his agitation of the question until Plumbe had written and spoken volumes on the subject, and labored for it nearly ten years. The main reason why John Plumbe was not known as the ablest writer in the West, on Western interests and Western railroads, was because all his communications were published *incog.*"

Besides having an interest in railroads, Plumbe contributed to the field of photography. He was one of the prominent photographers of his time and by 1845 he had a main office in New York and branches in thirteen leading cities. As an inventor he devised a Plumbeotype which was advertised as "a reproduction on paper of a Daguerreotype". In order to gain recognition for this process he began on October 31, 1846, to publish the *Popular Magazine,* and in December of the same year *The Plumbe Popular Magazine,* a monthly publication, took its place but suspended

issuance within a few months. The Plumbeotype was never patented.

Dreamers who live in the future are likely to find their contemporaries unsympathetic. Magnificent hopes are dismissed as impractical. Disappointment is the lot of the most progressive men. On May 30, 1857, the Dubuque *Daily Express* announced the "melancholy suicide of John Plumbe" on the previous day. It was the tragic ending of a man whose hopes were long in coming to fulfillment.

The *Agricultural Press* published at West Urbana, Illinois, commented upon his death. "Mr. P. might have been a wealthy man, had he lived for himself alone, but when he was prospering he wanted all those around him to share in his prosperity, and as he gave others opportunities to swindle him, and never having retaliated in turn, or at all desired to, we presume that in his later years he might have found himself in rather limited circumstances, which has, no doubt, had its effect in shortening his life."

Plumbe ended his life nineteen years after he called the public meeting in Dubuque to endorse his railroad plans. Had he lived twelve years more he would have seen his "railroad to the moon" completed at Promontory Point.

JACK T. JOHNSON

The Fort Madison Patriot

"Having been solicited to commence the publication of a Newspaper in the town of Fort Madison," James G. Edwards issued a prospectus on November 28, 1837, in order to "ascertain as nearly as possible the amount of patronage that might be relied on." He was confident that the resources of the Iowa country and the "enterprising character of its inhabitants" justified such a venture. Inasmuch as the two papers in the western part of Wisconsin Territory were Democratic, the need of a Whig organ seemed apparent. But Edwards was primarily interested in moral and cultural welfare and promised to espouse such causes as would "tend to elevate the character of our Territory and Nation and raise the standard of virtue and intelligence among the people." If the good citizens would subscribe to his paper its success would be assured.

Though Edwards had sold his printing establishment in Jacksonville, Illinois, he did not dispose of the subscription list of the *Illinois Patriot*. The new Fort Madison *Patriot* was to be substituted in fulfillment of unexpired subscriptions. Thus the continuity of the newspapers published by James

G. Edwards was maintained. The editor promised that the paper would be "printed in handsome style, on an imperial sheet", and publication would begin "as soon as the materials could be obtained." Probably a number of Fort Madison citizens agreed to pay three dollars a year in advance to encourage the establishment of a local newspaper.

Apparently the response to the prospectus was encouraging for Edwards bought the press and type of the Montrose *Western Adventurer and Herald of the Upper Mississippi* from Isaac Galland and was ready for business late in March, 1838, at his "Office on Water Street, over Captain Browne's Store." The first number of *The Fort Madison Patriot* appeared on Saturday, March 24th, with the announcement that thereafter publication day would be Wednesday, beginning on April 4th.

Editor Edwards was pleased with his new venture. He was proud to have more than redeemed his pledge "in regard to the size of the paper", and therefore presented it "without any fears of its favorable reception or its ultimate success." The *Patriot* was, indeed, a large sheet, measuring about twenty-two by nineteen inches. Each issue consisted of four pages carrying seven columns. (The Burlington and Dubuque papers had only six columns.) It was printed in a remarkably clear,

round-faced variety of type in three sizes — probably nonpareil, minion, and brevier. Most of the matter was set solid.

Much "sage advice" was proffered against giving the *Patriot* a clear political complexion, inasmuch as the Territory had no vote in national councils. Edwards could not approve of this attitude. If the policies of the Federal government were corrupt or dangerous, he thought they ought to be exposed. "Whatever opinions are entertained by others," he declared, "we are inclined to think that neutrality, at such a crisis as the present, is not much better than pusillanimity." The editor therefore determined to keep his Whig banner aloft and, "in a temperate, but decided and courteous manner," continue to battle "with the enemies of our glorious Constitution." He took this stand "with the greater alacrity," as there was "no paper in the Territory, on this side of the Mississippi," that would "advocate the same principles."

Editor Edwards stated his political principles in his prospectus of the *Patriot*. The tenets, "founded on the Constitution of the United States, and as they were understood and first promulgated by its framers," he said, would govern his policy. One of his objects was to "simplify these principles and hold them up before the public, that the false and sophisticated doctrines so prevalent in

this age of our Republic, shall appear in all their deformity and degradation. In doing this, we shall often come into collision with men high above us; in the present state of things, this will be inevitable;— but we cannot pander to any man's authority — we will not shout hosannah in the train of arbitrary power — no desire of popularity, no fear for personal safety, no expectation of reward shall swerve us from our duty."

The first number of the *Patriot* was well received. "It is a large and neat looking sheet," wrote the editor of the *Iowa News,* and C. S. Jacobs of the Burlington *Gazette* said, "It is a very pretty sheet, and edited with industry and ability." Edwards was pleased. "The universal approbation which has been bestowed upon our first number is very gratifying", he announced, "and will be a strong incentive to bring into requisition all our energies in endeavoring to make the paper interesting and worthy of an extensive patronage."

To insure success, agents were appointed in neighboring communities and friends were invited to obtain subscriptions. They were cautioned, however, against getting subscribers who were not likely to pay. To obviate the reluctance of persons to pay in advance, because many papers "after lingering out a brief existence, have lost their identity and become extinct", Edwards prom-

ised "to secure all who make such prompt payments, by giving our written obligation to furnish fifty-two numbers — a subscription year — or refund whatever may be due in case of failure." Copies of the first number were sent to "several gentlemen" who were not subscribers. If they did not return the paper "in a strong wrapper", the publisher assumed that they wished to be considered as subscribers.

The *Patriot* was a newsy paper. Edwards filled his columns with accounts of national and foreign affairs; information to advance the interests of that "large and respectable class"— the farmers; items directing attention to the development of internal improvements and manufacturing; and articles designed to encourage virtue and intelligence. He used his influence to "secure an education to every child in the Territory." More than the usual amount of space was devoted to editorial comment and a minimum to matter copied from other papers. Advertising gradually increased from less than two columns in the first number to over a full page in July.

In spite of the editor's frank partisanship, he stated his criticisms of public officials fairly and courteously. He did not indulge in the scandalous personal vituperation that characterized the other Iowa editors in 1838. Because he thought the par-

ticipation of George W. Jones in the Cilley duel was an insult to "the high minded people of this Territory," the *Iowa News* ridiculed his Puritanical ideas derived from missionary boards, "the Sunday school system, temperance pledge, abolitionism," and such things that "should not interfere with our political institutions".

On another occasion Edwards stated that C. S. Jacobs would not have been appointed United States District Attorney for Iowa Territory if the President had known "the habits of the individual appointed." Jacobs, then editing the Burlington *Gazette,* retorted with a deluge of abuse. "For the slanderous and malignant remarks in reference to me, of that miserable apology for a man — that canting hypocrite and lying varlet, Jas. G. Edwards, the *nominal* editor of the Fort Madison Patriot, I feel no other emotion than that of sovereign contempt", he wrote, with a sneer for any one who would "bend the hypocritical knee in solemn mockery at the shrine of religion and morality. If the power of this reptile equalled his purposes and intent of evil, he would, indeed, be dangerous; but Nature, true to herself, while she has given him the *will* has denied him the power to do harm."

To this "long vocabulary of abusive and scurrilous epithets", in which Jacobs revealed his char-

acter, Edwards simply replied that he had "endeavored to obey the laws, lead a *sober* life" and contribute all in his power "to sustain those institutions which are the glory of our land." If Jacobs wanted a duel he was disappointed because Edwards "could not by any means be led into one."

Meanwhile, the Fort Madison *Patriot* was not prospering. Early in May the editor complained that in addition to the incessant labor and anxiety of making the paper creditable, he was "obliged to undergo much mortification in the want of money" to meet current expenses. If the subscribers would pay in advance his pecuniary embarrassment would be relieved. Few took the hint, for "business of importance" soon called Edwards out of town and no paper was published that week. Again in June a week passed without a *Patriot,* when the editor was in Burlington getting a contract for some public printing.

Apparently publication of the *Patriot* was suspended after July 25th while Edwards used all the facilities of his shop for printing the laws of the Territory. He issued a final two-page "extra" number on Saturday, September 1, 1838, and prepared to move to Burlington. There, on December 13, 1838, he published a specimen number (the only one) of *The Burlington Patriot.*

DRAWN FROM A DAGUERREOTYPE

COURTESY OF J. TRACY GARRETT

JAMES G. EDWARDS

"Those few subscribers who paid for the late Fort Madison Patriot in advance", he announced, would "be furnished with the Burlington Patriot to the amount of the numbers due them." Thus, the line of continuity was preserved, though the pledge was not redeemed until the following June when Edwards started the *Iowa Patriot,* which became the *Burlington Hawk-Eye and Iowa Patriot* on September 5, 1839, the *Burlington Hawk-Eye* on October 17th, and has continued to this day. There "has never been a complete change of ownership and management in all the 108 years" from the beginning of the *Western Observer* to the present Burlington *Hawk-Eye Gazette,* from James G. Edwards to J. Tracy Garrett. Always some members of the old staff have "lapped over into the new and brought with them much of the old tradition."

JOHN ELY BRIGGS

James Gardiner Edwards

James Gardiner Edwards, printer, and Theron Baldwin, preacher, peered after a carriage that was dwindling in the distance over the Illinois prairie. Standing on the river bank with old Saint Louis behind them, they waved to their friends and families. In the hired hack rode the Reverend Julian M. Sturtevant, his wife, and Mrs. Edwards and her sister. The creaking carriage crunching through stiff November grass headed for Jacksonville. Edwards and Baldwin planned to follow a week later.

The story of Edwards's western journey from the Land of the Sacred Cod in 1829 to Jacksonville is long. At his birth, on January 23, 1802, Boston was still shadowed by the Revolution, and Muster Day was an established tradition. The child was baptized in Trinity Church by Dr. John S. Gardiner, after whom he was named. As a lad, Edwards romped among narrow Boston streets and on Bunker Hill. He watched sloops, schooners, and frigates from the Seven Seas come to dock with their fascinating cargoes of herbs and spices, tinware, tobacco, and smoked fish. He attended public school with Charles Francis Adams. When

thirteen he became a printer's apprentice. In 1815 he was working in New York as a typesetter.

On March 20, 1825, Edwards came close to fame by publishing the New York *Courier*. It is called the first Sunday newspaper of the city. The venture was unsuccessful, and Edwards, discouraged, returned to Boston where he was employed by Wells and Lilly, prominent publishers.

A gay blade, Edwards had little interest in religious affairs until 1826 when, as the result of the "prayers and labors of a Christian friend," he made public confession of his faith and became a member of the Old South Church. One bright morning, after Sabbath School, he met Eleanor T. Dunlap. This charming girl, born at Portsmouth, New Hampshire, on November 24, 1804, was educated in public and private schools. Intensely religious from childhood, she considered at one time going as a missionary to Palestine. The young couple were married on September 14, 1826. They lived on Piedmont Street for three years while Edwards worked as a proof-reader. Both continued their religious labors, distributing tracts, teaching Sunday School, and contributing to foreign missions.

One evening chance brought them a sermon which was to influence their entire lives and take them to the Iowa frontier. The Reverend J. M.

Ellis, of the American Home Missionary Society, preached on his labors in Jacksonville, Illinois. He urged the claims of the West upon his congregation. "Ten men", said Ellis, quoting a sentiment from Benjamin Franklin, "will do more in fixing the habits and forming the character in the first settlement of a country, than a hundred men coming in at a later period." The appeal found response in the hearts of Mr. and Mrs. Edwards.

In the fall of 1829 they were on their way. From New York, they traveled to Pittsburgh where they took pasage on an Ohio River boat. At Saint Louis they met the Baldwin and Sturtevant parties. By then the leaves had turned. Plans were soon made. The advance party was to start at once, and Edwards and Baldwin were to follow as soon as possible. Within a week both groups made Jacksonville their home. It was then a village of only four years' growth whose 600 settlers lived in small frame houses and log cabins.

Edwards, inspired by the word of the missionaries and stimulated by an intense pietism, made ready to publish a newspaper. His journal was to promote religion, crusade in the temperance cause, and sponsor the Whig party. He was prepared to make war upon frontier sin. On January 24, 1830, the first number of the *Western Observer* was published. In December, 1831, he changed

the title of his paper to the *Illinois Patriot*. But printers would not stay with him, subscribers did not pay in cash, and a politician sued him for libel. Therefore, Edwards sold his shop and prepared to leave "this Sodom and Gommorah".

His printing venture, however, had not interfered with his religious activities. In 1831, he was an elder of the First Presbyterian Church of Morgan County. In 1836, he established a Sabbath School at Beardstown, twenty-five miles from Jacksonville, and taught there regularly. When a meeting was called to organize the Jacksonville Tract Society, Edwards was named clerk and treasurer. He was also corresponding secretary of the Bible Society, and treasurer of the Illinois Branch of the American Education Society. He contributed generously to all these causes. Yet with his large capacity to serve, he made few friends. Too frequently he sat in judgment upon his fellow men, and for this censure he walked alone.

From Jacksonville, Edwards moved to Fort Madison. There he purchased the printing equipment of Dr. Isaac Galland. The first issue of the Fort Madison *Patriot* came from the press on March 24, 1838, "before the admiring eyes of Chief Black Hawk and other Indians who frequently came to the office to inspect the mechan-

ical part of the plant." His friendship with Black Hawk was cordial and permanent. Upon one occasion, Edwards toasted the famous Iowa chief: "Our illustrious guest, Black Hawk — May his declining years be as calm and serene as his past life has been boisterous and full of warlike incidents!"

But the life of an editor in Fort Madison was no more prosperous or happy than it had been in Jacksonville. True, Edwards was president of the town and an elder in the church. He was also a property owner, having purchased three lots upon one of which stood his home, a substantial two-story dwelling. Yet his New England reserve, his Presbyterian orthodoxy, his antipathy to drink, and his uncompromising attitude alienated him from many of the settlers among whom he lived.

On September 1, 1838, he stopped his Fort Madison paper, loaded his printing press, type, and household goods upon a river boat, and set out for Burlington, the seat of the government. He was thirty-six years old. For eight years he had labored upon the frontier unsuccessfully. In December, he published a specimen number of the Burlington *Patriot* which he hoped would attract subscribers. It died on the day of its birth, however, and constituted the fourth newspaper that Edwards had started since coming West. But

finally, fortune smiled upon him. On June 6, 1839, appeared the first number of the *Iowa Patriot*, the parent of the Burlington *Hawk-Eye*. The *Patriot* was published in a two-story frame house which stood at the corner of Washington and Water streets. There, overlooking the broad Mississippi, Mrs. Edwards set type, James M. Broadwell and George Paul helped, and an Irishman ran the press.

Gathering news, Edwards walked about the busy town of some three thousand inhabitants, watching river boats unload kegs of nails and whisky, boxes of calico and linens, crates of iron stoves and furniture, bags of salt and coffee, and boxes of candles, paper, and books. Doubtless he heard of a recently received letter from Massachusetts whose envelope carried the jingle:

> Now Westward ho! make haste and go,
> And change your course for no way,
> But stop secure, dry, safe, and sure,
> At Burlington, Ioway.

A little commercial printing also was done in that frontier community. Edwards, because of his politics, received some official printing grants, including the early revenue laws of the Territory of Wisconsin, and the first *Catalogue of the Iowa Territorial Library*. But he complained, with that querulousness that had become a part of his per-

sonality, that he did not receive the share of Territorial printing which he felt was his due.

In 1845, Edwards, for the second and third time, was sued for libel. He had published an article charging that the stock in Joseph Upham's store was stolen property. Upham, through his attorney, David Rorer, filed suit against Edwards for $5000 damage. Whereupon the editor republished the original charges with embellishments. The result was the filing of a second suit. Edwards appeared and through his attorneys, Starr and Mills, filed a motion asking the court to require the plaintiff to file a bond for costs, and the court so ordered. Upham, however, failed to appear and comply with the court's ruling. Subsequently, the court dismissed the plaintiff's petition for the failure to file the bond, and gave judgment to Edwards for the costs of the two actions. This was only a paper victory, for it cost Edwards heavily in the loss of public favor.

An article reflecting upon the motives for the election of Augustus Caesar Dodge to Congress in 1840 provoked a street brawl with the General. Edwards, himself, reported that Dodge approached him and said: "You are a ——— eternal calumniator, a coward, and a ——— rascal, and if you speak to me again, I shall be under the necessity of putting you under my feet, sir." Nei-

ther was Governor John Chambers particularly friendly. When Chambers arrived in Burlington in May, 1841, he was escorted to the National House "leaning upon the arm of Colonel Bennett, while Editor Edwards brought up the rear with a small troop of the gov's negroes."

During the forties Edwards became increasingly introspective and disagreeable. Even his church duties which he scrupulously discharged failed to bring complete satisfaction. Both he and his wife were charter members of the Congregational Church of Burlington when it was organized in 1838. They were present when the church was reorganized on December 28, 1843. The following year Edwards became one of the deacons, and his name is mentioned in the Act of Incorporation. The Edwardses signed the church constitution when it was adopted. In 1843 Edwards met, for the first time, Dr. William Salter who had come west as a member of the Iowa Band.

Mrs. Edwards possessed a loving personality and was of great help to Salter. Her home, open to him from the morning when he first landed in Iowa, for years was the unofficial headquarters of Burlington Congregationalism. She procured, at her own expense, the first Bible and hymn books used in the church and she also secured the first communion service. The sewing circle stitched in

her home more than in any other. When Mississippi steamboats puffed into port, this good woman frequently went aboard to sell purses, made by the church ladies, to passengers, crew, and professional gamblers. And it was she who planned and managed a Fourth of July dinner, the proceeds of which were to be used for carpets and lamps for the church. "Singular", said Salter, "to build a house by eating. Isn't this the West!" Mrs. Edwards, commented Salter, was a "smart housekeeper, given to hospitality, much interested in the church, of quick perception, close observation, large intelligence, and great benevolence."

Edwards left Burlington several times. In 1844, he attended the Nashville Convention where he met his old friend, Stephen A. Douglas. He also called upon Andrew Jackson at the Hermitage. The following year he went to Memphis to attend the Great Western Convention at which John C. Calhoun presided. He also journeyed to New York on one or more occasions. His last trip to the East was made in October, 1850, when he visited the home of Mrs. Salter's father in Charlestown, Massachusetts. "It really seems strange to me," wrote E. P. Mackintire to his daughter, "that Mr. Edwards should have been willing to mortgage his house and spend his last dollar of money in traveling."

Mackintire also wrote that officials of the Home Missionary Society were skeptical of Edwards's influence in the Burlington church. He told one minister that Edwards's paper did not truly represent the religious feeling of Salter's congregation. "If Mr. Edwards sells out," he wrote in January, 1851, "cannot some high-minded, talented, judicious man be found to take it who would take moderate, conservative, Whig grounds in politics, and morals, and make it acceptable to the better portion of the community."

Dogmatic in politics and a fanatic in religion, Edwards lived an uneasy life. He was a grim and taciturn man who smiled behind his eyes. His friends had difficulty in understanding some of his actions. Edwards denounced the Mexican War, editorially thumbed his nose at the Locofoco (Democratic) party, hated the Catholics, and despised the Mormons. He once planned to go as a printer to a foreign mission. Extremely partisan and injudicious in personal relations, Edwards was also unimaginative and devoid of humor. Yet he had ability and "became the most vital editor of early Iowa." He was sincere, honest, and pious. For many years he was superintendent of the Congregational Sunday School. Not generous in tolerance, he gave freely of his meagre income. His donations to the Congregational Church were

consistent and large. In 1840 he sent the American Home Missionary Society a hundred dollars and in his will he remembered Iowa College, the American Home Missionary Society, and the American Tract Society.

The year 1851, long remembered in the annals of Burlington, brought a return of the dreaded Asiatic cholera. Edwards, a diminutive man and never in good health, took ill about July 16th. On the evening of the last day of the month, the disease shook him with "fearful violence". Five days later, about three o'clock in the morning, two ministers stood by his bedside. Dr. Salter and the Reverend L. B. Dennis, pastor of Old Zion, offered prayer. Then the afflicted man looked up, "Brother Dennis," he sighed, "I have been preparing for this a long time, but now it is hard work. What would I do without grace?" The struggle was soon over. Edwards was buried the same day in Aspen Grove.

Dr. Salter, on August 10th, preached a sermon on his death from a favorite text: "And I heard a voice from heaven, saying unto me, Write, Blessed are the dead which die in the Lord from henceforth: Yea, saith the spirit, that they may rest from their labors, and their works do follow them."

PHILIP D. JORDAN

A Commonplace Calendar

In the normal course of their daily experience the pioneers in Iowa made history a hundred years ago.

Thursday, March 1. March came in like a lion, bringing a snow storm. ∫ G. W. Fleming and Miss Mary Palmer were married at Black Hawk in Louisa County.

Friday, March 2. A "respectable number of citizens" met at the Shakespeare House in Dubuque to nominate county officers.

Saturday, March 3. At the annual meeting of the citizens of Des Moines County at the farm of James Cameron the business of "wolf-scalp and claim laws" was adjusted.

Sunday, March 4. The Iowa Temperance Society was organized at the Methodist Church in Dubuque, with Judge E. Lockwood, president; Dr. T. R. Lurton, vice president; and John Plumbe, secretary.

Monday, March 5. Election day. County officials and regimental militia officers were elected. In Lee County "much animation was manifested" over the choice of the three county commissioners.

Wednesday, March 7. A. Levi lost "a large Yellow Morocco Pocket Book", between Dubuque and Hardscrabble.

Thursday, March 8. Geo. L. Nightingale, who had been in business two years in Dubuque, declared he had not made *"Salt to my Porridge"*. To "those of my *Friends* who have been indebted to me since I started, I would say, that I know it is monstrous hard that I should ask them to pay me *so soon*, but the fact is, I want money, and *must* have it, as neither my creditors nor myself can live on barnacles and battles of smoke."

Friday, March 9. The weather was "clear and pleasant" at Dubuque where the thermometer rose to 40° at noon and fell to about 20° at night.

Saturday, March 10. Dr. John W. Finley "earnestly requested" all persons indebted to him to call and settle by "Cash or Notes".

Sunday, March 11. William P. Wright and Miss Susan Findly were married at Casey Prairie in Des Moines County. ∫ Mrs. Leanna Madera, aged 26, wife of Charles Madera and daughter of William Griffey, died of intermittant fever at her home two miles north of Burlington. She left two small children.

Tuesday, March 13. Ira Williams, a captain in the War of 1812 and one of the earliest settlers in Dubuque, died at his home on Locust Street. He was "much respected for his integrity and strict regard to truth."

Thursday, March 15. Henry Eno, recently ap-

pointed judge of probate for Lee County, married Miss Elizabeth S. Knapp, daughter of General J. H. Knapp of Fort Madison. ∫ At Dubuque the frost was nearly all out of the ground, the streets were "perfectly dry", and business was "pricking up its ears with the fair prospect of seeing a boat puffing up soon."

Friday, March 16. Early risers at Burlington, where the weather had been "more like May than March", were "greeted with a two inch carpet of virgin snow upon nature's floor."

Saturday, March 17. Sixty gentlemen, with Patrick Quigley as master of ceremonies, celebrated St. Patrick's Day at Dubuque, by eating a three dollar dinner at Timothy Fanning's Jefferson Hotel. ∫ On hearing that a building at West Point Military Academy had burned, the editor of the *Iowa News* hoped that "comfortable quarters will be found for these little sprigs of nobility, yclept cadets, otherwise they may take cold." ∫ At the New Exchange Coffee House in Dubuque, liquor direct from Louisville was served "in a style to gratify the most fastidious palate."

Sunday, March 18. The ice began to go out of the river at Burlington.

Tuesday, March 20. The Dubuque Lyceum held a regular meeting at the office of J. T. Fales.

Thursday, March 22. Black Hawk and his

son, Nasheaskuk, attended a ball in Fort Madison. Black Hawk wore his full "court dress".

Saturday, March 24. "If a division of the Territory is effected, we propose that the Iowans take the cognomen of Hawk-eyes", wrote James G. Edwards in the Fort Madison *Patriot*. "Our etymology can then be more definitely traced than can that of the Wolverines, Suckers, Gophers, &c., and we shall rescue from oblivion a memento, at least, of the name of the old chief. Who seconds the motion?" ∫ The Reverend Mr. McCoy, appointed by the Schuyler Presbytery to form a church in Fort Madison, preached at early candlelighting in Mr. O'Niel's house. ∫ The *Gypsey* was the first steamboat up the river.

Sunday, March 25. The weather was "as bland as May"; the ice was all out of the river, and the water at a high stage.

Tuesday, March 27. John W. Markle, a Dubuque merchant, married Miss Eliza Jane Stoddard. ∫ The handsome new steamboat, *Demoine*, landed a large number of enterprising Ohio farmers at Fort Madison.

Friday, March 30. The *Demoine* arrived at Dubuque, bringing forty kegs of blasting powder.

Saturday, March 31. Mrs. Margaret Hart, aged 67, died from injuries received when she fell into the hold of the *Demoine*.

JOHN ELY BRIGGS

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