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PALIMPSEST
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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.

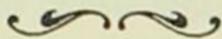
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THE PALIMPSEST

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The El Dorado of Iowa

On April 20, 1836, the Territory of Wisconsin was born. This wilderness empire stretched across forests and prairies from Lake Michigan to the Missouri River. A traveler who sojourned six months of 1837 along the upper Mississippi was delighted with the fertile soil and the healthful, invigorating climate, particularly of the Iowa District west of the river. Throughout this area the forests and prairies were well stocked with game — deer, bear, turkey, and large quantities of prairie hens and pheasants. The streams were “finely stored” with various kinds of fish; “clouds of pigeons” and “flocks of ducks” met the traveler on every hand, while “loquacious geese” could be heard in countless numbers.

Although farmers in the Iowa District were “on the trail” of a “golden fortune”, it was the mineral region that struck the fancy of this itinerant. “Of this new territory,” he wrote to the editor of the *Wheeling Gazette* in 1837, “DUBUQUE is the pros-

pective capital; and no town of the upper Mississippi, more richly merits that distinction. Being surrounded by a country rich in mineral, whose mines have not the half been proved, and are already the source of a great revenue, and an unrivalled farming and grazing region, possessing an industrious and enterprising population, it cannot fail to increase in importance and magnitude Go to that land, for we are confident there you will find the *El Dorado* of your imagination. Are you poor? Seek, and you shall obtain a competence. Art thou rich? There shall your monies reap a noble interest."

For a century and a half the lead mines of the upper Mississippi Valley had been the *El Dorado* of ambitious nations. To this wilderness country came Nicholas Perrot in 1690 to teach the dusky Miami Indians how to mine lead. Toward these same mines the avaricious Antoine Crozat cast a hungry look. On the prospects of such fabulous mines John Law established his "Company of the West" in 1717, only to shake the foundations of France when his "Mississippi Bubble" burst. Against these same mines the British sent a military force in 1780 to drive out the Spanish and prevent lead ore from reaching Washington's armies. From these same mines Julien Dubuque began to extract lead in 1788, the same year that the

first settlements in Ohio were made at Marietta and Cincinnati. Along the western bank of the Mississippi the swarthy Dubuque staked out his "Mines of Spain" in 1796 — the largest Spanish land grant in Iowaland.

The lead mines around present-day Dubuque continued to play a dramatic rôle after the Louisiana Purchase. Lieutenant Zebulon M. Pike visited Julien Dubuque while on his voyage of exploration to the upper Mississippi in 1805. Five years later, in 1810, Julien Dubuque died and was buried on a towering bluff at the mouth of Catfish Creek. In the years that followed, the warlike Fox Indians drove away the heirs of Chouteau and all other white men who sought to work Dubuque's mines. Past the tattered Fox village at the mouth of Catfish Creek the *Virginia* churned in 1823 on the first steamboat voyage on the upper Mississippi. On the present site of Dubuque in 1830 a group of lead miners drew up the Miners' Compact, the first expression of squatter sovereignty adopted in Iowa. From these same lead mines Colonel Zachary Taylor drove the trespassing "Sooners" during the bitter-cold winter of 1832-1833. There, on June 1, 1833, the full flood of immigration struck the "Iowa District" as sturdy miners crossed the Mississippi to stake out their claims in the Black Hawk Purchase.

Many future Dubuque notables swarmed across the Mississippi River in 1833. The Langworthy brothers — James L., Lucius H., and Edward — were among the first, soon to be followed by their brother, Solon. Alexander Levi came directly from France in 1833 to engage in mining and merchandising. Warner Lewis, who served as an aide to Colonel Henry Dodge during the Black Hawk War and was destined to serve as Speaker of the House in the State legislature, cast his lot with the first pioneers. Thomas McCraney and Patrick Quigley were among the few who brought their families to the Dubuque mines. Present also was Patrick O'Connor, who was tried and hanged for murder by his fellow lead miners in 1834. The eccentric Thomas Kelley and the civic-minded Woodbury Massey (who was shot by a claim-jumper in 1835) were also trail-blazers. The names of Peter A. Lorimier, Jesse P. Farley, John King, Orrin Smith, Thomas McKnight, Francis Gehon, Augustus L. Gregoire, and Andrew Kee-secker are but a few in the long list of first squatters at Julien Dubuque's old Mines of Spain.

Furnaces were needed to smelt the lead. The primitive methods of the Indians had been very wasteful, less than fifty per cent of the lead being secured. The rich slag left behind was eagerly sought in later years. With the coming of the

white man the cupola furnace was introduced whereby as much as seventy per cent of the lead was obtained. In 1834 Peter Lorimier built a cupola furnace at the mouth of Catfish Creek. Two more cupola furnaces were constructed during the following year — one in Dubuque and the other on the Little Maquoketa. Travelers who passed the mouth of Catfish Creek by steamboat in 1835, according to A. M. Lea, could see "hardy miners" at Riprow who "tear the lead from the bowels of the earth." "The smelting establishments", Lea declared, "have recently been much improved, and are now conducted with scientific accuracy, yielding seventy or eighty per cent of lead from the native sulphuret."

Not satisfied with the efficiency of the cupola furnace, the smelters presently adopted the hearth furnace. What is said to have been the first furnace of this design constructed in America for smelting lead was built near Platteville, Wisconsin, in 1835. The second in the United States, and the first in Iowa, was located just above Rockdale on Catfish Creek. The hearth furnace was so efficient that practically all the lead was extracted, hence it soon replaced the old cupola furnace. Mr. Brunskill built a hearth furnace on Catfish Creek near Center Grove and Nathan Simpson erected one northeast of Dubuque.

The Dubuque *Visitor*, on October 19, 1836, expressed delight with the fine blast furnaces then operating in the neighborhood. Mr. Hulett's blast furnace smelted 70,000 pounds of ore weekly. The cupola furnace owned by Thomas McKnight had a similar output while Peter Lorimier's establishment at Riprow turned out 60,000 pounds. F. K. O'Ferrall's furnace was the largest, measuring seventy by thirty-three feet, and smelting 100,000 pounds per week. Several log furnaces were capable of producing weekly seventy pigs of lead weighing seventy pounds each.

The exact amount of lead produced in the Dubuque mineral region is not known. Many estimates include the production of the mines east of the Mississippi. In the years from 1823 to 1835 the Illinois-Wisconsin lead output was approximately 67,000,000 pounds. The years from 1835 to 1848, when the Dubuque lead mines were contributing their share to the total, constitute the period of greatest activity in the upper Mississippi lead mining country. During this time the annual production rose from 11,000,000 pounds to 55,000,000 pounds. The total valuation of lead received at Saint Louis from the Galena-Dubuque area in 1847 was \$1,654,077.60, or double the combined value of the Saint Louis fur trade and the commerce over the Santa Fé trail.

Some idea of the activity on the west bank of the Mississippi may be gleaned from personal accounts and newspaper columns. By September, 1834, John P. Sheldon, government register of the Dubuque district, thought he had issued "over a thousand" permits to mine lead between the "Turkey and Big Maquoketa" rivers and collected rent in lead valued at \$30,000. Sheldon found the main diggings located near the towns of Dubuque and Peru. Under the caption "Dame Fortune Again" the *Dubuque Visitor* on June 1, 1836, noted "with pleasure" a new discovery of lead by Chauncey Swan & Company. On August 31st the same paper chronicled Mr. O'Mara's discovery of a new vein two miles northwest of Dubuque. Another deposit was found on David Sleator's lot and still others on the Wooten lot and the Herd lot.

During the years that followed Dubuque newspapers heralded with pride the discovery of new veins of lead. "The prospects of better times in the lead mines was never more flattering", declared the *Iowa News* on March 3, 1838. "Almost daily do we hear of new discoveries, being made in the country, and we believe miners were never more industrious than now, being prompted to further exertions by the success which has crowned the perseverance of others."

In 1838 it was estimated that not less than six million pounds of lead were shipped from Dubuque. The *Iowa News* declared that considerably more mineral was being raised in the spring of 1841 than at any previous time. With each passing year steamboats carried an ever increasing quantity of lead downstream to Saint Louis, fully 140,000 pigs or 9,800,000 pounds being shipped out of Dubuque in 1847 alone.

Prior to 1850 the lead mines were Dubuque's most valuable single asset. But the region did not gain as much in population during the 1840's as the more optimistic had been led to hope. This was due largely to the claims of the heirs of Auguste Chouteau to the land embraced in Julien Dubuque's old Spanish grant. For two decades the litigation of the Chouteaus hung like a sword of Damocles over the lead mines. Citizens of Dubuque actually questioned the right of the trustees to collect taxes when it was not possible for them to show a clear title to their real estate. Finally, in March, 1853, the United States Supreme Court sustained the property rights of the citizens in the case of *Chouteau v. Molony*. When the news reached Dubuque there was general rejoicing — bells rang, bonfires were kindled, and joy reigned supreme. A new era had dawned.

WILLIAM J. PETERSEN

Government by Town Trustees

Brawling miners prowled the streets of Dubuque in 1836. So at least it seemed to nineteen-year-old W. H. C. Folsom upon his arrival from Maine in the winter of 1836. "Sundays were especially days of strife, and Main street was generally the field of combat" between the "Catholic and Orange Irish", Folsom recalled. "Women even participated. There was no law, there were no police to enforce order. The fight went on, the participants pulling hair, gouging, biting, pummeling with fists or pounding with sticks, till one or the other was victorious. These combats were also accompanied with volleys of profanity, and unlimited supplies of bad whisky served as fuel to the flames of discord. Dubuque was certainly the worst town in the West, and, in a small way, the worst in the whole country. The entire country west of the Mississippi was without law, the government of Wisconsin Territory not yet being extended to it. Justice, such as it was, was administered by Judge Lynch and the mob."

Not all the people in Dubuque were dissolute ruffians. Lieutenant Albert M. Lea found the average pioneer of 1836 "steadily pursuing his own

business without interrupting his neighbour." Such men, no doubt, were responsible for securing the passage of a bill to incorporate towns in the Territory of Wisconsin. The enactment of this measure was an important factor in establishing political order in Dubuque and other communities.

The original statute for the government of towns was composed of twelve sections. It provided that the white male inhabitants of any town or village of not less than three hundred population might incorporate their community for the "better regulation of their internal police". To do this all citizens over twenty-one who had resided six months in a town could simply assemble at the courthouse or other meeting place and choose a president and clerk. Notice of such a meeting had to be given in a newspaper or by an advertisement posted ten days in advance. Those present were to decide on incorporation by a viva voce vote. If two-thirds voted in favor, the clerk was to give "at least five days public notice" for the citizens to assemble and select by ballot five trustees from their fellow townsmen.

The board of trustees, who were elected for one year, were to choose a president from their own body. They were to be considered in "law and equity a body corporate and politic" with full power to sue and be sued. They might devise a

corporate seal which could be altered at pleasure. They were to name a clerk who was to keep a "fair journal and record" of all proceedings, and inscribe all by-laws and ordinances in a book provided for that purpose. The trustees were to choose a town treasurer who was required to give bond.

The powers of the president and trustees were clearly defined. A majority of them were empowered "to make, ordain and establish and execute such ordinances in writing, not inconsistent with the constitution and laws of the United States and of this Territory, as they shall deem necessary, to prevent and remove nuisances, to restrain and prohibit gambling or other disorderly conduct, and to prevent the running of and indecent exhibitions of horses within the bounds of such town; to provide for the licensing of public shows, to regulate and establish markets, to open ditches, and to provide for drawing off water, to sink and keep in repair public wells, to keep open and in repair the streets and alleys of such towns, by making pavements or side walks, or other improvements". In addition, they could provide fire protection, define the boundaries of the town, and levy and collect taxes. The act provided that the limits of the town must not exceed two miles square. Taxes could not exceed fifty cents on ev-

ery hundred dollars of assessed valuation of real estate and twenty-five cents on the same amount of personal property.

The law was just as clear regarding the duties of the trustees. They were to keep in good repair all streets and alleys and the public roads passing from and through the town for one mile from the center. To do this every male resident over the age of twenty-one and under sixty years was required to labor on the "streets, alleys and roads, at least two days in each and every year" or pay one dollar per day instead. If such labor was insufficient, the trustees might appropriate the necessary funds from the tax levied on real estate and personal property.

All funds collected through "taxes, fines, penalties and forfeitures" were to be used solely "towards the erecting and improving and regulating those objects" placed under the control of the trustees. Delinquent taxes might be collected after giving at least fifteen days public notice. Fines ranging from twenty-five cents to ten dollars, together with the cost of suit, might be imposed for breaches of ordinances. The law provided for the legal dissolution of a town by a two-thirds vote of the qualified electors. Signed by Speaker of the House, Peter H. Engle, and President of the Council, Henry S. Baird, the bill was approved by

Governor Henry Dodge on December 6, 1836. It took effect immediately.

The citizens of Dubuque lost no time in utilizing the provisions of this act. At a meeting in the Methodist Church on March 25, 1837, the resolution to incorporate was adopted and April 1st fixed as the date for electing the first trustees. At the polls in Hempstead and Lorimier's store on April Fool's Day, 1837, William Myers, Thomas S. Wilson, Charles Miller, Thomas C. Fassitt, and Timothy Fanning were declared to be a "Board of Trustees under the name and title of the President and Trustees of the Town of Dubuque". On the following Monday, April 3rd, the trustees met to organize and elect officers. Thomas S. Wilson, a young lawyer who had arrived from Ohio in 1836, was elected president of the board of trustees. Charles Corkery was named clerk, Patrick Quigley appointed treasurer, Philip C. Morheiser selected as marshal and collector, and Ezekiel C. Dougherty chosen as assessor.

When the board convened on April 8th, Timothy Fanning moved that the trustees borrow enough money to remove the "obstructions from the slough" in order to render it "navigable for Steam Boats". A committee was appointed which reported at the following meeting that it had "car-

ried the instructions of the Board into effect as far as practicable but were compelled to desist from further improvement in the Slough in consequence of high water."

A distinguishing feature of the Dubuque trustees was their serious attention to their duties. Unlike the first city fathers of Davenport and Bloomington, the Dubuque trustees met regularly, even holding special meetings. Between 1837 and 1841 the clerk filled eighty-three pages in the large "Council Journal" with the minutes of the proceedings. In another volume he copied the thirty ordinances, several many pages long, which were passed during that period.

The real work of the trustees began on April 16, 1837, when Mr. Fassitt moved that President Wilson draft the following ordinances: (1) on the stated meetings of the board; (2) on establishing certain offices and defining the duties; (3) on breaches of ordinances; (4) on regulating the town police; (5) on preventing the running and indecent exhibition of horses; (6) on fines and forfeitures; (7) on the provision of fire ladders by the treasurer; (8) on the furnishing of fire buckets by citizens; and (9) on the formation of a fire company. Wilson was instructed to prepare these ordinances in manuscript in time for the following board meeting. So well did he perform his work

that when the ordinances "were severally read from the clerk's table" all but one were quickly passed. The police ordinance "elicited considerable discussion" but after "various amendments" it too was passed unanimously. Mr. Fanning thereupon resolved that the trustees exert their "best endeavors to enforce the provisions of the ordinances just past".

The first ordinance provided for a treasurer, a clerk, an assessor, and a marshal. The second designated every Saturday as the day for regular meetings and required only two votes to call a special meeting. The third fixed a fine of ten dollars for any resistance of process concerning breaches of ordinances. The minute manner in which some ordinances were drafted is illustrated by the second section of the police ordinance: "And be it further ordained That if any person or persons shall within said Town, in the night time, wilfully disturb the peace and quiet of any street, lane, alley or neighbourhood, or any private family or person by loud or unusual noise, by blowing horns, trumpets or other instruments or engines, by the rattling of drums, tambourines, kettles, pans, tubs or other sounding vessels, by the rattling of bells or other noisy instruments, engines or machines, by hallowing, shouting, loud and boisterous laughing, singing, bellowing, howling,

swearing, obscene language or conversation, or by any device or means, whatsoever, or by tumultuous or offensive language or carriage, by threatening, quarreling, scolding, traducing, challenging or fighting under any pretense or pretext whatsoever," should be deemed "guilty of a misdemeanor" and subject to a fine of not less than one dollar nor more than fifty dollars and costs. The ordinance defined night as after ten o'clock in the spring, summer, and fall seasons and after eight o'clock in the winter.

The last three ordinances dealt with fire protection. The treasurer was authorized to provide two twenty-five foot and two fourteen foot fire ladders, and two fire hooks of the proper dimensions. These were to be deposited in some "convenient place" and a penalty of five dollars imposed for their removal for private use. The citizens were required to furnish fire buckets. Every owner or tenant of any "two story dwelling house, store or warehouse" was to provide "two strong, substantial and sufficient leather buckets" painted in conspicuous letters with the name of the owner. One-story homes were required to furnish only one bucket. These buckets were to be kept in some convenient or public part of the house and a penalty of five dollars imposed for their illegitimate removal. Citizens above the age of sixteen might

form a volunteer fire company not to exceed one hundred members. Only twenty volunteers were needed to adopt by-laws and form a company.

Additional ordinances were adopted subsequently. On May 6, 1837, Mr. Miller moved that President Wilson prepare an ordinance on revenue and taxes. A week later the trustees read, studied, and returned Wilson's tax bill "with a request that he will so amend it as to make it applicable to the present situation of the Town of Dubuque". The tax ordinance was accordingly revised and adopted on May 16th.

By this time Wilson apparently found the task of drafting ordinances rather onerous, particularly when Governor Henry Dodge appointed him prosecuting attorney of Dubuque County. On June 17th he addressed a communication to his colleagues stating he would be "necessarily absent for some time". His arduous "professional engagements" obliged him to tender his verbal resignation on August 19th. The trustees insisted on a "written" resignation which was tendered and accepted the following week. Thereupon the board named Peter A. Lorimier to fill the vacancy but that gentleman declined. The position was next proffered to John Plumbe, Jr., who accepted "with a deep sense of honor" and was seated on September 2, 1837.

By the time Dubuque received a special charter in 1840 a number of citizens had become skilled in local government. Between 1838 and 1841 such notable pioneers as Alexander Butterworth, S. D. Dixon, E. C. Dougherty, J. P. Farley, Thomas C. Fassitt, Edward Langworthy, Timothy Mason, John McKenzie, Charles Miller, Philip C. Morheiser, John Plumbe, Patrick Quigley, Benjamin Rupert, and Loring Wheeler had served as trustees. Thomas C. Fassitt was named to fill Wilson's unexpired term as president on September 2, 1837. Philip C. Morheiser was named president in 1838, Patrick Quigley was elevated to the post in 1839, and S. D. Dixon was chosen in 1840.

During the first five months no mention was made by the clerk of the meeting place of the board of trustees. It was not until September 6, 1837, that the trustees decided to meet in the house behind John Regan's store. This could be rented for five dollars a month but one dollar was set aside for making fires in the stove twice a week, thus bringing the total rent to six dollars. Unabashed by such extravagance, the board directed the clerk to procure furniture, stationery, a stove, and other equipment.

Thus far the trustees had borrowed money from the more affluent citizens for necessary expenses. The ordinance to lay and collect taxes had been

passed on May 16th and Ezekiel C. Dougherty was soon at work assessing property. Anxious to secure funds, the trustees held a special meeting. "After a tedious examination", the clerk recorded on July 3, 1837, "a large amount of property was found to have been omitted through mistake". The lists were accordingly returned to Dougherty with specific instructions, and rejected at two subsequent meetings before they were finally approved. A bill of \$37.50 was submitted on October 28th for assessing Dubuque property.

With money tinkling into the city coffers, the trustees commenced paying some of the corporate bills. A considerable sum was expended on the slough and even more on the streets, alleys, and sidewalks. There were also numerous other expenses. Thus, on September 23rd, the trustees refused to accept the bill of the *Iowa News* for printing ordinances, on the grounds that it was too high. They paid back to T. C. Fassitt and Robert D. Sherman, however, the fifty dollars loaned to the corporation in April; and to Gehon & Hendry their twenty-five-dollar loan. Attorney W. W. Chapman was paid fifty dollars for representing the corporation in the five cases pending in June and Clerk Corkery presented a bill for fifty dollars for three months' service. Meanwhile, the trustees had agreed to pay Stephen

Hempstead \$200 for representing the corporation as the town attorney during the remainder of the term of the board. After paying several more bills the treasurer reported a balance of thirty-six dollars on November 4, 1837.

Meanwhile, the trustees continued to draw up more ordinances. The boundaries of the town were defined, the discharge of fire arms prohibited within the village limits, and licenses required of any circus, show, or exhibition. A wharfage tax of five dollars was imposed on every steamboat or other craft arriving from below. Drivers of wagons, carts, drays, and sleds who worked for hire paid a five dollar license. Only ferrymen, stagecoach, and hack drivers were exempted in the ordinance preventing Sabbath breaking. A port physician "skilled in the science of medicine" was appointed to inspect "every Steam Boat or other vessel, coming from any port known to be infected with any pestilential or contagious disease". Other ordinances dealt with public wells, the appointment of a town engineer, the construction of sidewalks, and the prevention of obstructions on streets, alleys, and wharves. The trustees were compelled to legislate against "digging" land out of the streets. Their last ordinance was passed on August 10, 1840, and provided for "grading certain parts of Main Street".

Such were the problems facing the Dubuque trustees before 1841. Their diligence, however, was not above reproach. "If our town Trustees", the *Iowa News* asserted in 1838, "are not a little more attentive to their duties hereafter we'll expose them by publishing their names as such! Why are persons permitted to haul sand from the middle of Locust street at the crossing of Third? thereby endangering the lives of persons riding in the night. And why are the butchers permitted to throw the heads of animals in our streets? at which half a dozen dogs are frequently to be seen growling round and fighting for. Many other growing evils might be pointed out — but it seems altogether useless, at least unless they do something in order to show that there is a board of Trustees. Most of our citizens have paid their tax, and the law is sufficient for their collection from those who have not, leaving no excuse for this neglect of duty. We hope it will be attended to." Doubtless such opinions were important in leading to the dissolution of the board of trustees and the acquisition of a special city charter from the Territorial legislature.

WILLIAM J. PETERSEN

A Chartered Town

An opportunity to secure a change in local government occurred when the First Legislative Assembly of the Territory of Iowa convened at Burlington on November 12, 1838. Dubuque County was represented in the Council by Stephen Hempstead and Warner Lewis, the former serving as president. On November 24th, scarcely two months after the Dubuque trustees had been chided for neglect of duty, Hempstead presented a bill in the Council to incorporate Dubuque. After considerable discussion and amendment the measure passed the Council on December 4, 1838, and was adopted by the House of Representatives with further amendments three days later. But the eagle eye of Governor Robert Lucas detected a flaw. The judicial powers of the mayor, he said, were incompatible with the organic law of the Territory and certain acts of Congress dealing with the fugitive slave clause. He accordingly vetoed and returned the measure on January 8, 1839. Eight days later Hempstead moved that the charter be referred to the committee on incorporations. During the waning days of the session the bill apparently was forgotten.

A year elapsed before Dubuque had another opportunity to petition the legislature. On November 11, 1839, Representative Edward Langworthy sought permission to introduce in the House at some future day a bill to incorporate Dubuque. Representatives Edward Langworthy, Loring Wheeler, and James Churchman, all of Dubuque, were appointed to draw up the measure. On December 2, 1839, House Bill No. 51 was reported "to incorporate the city of Du Buque". Read a second time on December 6th, the bill with certain amendments was discussed and, on motion of Mr. Langworthy, was tabled. Nearly a month later, January 3, 1840, it was taken from the table, referred to a select committee, and presented on January 6th in amended form. Having passed the House on January 9th, it was transmitted to the upper chamber where it was considered in committee of the whole, amended, and finally passed on January 14th. Governor Lucas approved the measure on January 17, 1840. Thus the citizens of Dubuque obtained a special charter providing for a mayor-council type of government.

The Dubuque charter of 1840 was far more comprehensive than the articles of incorporation under which the trustees had functioned. It contained twenty-one sections compared with only twelve in the old act. It bounded the town as

“surveyed and laid off by the commissioners appointed under an act of Congress to lay off the towns of Fort Madison, Burlington, and Du-Buque”. It provided for the annual election of one mayor and six aldermen instead of five trustees. It granted corporate powers, outlined the work of the city council, prescribed the duties of the mayor and other city officers, arranged for the creation of wards, described the method of holding elections, and regulated the opening and paving of streets, lanes, alleys, and sidewalks.

The extreme care with which the special charter of 1840 was drafted is illustrated by section 5 which outlined the powers of the council: “The city council shall have power to grade, ditch and cut sewers, to make, alter, widen and repair streets, lanes and alleys; to make and repair wharves or public landings within the corporation, to license houses where liquor is sold by the dram, to license drays, carts and other vehicles kept for public hire, to license and prohibit shows and other public exhibitions, to dig and keep in repair public wells, to license and regulate billiard tables, to prohibit the discharging of firearms and the racing or immoderate running of horses within the corporation, to levy and collect a tax upon dogs, to restrain or prohibit the running at large of ferocious animals, to establish and regulate public mar-

kets, to establish and regulate the rate of wharfage of all boats or vessels or rafts landing within the limits of the corporation, to establish a ferry or ferries and for annually leasing the same, to cause to be fenced vacant or unimproved lots, to restrain and prohibit houses of ill fame, and all indecent exhibitions within the city".

This same section also permitted the city council "to hold, purchase and convey real and personal estate for the use of said city" and to borrow money "at any rate of interest not to exceed twenty per centum per annum". The law required, however, that the borrowed money must be expended exclusively in the "public improvement of the city" and could be repaid by a city tax not to exceed "one-fourth of one per centum" of all real and personal property. Finally, the council could organize "fire companies not to exceed twenty-five men each" whose members would be "exempt from militia duty". In a word the council was granted power "to pass all laws and ordinances not inconsistent with the constitution of the United States and laws of this territory".

The special charter provided that the legal voters should assemble at the courthouse on the first Monday in March of 1840 and ballot on the new charter. If a majority favored it the law became effective two weeks later. The citizens were then

to vote for new officers on the first Monday in April. For some unknown reason no such vote was taken until March 1, 1841, when the charter was adopted by a vote of 58 to 38. Subsequently, on April 5, 1841, the citizens elected Caleb H. Booth as mayor and Jesse P. Farley, Charles Miller, Edward Langworthy, W. W. Coriell, H. Simplot, and Timothy Fanning as aldermen. Four of the six aldermen — Farley, Miller, Langworthy, and Fanning — had seen previous service on the old board of trustees.

The charter provided that the polls should be open "from nine in the morning to five o'clock in the afternoon" when the judges were to issue election certificates to the person having the greatest number of votes. This was accomplished on the evening of the election and four aldermen were sworn in. The trustees thereupon turned over the books and papers to the new aldermen who were present. Langworthy took the oath of office on April 12th, Farley in the following week, and Mayor Booth on April 26th.

Meanwhile, the new city fathers began a period of intense activity which did not abate until the heat of summer blistered the straggling community. On April 12, 1841, Timothy Mason appeared and complained vehemently against a "Log Cabin occupied by T. E. Norris as a Stable".

Dennis O'Shea was allowed six dollars for two days' work with his horse and cart on Bluff Street. Benjamin Rupert was elected clerk pro tem. It was not until May 3, 1841, however, that the regular election of officers occurred. At that time Benjamin Rupert was elected clerk, B. F. Davis was named marshal and collector, E. C. Dougherty was chosen assessor and street commissioner, William Lawther selected as treasurer, and Charles Miller designated as weighmaster. Two weeks later the clerk reported that all had agreed to serve except Lawther, who was absent. He also declared he had made a contract with E. C. Dougherty for a room back of the recorder's office at the rate of two dollars per month.

One of the largest items of municipal expense was the improvement of streets and alleys. On May 24th the city council appropriated twenty dollars for work on Eighth Street west of Bluff. "We are happy to perceive", remarked the *Iowa News* of May 29, 1841, "a spirit of energy in the movements of our new corporation which will before long remedy the evils under which our citizens have so long suffered. The work of straightening Eighth Street and repairing the road through Lorimier Hollow, over which a considerable portion of the business of the town with the country in its rear is done, will not only be of great benefit to

our trade, but will stop the rush of water which for the past two years has been ruining the property at the south end of Locust Street." On June 10th the street commissioner was ordered not to pay more than \$2.50 per day for a man with horse and cart: in August he was instructed to collect the tools of the city and put them in a safe place.

Even more costly were the efforts to improve the river front by excavating a canal between the inner and outer slough. On May 26th the council held a special meeting and placed the street commissioner in charge of the work. "After this improvement is completed", the *Iowa News* asserted, "a current will be thrown into the inner slough which will render its waters sweet and healthy and enable steamboats to approach the wharves in ordinary stages of water. We have too long remained in a state of apathy in regard to the disadvantages suffered on account of the obstructions to our harbor and the consequent injury to the health and business of this place. . . . After this canal is commenced all our citizens who feel interested in its speedy completion will have an opportunity of affording such assistance to the corporation as they may deem expedient either in teams or labor." The sums expended on this project were large. On June 7th the council paid \$100 in orders to Street Commissioner E. C. Dougherty for

work on the canal. At subsequent meetings sums totalling \$500, \$400, \$1000, and \$500 were expended in scrip for canal excavation. By September 6, 1841, the council had appropriated \$3500 for this purpose.

There were other bills to be met. On June 28, 1841, James V. Campton and William Redman were allowed \$65.50 for blacksmith service. William Smith was paid \$15 as assessor and Charles Miller got \$14 for some "scrapers". W. W. Coriell printed five ordinances in the *Iowa News* for \$19. The total expenditures for the year ending April 1, 1844, amounted to \$1491.61. The smallest sum was 75 cents to O. Bobien for hauling lumber for a bridge; the largest was \$200 for five culverts. By 1844 the total city indebtedness equalled \$5461.84, a staggering sum for pioneer days.

Meanwhile, city revenue was just as difficult to collect as under the old board of trustees. "The taxes assessed", railed the *Iowa News* on June 16, 1840, "upon houses and lots in the town of Du Buque, to which the government title has not yet been extinguished, being illegal, our citizens are not willing to pay, without better evidence is furnished them, that the money heretofore collected has been expended in a way to benefit the town. It is time enough to pay our taxes when we have

our evidences of title in our pockets." A tax of one-fourth of one per cent (two and one-half mills) on real and personal property had been levied on June 28, 1841. For the year ending March 29, 1844, a total of \$1434.65 was collected, or slightly less than had been expended. The great bulk of the money was derived from two sources: the real and personal property tax brought in \$527.86, while the grocery license for selling liquors accounted for \$525 more. The Howes & Mabey circus paid a five dollar fee while another five dollars was derived from pedlar and theatre licenses. The sale from hogs taken up in the street netted \$62.50; the dog tax brought in \$26; and the hay scale accounted for \$10.50. A half dozen other items completed the list of the sources of revenue for local government.

Although the special charter had granted power on many subjects, it was still necessary for the council to pass numerous ordinances. The first provided for the appointment of certain city officers and prescribed their duties. Next, an ordinance regulating groceries fixed the license for these liquor establishments at not less than \$25 or more than \$100. A fine of from \$10 to \$40 might be imposed for permitting "riotous conduct in or about" a grocery. Grades and sidewalks were regulated and citizens were enjoined from throw-

ing filth, rubbish, or dead animals in the streets and alleys. Citizens were also prohibited from slaughtering animals at home. On June 7, 1841, Samuel B. Johnson appeared before the council and entered a complaint against the "Dutch Butcher" who was located at the corner of Fourth and Main streets.

Several ordinances regarding hogs running at large were passed and met with considerable opposition. To protect the public graveyard, a fine of three dollars was imposed on any person guilty of placing animals inside the fence. Another ordinance declared that no more than "two Hogs or one Sow and Sucking pigs" belonging to a single family would be permitted to "run at large" within the city limits. Owners of any animal taken up had to pay a fine of fifty cents plus expenses. If the stock was not immediately recovered it was sold and the proceeds put in the treasury. "As the season for fleas is approaching", cautioned the *Iowa News*, "we beg leave to direct the attention of the corporation to the droves of hogs which infest our streets."

The large number of dogs prompted the council, on July 19, 1841, to ordain that all "who may keep or harbor any dog or Slut" must pay a two dollar tax and place on the animal a "metallic collar" durably and legibly engraved with the owner's

name. Failure to comply might bring a fine of ten dollars. Furthermore, the marshal was directed to kill all dogs running at large.

On August 28th, the *Miners' Express* printed the following letter: "Mr. Editor: I wonder if the dogs of Dubuque have ever had the Dog Law read to them? for I see them walking about the city as carelessly as though they were entirely ignorant of the Ordinance which has been promulgated by the City Council. By the way, I would propose that the penalty be commuted, and instead of the punishment contemplated, that they be collected together and driven down Locust-street. Should any be fortunate enough to pass over the gully without breaking their necks, they ought to be permitted to escape."

The scope of general welfare legislation was further enlarged by various safety precautions, but the ordinance to regulate stovepipes for fire prevention caused an unexpected repercussion when the marshal found that four of the seven stovepipes out of order in Dubuque belonged to Alderman Timothy Fanning. Sleighs could not be driven "out of a walk" unless the vehicle was provided with bells attached to the horse or horses. A two dollar fine was imposed for the first offense and three dollars for each additional offense.

Some of these ordinances were very unpopular.

On June 7, 1848, a subscriber to the *Miners' Express* complained when a "City Inspector and Measurer of Wood and Lumber" was appointed. "Where did these wise Aldermen find a precedent for the act?" the irate citizen inquired. "Did they advise with the people, or was it from a desire to rob the poor wood haulers? If the latter, let me assure the Hon. Board, their city will go without wood."

A capable group of officials served Dubuque under the special charter. Samuel D. Dixon was elected mayor in 1842 and James Fanning succeeded him in 1843. F. K. O'Ferrall broke a one-term precedent when he was elected in 1844, 1845, and 1846. Although Dubuque was strongly Democratic, it appears that, with the election of P. A. Lorimier in 1847 and George L. Nightingale in 1848, the Whigs came into power. As the election of 1849 approached, the intensely partisan *Miners' Express* called attention to those Whigs who were commencing the "old cry" of "no partyism" with its attendant plea for "honesty and capability" as the determining qualities for office. "Honesty and capability are, in our estimation," the editor declared on March 20, 1849, "indispensable qualities in an office-holder, but when the office is vacant, and the people are called upon to fill it, such men should be selected as possess, not only the

qualities above referred to, but such political opinions as are agreeable to the taste of the majority. Dubuque is decidedly a Democratic City, and we have not been able to discover any good reason why her political opinions should not be reflected by her rulers. What say you? Shall we have a Democratic City Council for the coming year?"

From the creation of the Territory of Iowa in 1838 until the practice was prohibited by the constitution of 1857, forty Iowa cities and towns received special charters from Territorial or State legislatures. Twenty-seven of these towns were granted one charter, eight obtained two charters, three had three charters, while Mount Pleasant and Dubuque each operated under four special charters. The original Dubuque charter of 1840 was followed by another approved on January 19, 1846. In the following year, on February 24, 1847, a third special charter was provided by the legislature. Ten years later, on January 28, 1857, the fourth special Dubuque charter was approved by Governor James W. Grimes and remained the organic law of the city for sixty-three years. This charter, with the compiled city ordinances, comprised in 1919 a thick volume of 497 pages, ample testimony of the growing complexity of local government in the Key City of Iowa.

WILLIAM J. PETERSEN

The Web of Life

On February 26, 1855, the Dubuque Literary Institute met to hear Lucius H. Langworthy deliver his second lecture on the history of Dubuque. "Our prosperity seems to point to a glorious future", the pioneer declared. "Our progress has been steady, and the importance of our location is now settled beyond a question. . . . The fact, that eleven churches and a number of schools, besides literary and scientific societies, are sustained by our citizens, indicates we can already offer to immigrants the advantages of older cities, and that we have all the social and intellectual resources of the Atlantic States." Through "seminaries of learning" and "literary institutions", Langworthy concluded, Dubuque was destined to become the very "Athens of the West".

The Dubuque pioneers might look back with pride at their progress since they first entered the Black Hawk Purchase in 1833. Religious, educational, social, and cultural attainments had kept pace with the economic and political development. These, together with the homespun amusements and workaday activity, form the web of pioneer life.

Religion was a powerful force in frontier Dubuque. The Reverend Aratus Kent preached the first Protestant sermon in Ezekiel Lockwood's log cabin on Locust Street during the summer of 1833. In the following summer the Reverend Barton Randle and his Methodist flock built a one-story log church measuring twenty by twenty-six feet and costing \$255. Seven women and five men made up the membership of this, the first church in Iowa. Five preachers faithfully ministered to this congregation before a new and larger structure was erected in 1840. During this time the Methodist Church was used by various denominations, served as a courthouse and a schoolhouse, and housed the meeting to consider the incorporation of the town of Dubuque — in a word, functioned as a center of religion, education, and government.

Meanwhile, Father Charles Felix Van Quickenbourne conducted the first Roman Catholic service in the cabin of Mrs. Brophy during the summer of 1833. On August 15, 1835, the cornerstone of the first Catholic Church in Iowa was laid at Dubuque. Dedicated as Saint Raphael's Church by Father Samuel Mazzuchelli, the handsome stone edifice was destined to serve as the Cathedral for the Territory of Iowa when Bishop Mathias Loras arrived on April 19, 1839.

There were many other faiths represented at the Dubuque lead mines. On May 11, 1836, the *Dubuque Visitor* declared that another "Minister of the Gospel is needed among us — one who can reason, preach, and sing; and *enforce the fourth commandment.*" As if in answer to this plea the cornerstone of the first Presbyterian Church was laid with appropriate ceremonies on July 18, 1836. A Baptist congregation was organized in 1840, the Episcopalians formed their first church in 1843, and the Christian Church was established in the following year. Before the decade closed beginnings had been made by the African Baptist Church, the Unitarian Church, the Congregational Church, and the Dubuque County Bible Society.

The influence of the church was soon manifested. On September 30, 1837, a writer in the *Iowa News* expressed delight with "the order and decorum which prevails in every part of our community" after the town trustees adopted the ordinance relating to the observance of the Sabbath. Both Protestant and Catholic congregations were active in the temperance crusade. However, in addition to unbelievers there were some wayward brethren whose conduct was considered reprehensible. "I wish to notice a habit quite prevalent in this city," wrote one who signed his name "Chris-

tian" in the *Miners' Express* for February 23, 1848. "It is that of going to church for the purpose of taking a comfortable snooze during divine service. This miserable and sinful practice is quite fashionable and followed extensively by certain ladies and gentlemen, especially some who attend the Methodist and Congregational churches."

The Dubuque pioneers lost no time in establishing schools. The first schoolhouse in the Black Hawk Purchase was completed at Dubuque in December of 1833. Bald-headed George Cabbage was selected as the first schoolmaster for the thirty-five pupils who attended. Subsequently, Barrett Whittemore and Mrs. Caroline Dexter taught school at Dubuque. In 1836 Mrs. Louisa King opened a school for young ladies. On January 15, 1838, the Legislative Assembly passed an act authorizing a seminary of learning at Dubuque for the "instruction of young persons of both sexes in science and literature". Thomas S. Wilson, Lucius H. Langworthy, P. A. Lorimier, Joseph T. Fales, Benjamin Rupert, and Patrick Quigley were listed as incorporators. The first classical school in Iowa was established at Dubuque in 1839 by Thomas H. Benton, Jr.

More schools sprang up during the following decade. In the fall of 1841 the *Miners' Express* called attention to the English, classical, and math-

emational school opened in the residence of Bishop Mathias Loras. A few months later C. F. Hardie started an "Evening School" in the basement of the Presbyterian Church. Professor Hardie, emphasizing particularly English, grammar, and arithmetic, charged four dollars tuition for a twelve-week term during which classes met four nights a week. Each pupil was required to "furnish his own light". In 1842 Miss Eberlee opened a school for the instruction of children of both sexes. Miss Eberlee taught English, French, and German as well as needle and fancy work. These were all private schools, for Dubuque had not used the authority to establish free public schools. In 1844 a newly created school board agreed to pay the costs of educating eligible children in the private schools, but as late as 1849 there were no public school buildings in the city.

The dissemination of knowledge, however, was not restricted to the schools. On December 27, 1837, a number of Dubuque citizens met at the home of James L. Langworthy and formed a "Literary Association" upon the lyceum principle. Timely topics were discussed, the lyceum affording an excellent opportunity for the development of individual forensic talent. Thus, on December 1, 1847, the *Miners' Express* announced a meeting "over Terry's Saloon" to discuss the question:

"Resolved that the Wilmot Proviso is right and ought to be sustained by the American people."

Numerous lecturers appeared before Dubuque audiences, temperance and education being two popular themes. In September of 1838, Alonzo P. Phelps spoke on "Popular Education" in the Methodist Church. On November 3, 1843, the *Miners' Express* expressed delight with Professor Bonneville's very "convincing" lecture on mesmerism. The editor witnessed such experiments as "paralyzing different limbs, shutting the eyes, closing the mouth, putting the subject in a magnetic state". It was said of Professor Bonneville that he could "stop a woman's tongue by merely shaking his finger at her." Skeptics were urged to attend. The large Irish population undoubtedly enjoyed the lecture by Mr. Mooney, the "distinguished and very popular Irish vocalist and lecturer" who appeared in December of 1847. Mr. Spencer gave exhibitions of "Animal Magnetism", while Dr. Reynolds lectured on "Astronomy" over Terry's saloon. On May 3, 1848, the *Miners' Express* urged citizens to attend the "novel exhibition" by Mrs. Hayden, who was hailed as the "American Sybil" and the "first and only female magician in the world."

A welcome addition to the cultural life of Dubuque was supplied by Joseph T. Fales who con-

ducted a singing school in the Methodist Church on the evening of May 25, 1836. In November, 1838, Azor Richardson taught the science of sacred music in the Methodist Church. Mr. and Miss Scott advertised in 1843 that they would be pleased to instruct students on the "Piano Forte, and musical instruments generally". On December 1, 1847, the *Miners' Express* announced a concert by the Dubuque Philharmonic Society in the Congregational Church. The programme included anthems, solos, and choruses, together with the "most popular Glee and Secular" melodies. "The members of the Society", the *Miners' Express* declared, "flatter themselves that their Concert will afford an unusually agreeable evening's entertainment." Bands and church choirs afforded a further outlet for the musically inclined.

An index of the reading tastes of the Dubuque pioneers is revealed by the books William Lawther offered for sale in his store in 1842. In addition to the *Encyclopaedia Americana*, Walker's *Dictionary*, and Comstock's *Mineralogy*, he advertised *Biographies of the Signers of the Declaration of Independence* and Chitty's works on *Pleadings* and on *Contracts*. Goldsmith's *Animated Nature*, Lockhart's *Life of Scott*, Defoe's *Robinson Crusoe*, Bunyan's *Pilgrim's Progress*, Pope's *Essay on Man*, Milton's *Paradise Lost*, Cobbett's *Advice to*

Young Men, Butler's *Hudibras*, and Wirt's *Life of Patrick Henry* were other volumes on sale. Jane Porter's two classics, *Thaddeus of Warsaw* and *Scottish Chiefs*, must have vied with the works of Shakespeare, Scott, and Byron for public favor. Among the school books listed were Smith's *Arithmetic*, Murry's *Grammar*, and a series of "Elementary Spellings Books and Eclectic Readers". Surely the most fastidious reader could have found something to suit his taste on William Lawther's well-stocked shelves.

The pioneers found time for fun and entertainment. In 1838 the Iowa Thespians organized, and Joseph Jefferson appeared the following year with his professional actors. Steamboat excursions were popular; dog and animal shows, tight rope walkers, sleight-of-hand artists, and colorful circus performers helped to enliven frontier life. Probably most of the men and boys indulged in fishing and hunting. Skating and sleighriding were popular winter sports. At home or in church, in lyceum or at militia muster, at choir practice or fire drill, the Dubuque pioneers found both pleasure and profit in Territorial times.

WILLIAM J. PETERSEN

Then and Now

"What is thy destiny, oh Du Buque?" queried "Selaf" in the *Iowa News* of May 5, 1838. "Wilt thou rise and shine as the Queen of the North West . . . or art thou doomed to be the victim of selfish, base, mean, and groveling demagogues?" The writer [Joseph T. Fales?] believed Dubuque would "become the abode of many thousands of happy, moral, and intelligent individuals, whose powers and influence will be felt and known to the utmost limits of the Territory."

Dubuque's destiny was by no means certain a century ago. In 1840 it was a straggling log-cabin village of scarcely one thousand souls: in 1940 the "Key City" of Iowa counted 43,833 inhabitants. A century ago Dubuque County contained only 3059 people; today the Federal census shows 63,704. In 1940 the city of Dubuque boasted of a population greater than the 43,112 living in the whole Territory of Iowa in 1840.

In 1837 the first board of trustees scarcely dreamed they were launching a metropolis. In 1937 the expenditures of the city totaled \$555,470, divided as follows: general government, \$37,940; police department, \$79,091; fire department,

\$117,871; other protection (building, electrical, and plumbing inspection, police and fire alarm, dog catcher, etc.), \$17,335; health and sanitation, \$61,213; highways, \$131,178; library, \$30,077; recreation, \$56,005; and miscellaneous expenditures, \$24,760. These figures were approximately the same as the annual average between 1932 and 1937 inclusive. In 1923, however, a total of \$1,242,380 was spent — the highest in Dubuque history.

Let us consider some of the changes that have occurred between the era of the board of trustees and the present city manager form of government inaugurated in 1920. During the 1830's the pioneers traveled overland by covered wagon or on horseback. The advent of the first stagecoach was hailed with delight. During the 1840's the citizens of Dubuque still complained about bad roads and irregular mail deliveries. Today all the main thoroughfares in Dubuque are paved for streamlined traffic. In addition, four paved highways converge on Dubuque from Davenport, Cedar Rapids, Waterloo, and Decorah. Paved highways also lead eastward into Illinois and Wisconsin, affording ample facilities to more than twenty-five motor carriers operating to and from Dubuque.

The Mississippi River has played a significant rôle in the development of Dubuque. Steamboat-

ing was of primary importance: fully ninety-five per cent of the lead mined was shipped downstream to Saint Louis. In 1838 twenty-two steamboats were engaged in the Saint Louis-Dubuque trade. Now a single Federal Barge Line towboat can transport as much freight as those twenty-two steamboats combined. A century ago the city fathers were allocating a few hundred dollars to improve the levee and dig a canal: in 1926 the citizens of Dubuque voted 6736 to 2973 in favor of a modern river dock terminal which required a \$377,000 bond issue.

The railroad has been an equally vital factor. As early as 1836 John Plumbe, Jr., had visions of a transcontinental railroad. Unfortunately the railroad was slow in arriving at Dubuque. "The whole country — North, South, East, and West — cities, towns, hamlets, and villages, are crying out 'Railroads! Let us have railroads!!'" fumed the *Miners' Express* on December 12, 1849. "This cry is approaching us from all directions, while here we are in Dubuque as unconcerned as if 'Whiskey Hill' and 'Dirty Hollow' were ever to be the only thoroughfares from and to Dubuque." It was not until 1855, however, that the iron horse slaked its thirst in the waters of the Mississippi opposite Dubuque. Today the "Key City" of Iowa is served by four great trunk lines — the Illi-

nois Central, the Chicago Great Western, the Burlington, and the Milwaukee railroads.

A century ago volunteer fire fighters used buckets furnished by home owners. Since 1924 Dubuque's fire department has given the city the lowest fire insurance rate in Iowa. The effectiveness of the Key City fire fighters is readily demonstrated: between 1911 and 1920 the average yearly loss was \$350,000; between 1921 and 1936 it was only \$56,000.

In 1837 a lone marshal endeavored to enforce the law. A century later thirty-eight men and two women constituted the police department. Of a total of 2012 arrests during the fiscal year 1936-37, 765 were charged with intoxication and 641 with traffic violations. The efficiency of Dubuque's modern police department is attested by the fact that all fifty-nine automobiles stolen in the city were recovered. Moreover, of stolen goods valued at \$34,658, over ninety-one per cent or \$31,734 worth were restored.

In 1836 a young Philadelphian dipped water from the Mississippi and delivered it to the pioneers. Twenty years later the Dubuque *Express & Herald* complained to the "city fathers" because most of the water supplied by the "water carriers" of Dubuque was "obtained along the inner levee and at other most improper places." It was not

until October 21, 1871, that an adequate waterworks plant was completed. In 1898 the city bought the waterworks system for \$545,000. Now the municipal water plant is capable of pumping eight million gallons of pure water daily.

Streets and roads, steamboats and ferries, fire and police protection, the distribution of water — these were but a few of the problems confronting the trustees. New and undreamed of improvements came to Dubuque, requiring the attention of the city council. The telegraph arrived in 1848, the first gas was turned on in 1855, the first railroad bridge spanned the Mississippi in 1868. In the latter year Solon Langworthy took a ride on the first street railway. A Dubuque editor declared in 1878 that only three electric lights would be needed to light the town. It was not until 1881, however, that the first electric light company was formed. The Western Telephone Company was granted permission in 1882 to erect poles in streets and alleys. Six years later the Key City Electric Street Railway Company was capitalized at \$100,000. The Illinois high bridge was constructed in 1887; the Wisconsin bridge spanned the Father of Waters in 1902. In 1940 the site for a new highway bridge across the Mississippi from Dodge Street was approved by Federal authorities.

The hopes and dreams of the pioneers have been more than realized in modern Dubuque. During the 1830's the first professional men were hanging out their shingles; in 1939 there were twenty-five druggists, forty-seven dentists, forty-eight lawyers, and sixty doctors. The lone circuit rider of a century ago has been supplanted today by eleven Roman Catholic, five Lutheran, four Methodist, three Presbyterian, and three Congregational churches. In addition the Adventist, Baptist, Christian Scientist, Episcopalian, Evangelical, Hebrew, Nazarene, and Spiritualist churches may be found in Dubuque.

In 1836 the citizens sought to establish a Library Association to influence the "moral and intellectual character of the inhabitants". A century later 18,095 borrowers had access to 65,720 volumes in the Dubuque Public Library, and the average annual circulation stood at half a million books. Loras College and Clarke College, the University of Dubuque and Wartburg Seminary, each attract students from the numerous public and parochial schools of the community. The city of uncertainty in the days of Joseph T. Fales has truly become a "Queen of the North West".

WILLIAM J. PETERSEN

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