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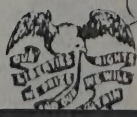
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LOOKING BACKWARD
ON
HAWKEYELAND

IOWA CENTENNIAL COMMITTEE

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Looking backward on Hawkeyeland

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LOOKING BACKWARD ON HAWKEYELAND

by William J. Petersen



Old Capitol at Iowa City

LOOKING BACKWARD ON HAWKEYELAND

A dozen years ago the writer was attending a Big Ten baseball game at the University of Iowa. Seated with some friends from the College of Engineering, he was introduced as a history professor to an English woman who was seeing her first ball game. During the course of the game, the English woman politely inquired what history I taught at the University. Upon replying rather nonchalantly, "Iowa History," she exclaimed with amazement: "Iowa History! Does Iowa have a history?"

This naive reaction on the part of an English friend is quite characteristic of the average foreigner's attitude toward the middle western scene. Indeed, the average American dwelling along the Atlantic seaboard often entertains similar notions, more particularly if residing east of the Hudson. It is well known that the average New Yorker has the idea that Iowa is a town in Wisconsin and that Hollywood embraces one-half of California. The geographical knowledge of the average Bostonian is equally deficient. Indeed, the Bostonian would be slow to admit that any American history took place west of the Hudson. Under such circumstances one could hardly be expected to rebuff an incredulous English woman who had arched her brows and queried "Iowa History! Does Iowa have a history?"

Battle of the Des Moines

And yet, many an Iowa schoolboy, if given a few moments to

reflect, could have demonstrated that the history of Iowa goes back a long way, even in terms of English history. Perhaps he would have recalled the stirring incident of the De Noyelles expedition to Iowaland. As far back as 1733 (in the reign of William IV) and a hundred years before the permanent settlement of Iowa began, a French soldier was killed while visiting a Sauk Indian village in northern Wisconsin. Fearful of French vengeance, the Sauks fled westward and joined their cousins,



Dr. William J. Petersen

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"Steamboat Bill" Petersen, an active member of the Iowa Centennial Committee, probably has more Iowa history at his finger tips than any other Iowan. He is recognized as a speaker of ability and lectures frequently on his favorite subjects—Mississippi steamboating and Iowa history. He is the author of: Steamboating on the Upper Mississippi; Iowa: The Rivers of Her Valleys; and A Reference Guide to Iowa History.

the Foxes, who had been driven across the Mississippi by the French. Together the Sauk and Fox were too dangerous an enemy and a French force of 84 men accordingly set out from Montreal under Joseph de Noyelles on August 14, 1734, to punish the Sauks and separate the two tribes. About 200 Iroquois, Hurons, and Potawatomi "expressed the greatest willingness" to join the perilous expedition.

Leaving the straggling French village of Detroit on January 2, 1735, the company of approximately 250 men trudged westward through a desolate wilderness in the dead of winter, suffering much from cold and exposure. Misled by the Kickapoo Indians, whose principal village stood at the mouth of the Rock river near present-day Rock Island, the French finally reached the mouth of the Wapsipinicon where, instead of a large Fox village they "found Nobody." Upon learning that the Sauk and Fox had fled westward to the "River with a fork," the weary expedition pressed onward reaching the Raccoon Fork of the Des Moines in mid-April. On April 19, 1735, De Noyelles and his men fought the first pitched battle between the red man and the white man on Iowa soil on the present site of the State capitol. In point of time that date might well be associated with a poem that runs:

"By the rude bridge that
arched the flood,
Their flag to April's breeze
unfurled,
Here once the embattled
farmers stood,
And fired the shot heard
round the world."

For the Battle of the Des Moines, fought as it was on April 19, 1735, occurred 40 years to the day before Lexington and Concord. But an Iowa school-boy would not ordinarily bring up Lexington and Concord when talking with an English woman.

Joliet and Marquette

Actually, the written history of Iowa goes back even further than the Battle of the Des Moines, back before Queen Anne's war, back before the advent of William and Mary in 1688. The written history of Iowa begins on June 17, 1673, when Joliet and Marquette with their five intrepid French companions paddled out of the mouth of the Wisconsin and into the broad expanse of the Mississippi and began their epoch making voyage down the Father

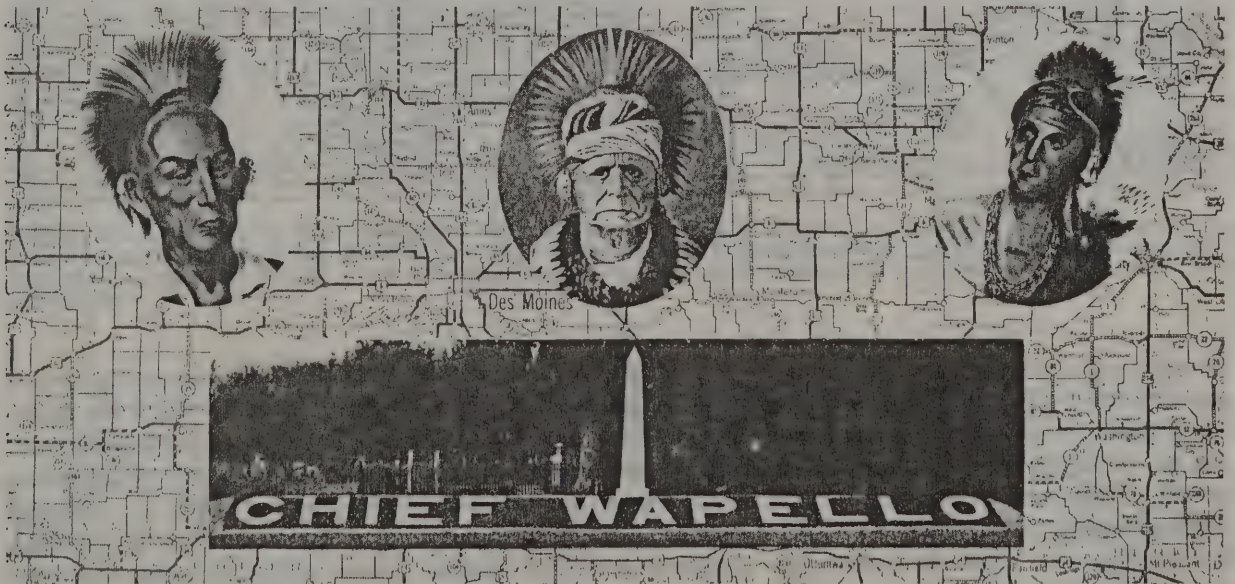
of Waters. At that time Louis XIV occupied the French throne and Charles II ruled over England. On the Colonial scene the Dutch retook New York from the British in 1673 while King Philip's war broke out two years later: La Salle had not explored the Mississippi and Pennsylvania had not been founded by that brave and altruistic Quaker—William Penn.

The advent of Joliet and Marquette occurred only a half century after the landing of the Pilgrims at Plymouth. There were no newspapers to record their exploits and 17 years were to pass before the first such publication appeared in Boston. Fortunately both Joliet and Marquette kept a journal of their trip along the eastern border of what is now Iowa. They described the plant life

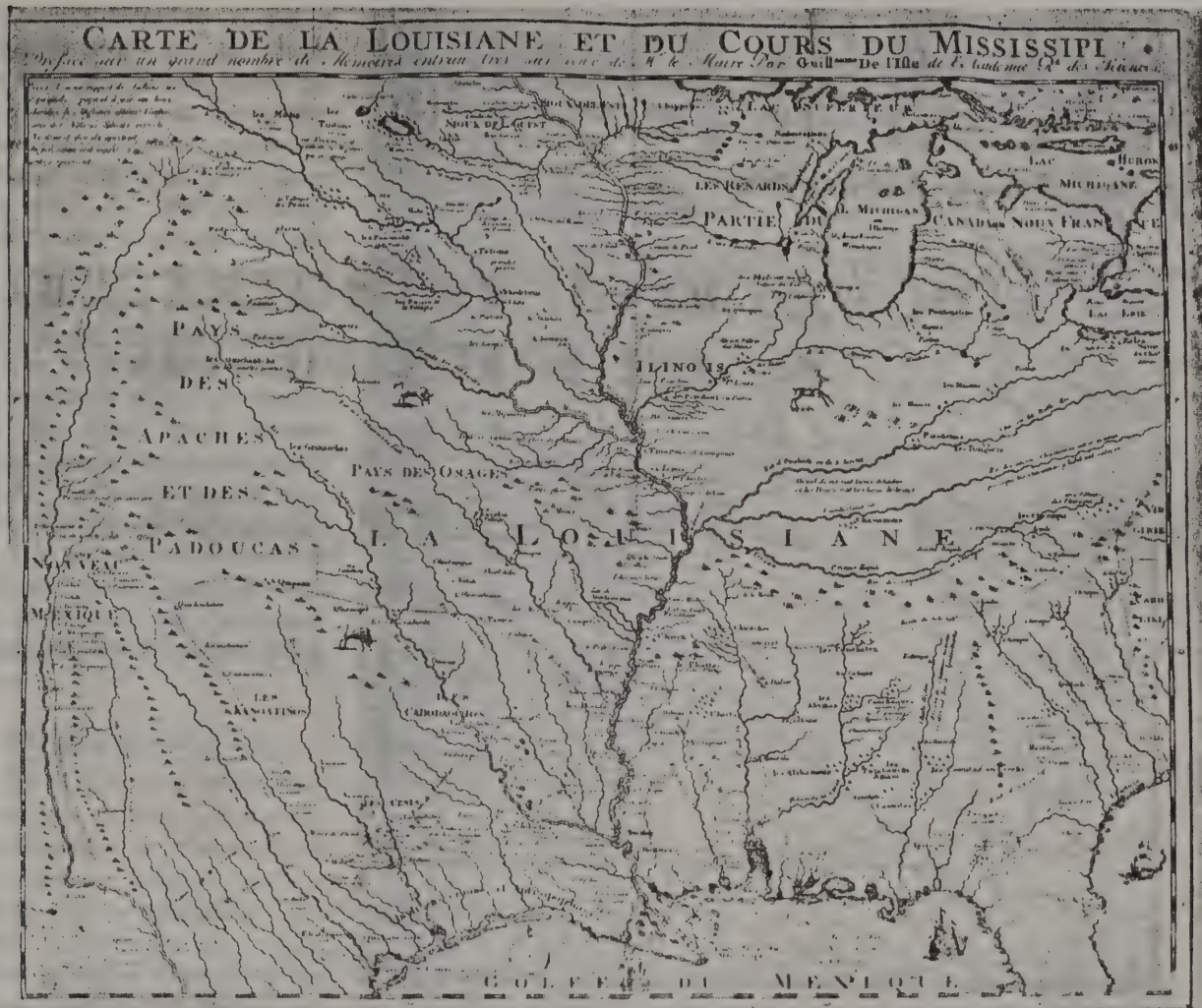
and wild game encountered, noted the general topography of the country, and recorded in great detail the first meeting of the red man and the white man on Iowa soil—held at the mouth of the Iowa river on June 25, 1673. The Joliet-Marquette expedition bears the same relation to Iowa history that the voyage of Columbus does to American history. It is one of the outstanding exploits in the history of the Mississippi Valley.

Prehistoric Man

Confronted with such facts, the average Englishman, if he were to pause and reflect, would doubtless recall the stirring days of William the Conqueror, the chivalry of King Arthur and his Knights of the Round Table, or the fantastic exploits recorded



(Left to right) **BLACK HAWK**, noted Sauk chief and leader in the Black Hawk War of 1832. He died in Iowa in 1838. The Black Hawk Purchase and Black Hawk county are named in his honor, even though Keokuk negotiated the first sale of land in Iowa by the Indians. **KEOKUK**, another famous Sauk chief. He negotiated the first sale of Indian land to the whites and visited in Washington, D.C., after the Black Hawk War. He died in Kansas in 1848. **POWESHIEK**, a powerful Fox chief, superior in rank to Wapello but subordinate to Keokuk. He was recognized as a leader of both the Sauk and Fox, and is said to have wielded a stronger restraining influence than Keokuk among his followers in preventing them from joining with Black Hawk. He lies buried in an unmarked grave in Kansas. (Lower) Grave of **WAPELLO**, a chief of the Foxes, who at his own request lies buried with General Street and members of the General's family, just off the Chicago, Burlington & Quincy Railroad's right-of-way at Agency, Iowa. The town of Wapello and Wapello county are named in his honor.



William Delisle's map of 1718 when the Iowa country belonged to France. A leading French cartographer, Delisle made a map that set the standard for the period and formed the basis for many subsequent maps. It shows amazing knowledge of the Iowa country, the course of the Mississippi and Missouri rivers and their tributaries.

in that epic poem—Beowulf. He might even recall Stonehenge, those giant hanging rocks which archeologists trace back to the Neolithic or early bronze age. Although Iowa archeology is a relatively unworked field compared with other states it might be well to point out that as early as 1927 Dr. Charles Reuben Keyes of Cornell College had identified five distinct cultures in Iowa—Algonkian, Oneota, Effigy Mound, Mill Creek and Hopewell. The Effigy Mound

region of northeastern Iowa rivals Stonehenge in the magnitude of its size and implications. And the Hopewell, which is entirely prehistoric, is distinguished by the lavish use of copper for both weapons and ornaments.

Evidence of the presence of prehistoric man in Iowa is attested in the large number of ancient sites discovered. Village and camp sites have been found throughout Iowa, usually along the second terraces of streams

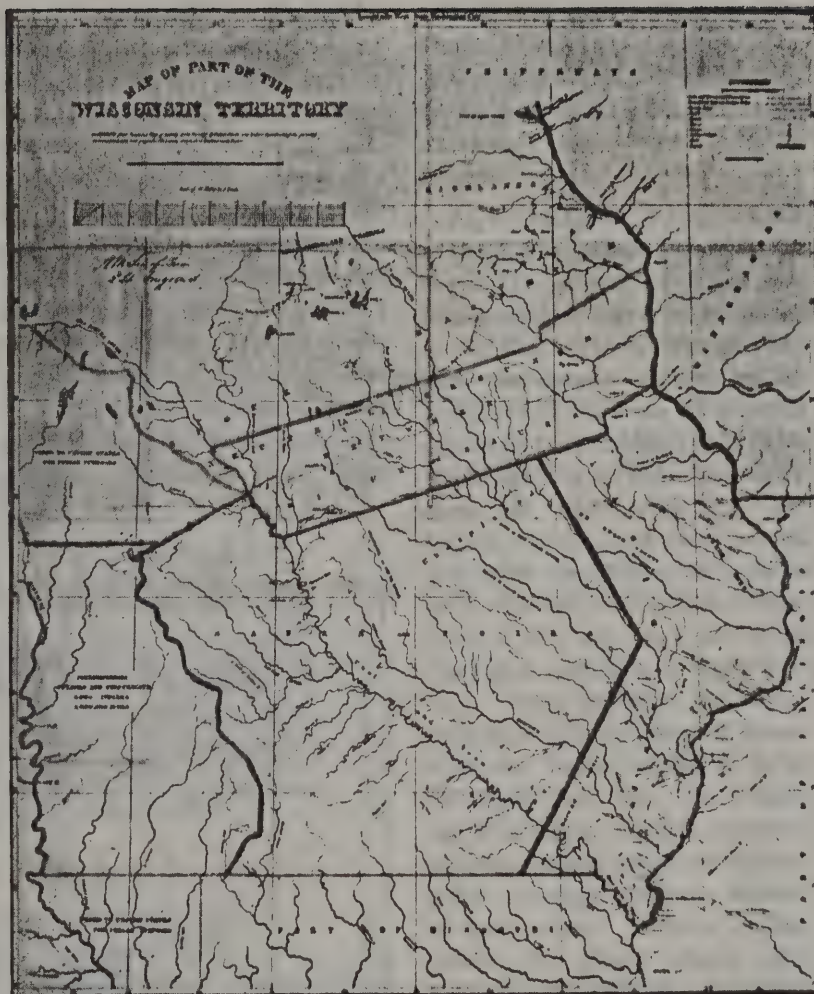
although occasionally along the summit of hills overlooking streams. No other Iowa river equals the Little Sioux in the number of ancient sites. Caves and rock shelters have been discovered along the gorges and ravines of the Cedar river and neighboring streams. Enclosures, agricultural plots and garden beds, pits, shell heaps, caches, workshops, cemeteries, mounds, boulder effigies, trails, spirit places, rock carvings and paintings, stone dams and fish traps,

and quarries have been found in various sections of the State.

In 1934 Dr. Keyes found the first evidence of one prehistoric culture superimposed on another near the mouth of the Upper Iowa river. It proved to be Siouan over Hopewell (which was a highly specialized phase of the Algonkian, or woodland culture), thereby demonstrating that the ancient Hopewell culture was more highly developed than the more recent Siouan culture. Such discoveries would indicate that archeologists may yet be able to push the existence of man in Iowa back a thousand years and more, or before the days of William the Conqueror and possibly even fabulous King Arthur.

The Indians of Iowa

If the existence of prehistoric man in Iowa presents a challenge to the imagination, the story of the Indian in historic time is packed with comparable romance. Although the exact number of tribes that have inhabited Iowa is not known, at least 17 different ones have lived within the confines of the State since the advent of Joliet and Marquette in 1673. Some of these tribes spent only a transitory moment in Iowa. Thus the Illinois Indians, who Marquette recorded as having been driven across the Mississippi by the Iroquois, spent only a few years here. So, too, the Miami Indians, who in 1690 begged Nicholas Perrot to help them mine lead, had been pushed westward by these same war-like savages. Other tribes, like the Winnebago and the Potawatomi, sojourned in Iowa but a short time during pioneer days, having agreed to move into Iowaland by treaties



The first map specifically dealing with what is now Iowa was prepared by Lt. Albert Miller Lea and accompanied his Notes on Wisconsin Territory, printed in Philadelphia in 1836. It was the first book published on Iowa. The map and book were the result of the famous United States Dragoon expedition of 1835, led by Colonel Stephen Watts Kearny.

concluded with the American government in 1832 and 1833. Only the Ioway Indians are known to have been associated for a long time with the State that bears their name, maintaining a permanent residence in the area for 150 years.

The Indians who contended for the possession of Iowa represented two great stocks . . . the Dakotah or Siouan nation of nearly 50 tribes, and the Algonkian nation of approximately 70 tribes. Siouan Indians are

often referred to as the Plains Indians while the Algonkian are described as Woodland or Woods Indians. The two stocks are divided thus on the basis of language, each tribe speaking a dialect of the parent tongue. Thus, the Ioway, Winnebago, Osage, Oto, Missouri, Omaha, Ponca, Sisseton and Wahpeton belonged to the Dakotah or Siouan stock. On the other hand the Sauk and Fox, the Illinois, the Ottawa, the Huron, the Miami, the Kickapoo, the Mas-

coutin, the Chippewa, and the Potawatomi belonged to the Algonkian or Woodland stock.

For a century and a half the Indian played an important role in the economic life of Iowaland. French and Spanish, English and American, each enlisted the red man in the fur trade. Such organizations as the American Fur Company and the Missouri Fur Company were largely dependent on the seasonal catch of the Indian. The red man, on the other hand, became more and

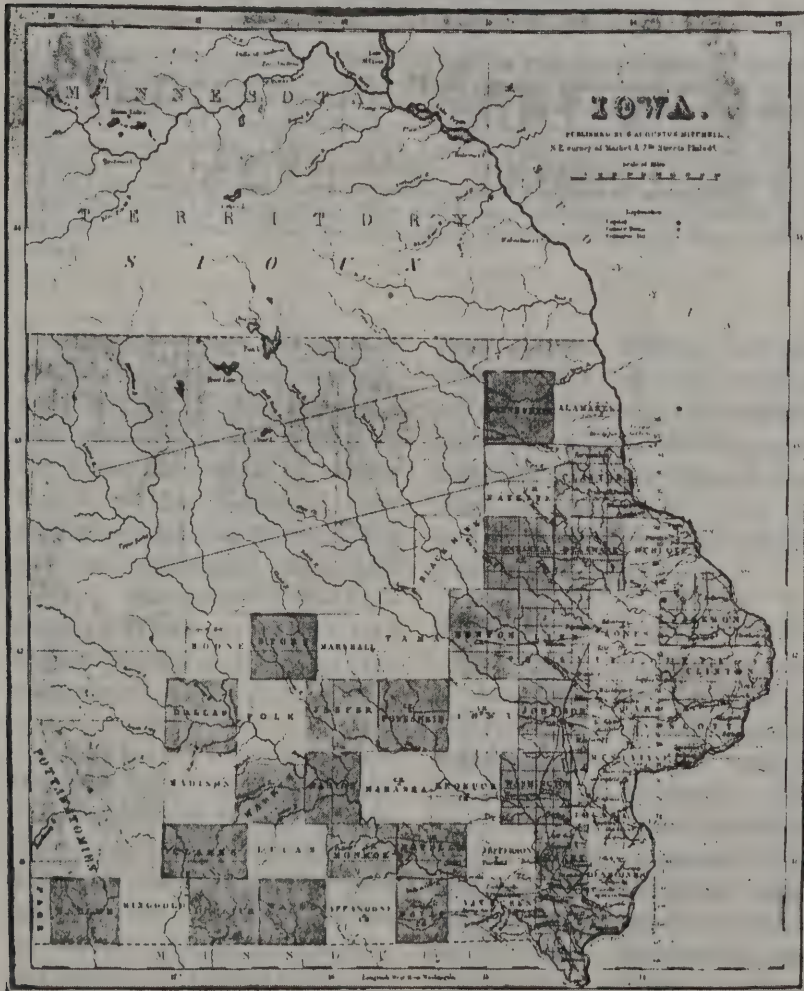
more dependent on his white brother for guns and powder, traps, percussion caps, knives, blankets, tobacco, rum, earbobs, wrist bands and scores of miscellaneous items. Their steadily mounting debts were usually paid to traders whenever a treaty was held whereby the Indian ceded their lands, and the terms of such payments were usually included in the treaty. The names of George Davenport, Russell Farnham, and Hercules L. Dousman loom large

among the fur traders on the Upper Mississippi. Manuel Lisa, Joseph Robidoux, and Peter A. Sarpy were among the numerous important fur traders on the Missouri river.

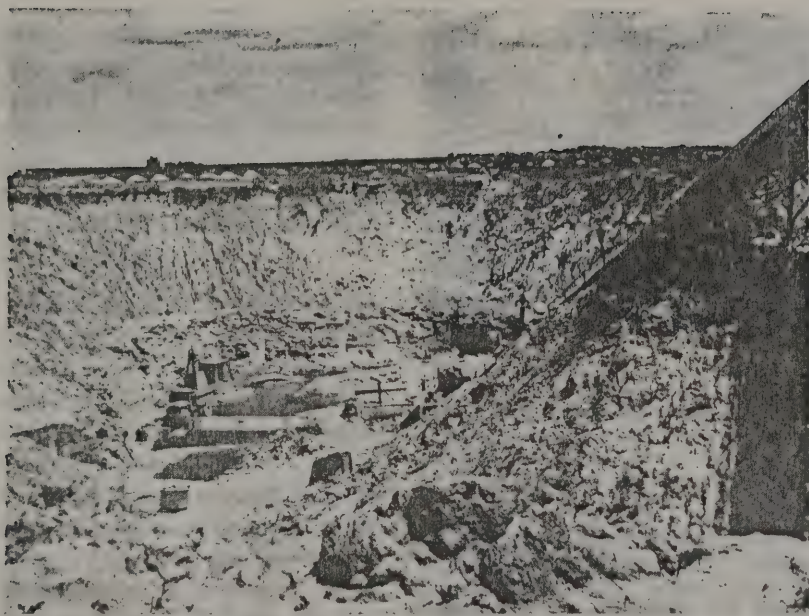
As we shall soon see, a flood of dramatic Indian episodes followed the advent of Joliet and Marquette. These culminated in the Black Hawk War of 1832 and the speedy cession of all Indian lands in Iowa by treaties signed in 1832, 1836, 1837, 1838, 1842, 1846, and 1851. The story does not end with the last Indian cession, however, for the return of the Tama Indians in 1856 and the Spirit Lake Massacre of 1857 are two of the most dramatic episodes in Iowa history. The pioneers have not forgotten the Indians of Iowa. Powerful Iowa tribes, such as the Sauk and Fox, the Ioway, the Winnebago, the Potawatomi, and the Sioux, are remembered today through counties named in their honor. Famous Indian chiefs like Black Hawk and Keokuk, Poweshiek, Wapello, Appanoose, Winneshiek, Tama, Mahaska, and Decorah, are likewise immortalized in Iowa place names.

Iowa Under France-1673-1762

The coming of the white man to Iowa was followed by vigorous efforts on the part of the French to tighten their grip on the land drained by the Mississippi river. A small but courageous force of men—fur traders and miners, soldiers and priests, fanned out through the Upper Mississippi Valley. Since the Mississippi was the great highway for exploration many of these explorers left some record of Iowaland. Thus, La Salle, a



This map shows the evolution of county boundaries in Iowa at the time Iowa achieved statehood in 1846. The last counties were established in 1851, although there were some changes in names and boundaries after that date.



A gypsum mine near Fort Dodge. Coal is the most valuable mineral produced, being mined in more than twenty counties, chiefly in the Des Moines river valley. Production reached an all time high of 8,965,830 tons in 1917, but since 1927 coal production has averaged only about 3½ million tons yearly. The average annual value of coal for the decade ending in 1940 was 8½ million dollars. Measured from a national viewpoint, gypsum is the most important Iowa mineral produced. Iowa normally ranks just behind New York and Michigan in gypsum production, the three states producing slightly over 50% of the nation's total.

favorite of Louis XIV, sent Michel Aco with two companions—Father Louis Hennepin and Antoine Auguel—to explore the Upper Mississippi. Near the mouth of the Wisconsin river they were captured by the Sioux and led northward into captivity. Hennepin's books—though filled with lies and boasts—were valuable to the historian.

Another Frenchman—Nicholas Perrot—sturdy “Commandant of the West,” taught the Miami Indians how to mine lead in the Galena-Dubuque area in 1690, a century before the advent of Julien Dubuque. His account of the fur trade and Indians of the Upper Mississippi Valley is invaluable. Le Sueur and Lahontan left a record of

their travels; William Delisle's maps of 1703 and 1718 reveal an amazing knowledge of Iowaland, while Pierre Paul Marin erected a military post in what is now Clayton county in 1738, 70 years before the Americans erected Fort Madison.

Spain in Iowaland—1762-1800

So much for the French period in Iowaland, which closed in 1762, when France secretly ceded all her territory west of the Mississippi to Spain. The Spanish did not gain immediate control of Iowa because of the high cost of erecting and maintaining military posts in such a remote area. Meanwhile, two Connecticut Yankees—Jonathan Carver (1766) and Peter Pond (1773)—left a record of their travels along the northeastern

border of what is now Iowa. Carver's book—*Travels Through the Interior Parts of North America*—was printed in London in 1778, and soon went into many editions and several languages. Such was the caliber of men who visited Iowaland on the eve of the American Revolution.

Another notable man associated with Iowa during the Spanish Regime was Jean Marie Cardinal. Cardinal mined lead in present-day Dubuque county until driven out by the British in the spring of 1780. The British attack on the lead mines was an effort to offset the successes of George Rogers Clark in southern Illinois and at Vincennes. Cardinal and a number of miners escaped down the Mississippi to warn the inhabitants of St. Louis of an impending British onslaught. When the British and their



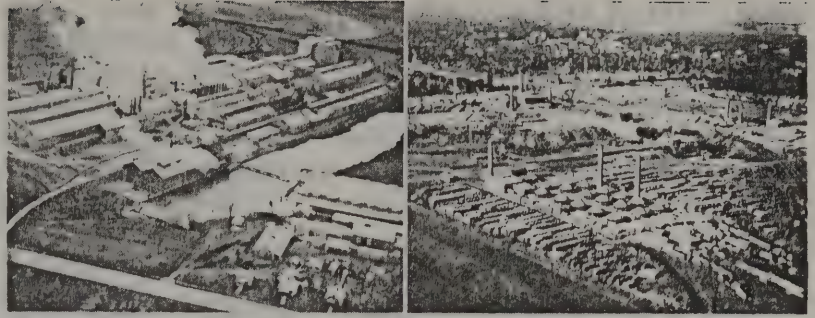
The Dubuque Shot Tower was erected in 1856 and is still standing. It furnished shot for hunters as well as bullets for the Union army during the Civil War. It stands as a landmark of the lead trade of the Upper Mississippi Valley and is one of Iowa's most historic sites.

dusky Indian allies launched their attack on May 25, 1780, Cardinal lost his life while valiantly fighting to defend St. Louis. Jean Marie Cardinal is probably the only Iowan to give his life in the cause of American independence.

More significant in Iowa history were the Spanish land grants. The first permanent settler in Iowa was Julien Dubuque, who received permission from the Fox Indians to work the lead mines around present-day Dubuque on September 22, 1788. This was the same year Washington was elected president and the very year the first two American settlements were made in the Old Northwest Territory—at Marietta and Cincinnati. On November 10, 1796, Governor-General Carondelet supported Dubuque's petition to work his "Mines of Spain" by granting him a princely tract of land stretching some 21 miles along the Mississippi and extending inland about nine miles. Dubuque died on March 24, 1810, after residing 22 years in Iowa.

Meanwhile, Auguste Chouteau had acquired about half of Dubuque's land. After the Black Hawk Purchase was opened to settlers on June 1, 1833, the heirs of Chouteau carried on a losing fight to establish their claims based on the Spanish grant to Dubuque. Their right to it was finally denied by a decision of the United States Supreme Court, handed down in December, 1853.

Two other Spanish land grants were made in what is now Iowa. Louis Honore Tesson was granted a tract of land in what is now Lee county in 1799. Tesson took



Cement and clay products plants at Mason City. Cement ranks next to coal in value, large plants having been developed in Cerro Gordo, Polk, Scott, and Jackson counties. The manufacture of clay products is widely distributed in Iowa, although the industry has been declining. In 1898 there were 349 producers in 87 counties; in 1929 there were only 53 plants operating in 31 counties. The value of clay products reached an all-time high of over ten million dollars in 1920 but by 1929 it had declined to \$5,791,175. Of the total value of Iowa mineral production from 1895 to 1938, approximately 49% came from coal, 18% from cement, 17% from clay products, 8% from gypsum, 4% from lime and stone, and 4% from sand and gravel. The average annual value of mineral production in Iowa between 1939 and 1944 inclusive was \$27,000,000.

immediate possession of the tract and planted his famous apple orchard. The Tesson tract, by a decision of the United States Supreme Court, has the distinction of being the oldest legal land title in the State of Iowa. On November 20, 1800, Basil Giard was granted 6808½ arpents of land in what is now Clayton county. The town of Marquette and part of McGregor are now located on a portion of this tract. The Giard grant was upheld by the Recorder of Land Titles at St. Louis in 1816.

The Louisiana Purchase

The Spanish retained possession of Louisiana from July 24, 1769, until October 1, 1800, when Napoleon forced Spain to sign the Treaty of San Ildefonso retroceding the island of New Orleans and all territory west of the Mississippi to France. Napoleon's dream of an empire in the west was rudely broken by the prospects of a new war with England and on April 30, 1803,

he sold Louisiana to Thomas Jefferson in a treaty signed at Paris. France transferred Lower Louisiana to the United States in a colorful ceremony at New Orleans on December 20, 1803. The following spring, on March 10, 1804, Upper Louisiana was turned over to the United States at St. Louis. Thus, after 130 years under French and Spanish rule, the Iowa country came under the control of the youthful American Republic.

American Exploration

Thomas Jefferson lost no time in finding out about the vast domain for which he had spent \$15,000,000. In 1804 the Lewis and Clark expedition set out up the Missouri and in 1805 Zebulon M. Pike set out to explore the Upper Mississippi. Both expeditions returned to St. Louis in 1806. In the years that followed such military men as Stephen H. Long, Henry Atkinson, Stephen Watts Kearny, Albert Miller Lea, James Allen and Edwin V. Sumner wrote



Maytag assembly line in world's largest washing machine plant at Newton. In 1929 the washing machine industry ranked third (next to meat packing and butter making) in the value of products in Iowa. It was closely followed by printing and publishing of newspapers and periodicals, general construction and repair of railroad cars, and foundry and machine shop products.

detailed accounts of their explorations in Iowaland.

Through Many Eyes

Some notable private individuals left equally vivid reports of the Iowa country. An Italian adventurer, G. C. Beltrami, journeyed up the Mississippi in 1823 aboard the *Virginia* and chronicled the first steamboat voyage along the eastern border of Iowa. Caleb Atwater left a similar account of his trip as far as Prairie du Chien aboard the *Red Rover* in 1829. During the 1830's the famous American artist—George Catlin—recorded with brush and pen the daily life of the Indians dwelling in Iowaland. Two famous English authors—Charles Augustus Murray and Captain Frederick Marryat—penned interesting accounts of the Black Hawk Purchase in the mid-thirties. Fredrika Bremer and the Prince de Joinville also wrote impressions of eastern

Iowa. John James Audubon, John Bradbury, John C. Luttig, J. N. Nicollet, Pierre De Smet and Maximilian—Prince of Wied, are but a few of the many travelers who described the western border of Iowa.

Forts in Iowaland

Meanwhile, forts were being established along the Mississippi-Missouri and their tributaries. The first American mili-



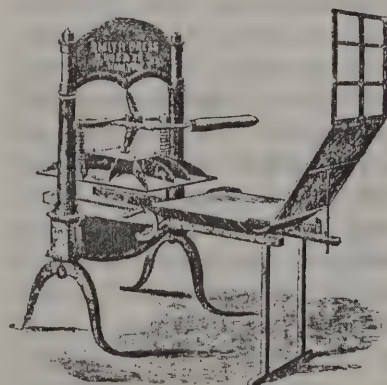
Skilled workers in Sheaffer Pen Company at Fort Madison—one of the world's largest fountain pen factories. Pearl buttons at Muscatine, calendars at Red Oak, furnaces in Marshalltown, sash, doors, blinds, office furniture, and kindred products in the planing mills along the Mississippi, perfumery, cosmetics, stoves, ranges, windmills, pumps, and a host of other products are manufactured in Iowa.

tary post in what is now Iowa was Fort Madison—erected in 1808, burned and evacuated during the War of 1812. Fort Edwards was built opposite the mouth of the Des Moines in 1815, Fort Armstrong was located on Rock Island in 1816, and Fort Crawford at Prairie du Chien the same year. The first Fort Des Moines was set up at the present site of Montrose in 1834; a second by the same name was erected at the mouth of the

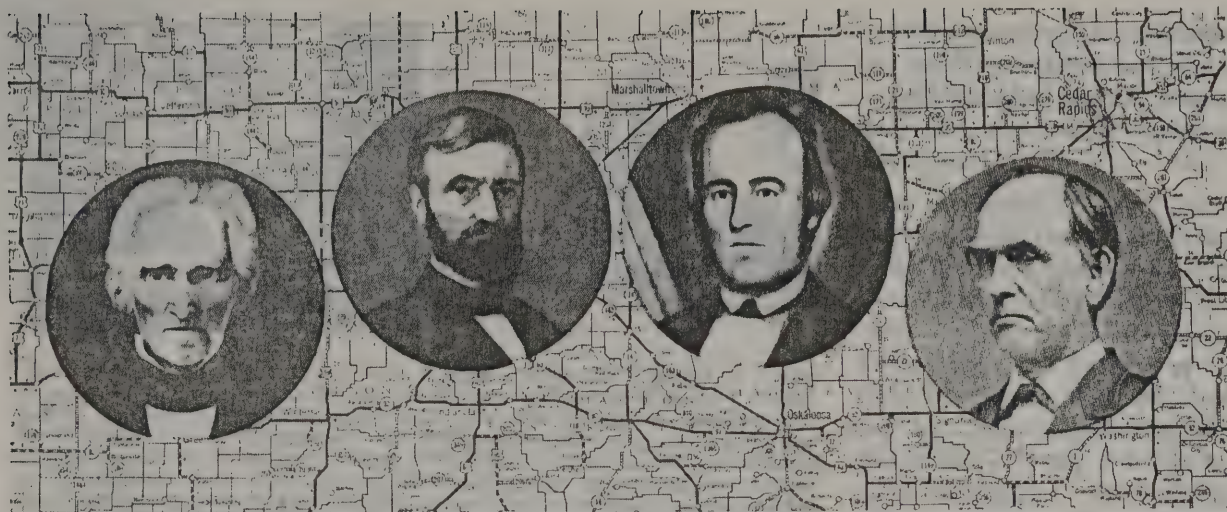
Raccoon Fork in 1843. Other noted military posts in Iowaland included Fort Atkinson in Winneshiek county; Fort Clarke in Webster county, and Fort Croghan on the Missouri river in Pottawattamie county.

Territorial Jurisdiction

The half century between the Louisiana Purchase and the achievement of statehood in 1846 saw Iowa passing through a series of changes in sovereign and subordinate jurisdiction. On March 26, 1804, congress provided for the government of the newly acquired territory between the Mississippi river and the Rocky Mountains by dividing it into two separate jurisdictions—the Territory of Orleans and the District of Louisiana. The Iowa country formed a part of the District of Louisiana, which was placed under the jurisdiction of the governor and judges of the Territory of Indiana. It thus happened that a future president, Governor William Henry Harrison, kept an eye on Iowaland from his capital at Vincennes. In 1805 the District of Louisiana was renamed



It was on a Peter Smith Hand Press, such as pictured here, that the first issue of the Du Buque Visitor was printed.



(Left to right) **ROBERT LUCAS** (1781-1853) was the first governor of the Territory of Iowa—1838-1841. He was a leader in the Constitutional Convention of 1844. His home in Iowa City, Plum Grove, was dedicated with suitable ceremonies by the State Conservation Commission on November 2, 1946. Lucas county is named in his honor. **CHARLES MASON** (1804-1882) was appointed chief justice of the Territorial Supreme Court in 1838. He handed down the decision in the "Case of Ralph" which was contrary to that of the Dred Scott decision. Mason was one of the commissioners appointed to revise the laws of the State in 1848. He successfully defended Iowa's boundary claims against Missouri before the United States Supreme Court. He was democratic candidate for governor in 1867. **JAMES CLARKE** (1812-1850) was third and last governor of the Territory of Iowa—1845-1846. He was editor of the Iowa Territorial Gazette at Burlington, a member of the Constitutional Convention of 1844 and was appointed governor by President Polk. He died of cholera at Burlington. Clarke county is named in his honor. **AUGUSTUS C. DODGE** (1812-1883), delegate in Congress from the Territory of Iowa and senator from Iowa (1848-1855) with George W. Jones, was intimately associated with early Iowa history. Born at Ste. Genevieve, Mo., he served in the Black Hawk War, acted as register of the U. S. Land Office at Burlington in 1838, and as brigadier general of Militia in 1839. As our delegate in Congress he tried hard to secure the admission of Iowa into the Union between 1844 and 1846. He was defeated by James Harlan for the Senate in 1854 and lost to Samuel J. Kirkwood in the race for governor in 1859. He died in 1883 and lies buried beside his father in Aspen Grove Cemetery, Burlington.

the Territory of Louisiana. Seven years later, in 1812, the Iowa country was included in the Territory of Missouri where it remained until Missouri was admitted into the Union as a State in 1821.

Under Michigan and Wisconsin

For the next 13 years, the Iowa country was a political orphan, without a government of any kind. The real political history of Iowa, insofar as it relates to the establishment of counties, districts, judges, and actual representation of white inhabitants in congress begins with its attachment to the Territory of Michigan on June 28, 1834.

Permanent settlement had begun on June 1, 1833, and by 1836 the first Federal census revealed 10,531 people living in the Black Hawk Purchase. These people became a part of the newly created Territory of Wisconsin in 1836 with Henry Dodge as their governor. In 1838 the Territory of Iowa was established with Robert Lucas serving as the first governor.

Life in Iowaland

The period from 1833 to 1838 is one of beginnings in Iowa. The first murders and executions took place. The first cities, townships and counties were established. The first schools, academies and seminaries were founded. The first lyceums,

churches and temperance societies sprang into existence. The first newspapers, banks, jewelry stores, bakery shops and drug stores were begun. The first public surveys were made in 1837; the first land offices were established at Dubuque and Burlington the following year. Forests were cleared, soil broken, land plowed, seed sown, crops harvested. Infant industries had their beginnings—printing and publishing, blacksmith, gunsmith and cooperage establishments, brick works, clay works, blast furnaces, sawmills, grist mills, all attested the growth of the Black Hawk Purchase.

Many of the first homes were built of logs, but rough lumber was soon made in the rude saw-



(Left to right) Mason City Public Library, Masonic Library at Cedar Rapids. Our libraries are the key to culture and knowledge, to a richer, fuller, happier and more useful life. In 1838 Congress appropriated \$5,000 for a Territorial library. In 1847 a state librarian was appointed at the capital in Iowa City. The first library in Iowa was established at Fairfield in 1853. The Act of 1870 authorized the establishment of free libraries on the vote of the people and Independence is said to have set up the first one in 1873. Andrew Carnegie donated \$1,109,000 toward the construction of libraries in Iowa. In 1946 Iowa had 313 libraries supported by taxation and 86 association libraries. In addition it had a Traveling Library with over 265,000 books. The need for better library service has been recognized since half of the people in Iowa have no library where they may borrow books.

mills located along the streams of Iowa. An Iowa City pioneer declared that five days before he occupied his log cabin, the lumber used in it was growing in the forests. The few brick and stone houses that were erected prior to 1839 were objects of pride for local citizens and newspapers. Food in Iowa was plentiful—wild game abounded in the forests and the streams were well-stocked with fish. The soil yielded abundantly while livestock was allowed to run wild. The simplicity of life as it existed in the 1830's was destined to see its counterpart through well nigh two generations. Northwestern Iowa was still unsettled in 1870 and it was not until 1880 that the American frontier moved westward into the Dakotas.

Although the Territorial pioneers were engaged primarily in making a living, they took a keen interest in the activities about them. The period was one of the most colorful in the history of the Hawkeye State.

The Missouri Boundary War, the Bellevue War, the selection of Iowa City as the Territorial capital, the coming of the Iowa Band, the agitation for statehood, the Constitutional Conventions of 1844 and 1846, the Mormon trek across southern Iowa, and the outbreak of the Mexican War, these were but a few of the many notable incidents which occurred between 1838 and 1846. Throughout this period the population grew from 22,859 to 102,000 as pioneers poured in from the 27 States of the Union.

Winning Statehood

The dominant political issue between 1840 and 1846 was the achievement of statehood. Suggested by Governor Lucas as early as 1839, the first Constitutional Convention was held in the Capitol at Iowa City in 1844. This constitution was rejected by the people when congress deprived Iowa of the Missouri river as a boundary. A new constitution was adopted

in 1846 with the present boundaries and this proved acceptable to both congress and the people. Only the president's signature was needed!

On December 28, 1846, James K. Polk signed the bill admitting Iowa into the Union as the 29th state. In that "Year of Decision" a scant 100,000 people dwelt within the borders of the Hawkeye State. Only 33 counties had been established and two-thirds of Iowa still lay beyond the frontier. The red man still lived along the Missouri slope and in northern Iowa, although he had been persuaded to surrender most of his land that very year. Eleven newspapers were being published in Iowa in 1846—mostly in Mississippi river towns—and these recorded faithfully the local, state and national scene. Few there were a century ago who could peer through the mist and forecast the future greatness of the Hawkeye State.

The Mexican War

Although Iowa held promise of future greatness in 1846, most of her citizenry were deeply engrossed in the political, social, economic and religious unrest that kept the nation in constant ferment. The Mexican War broke out in 1846 while the blatant cry of "Fifty-four Forty or Fight" finally subsided as a compromise treaty was drawn up with Great Britain. In 1846 Abraham Lincoln was elected to the National House of Representatives, the very year the Wilmot Proviso (an attempt to forbid the extension of slavery into any territory acquired from Mexico) was introduced in congress. The temperance move-

ment and the women's rights crusade were in full swing, abolition was rampant, and religious cults like the Millerites had sprung up throughout the land.

The repercussions of these events were felt in the youthful Territory of Iowa even before it achieved statehood in 1846. Her sons enlisted in the Mexican War. Her legislators perpetuated the memory of that struggle by naming Mills and Taylor counties for heroes of the Mexican War and Buena Vista, Cerro Gordo, and Palo Alto for famous victories won below the Rio Grande. Across southern Iowa from Nauvoo to the mighty Missouri streamed the Mormons during the summer of 1846. In western Iowa the United States Army recruited the Mormon battalion which was destined to march from Fort Leavenworth through Santa Fe to California.

The Fabulous Forties

During this same year many Iowans joined the innumerable

caravans that moved westward to Oregon. The state was actually to become the home of a noted reformer—Amelia Bloomer who lived at Council Bluffs, and whose name became associated with women's dress reform. Bloomer School in Council Bluffs is a fitting tribute to the woman who demonstrated that "woman is a forked animal and not, as she seems to be, a church on casters." Iowans a century ago did not live in the Atomic Age; they lived in an era which has sometimes been called the "Fabulous Forties" and is especially remembered by the slogan "Manifest Destiny." The explosive elements at work in that period were nevertheless just as real, just as personal, and just as far-reaching as those facing Iowans a century later.

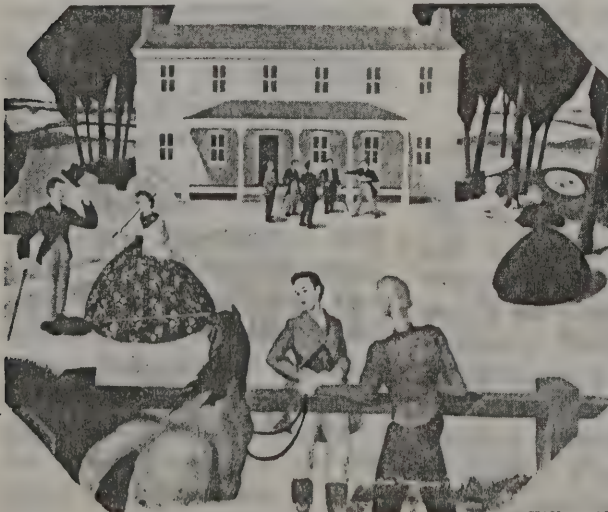
Giants in Their Day

Fortunately there were strong, able men, who guided Iowa in that important transition from a territorial status to that of

statehood. In Robert Lucas, John Chambers and James Clarke, the Territory had been governed by a triumvirate of executives of unusual ability. Augustus C. Dodge, who had served as delegate to congress between 1841 and 1846, was later twice elected United States senator, proof positive of the high regard in which he was held both in Washington and at home. Charles Mason, chief justice of the Supreme Court of the Territory of Iowa, was a man of rare brilliance. A graduate of West Point, Mason stood at the head of a class that contained such men as Robert E. Lee and Joseph E. Johnston. His associates, Joseph Williams and Thomas S. Wilson, were able jurists and solid thinkers who continued as justices of the State Supreme Court.

Denominational Schools

There were other forces at work which reveal the character of those early pioneers. The



(Left) "Old Pioneer", the original building on the Iowa Wesleyan campus at Mt. Pleasant. Constructed in 1843, the building is still in regular use. This scene is reproduced from a mural in the Mt. Pleasant post office, painted by Dorothea Tomlinson. (Right) The original Iowa College building at Davenport. Iowa College was established by the Iowa Band of Congregational ministers at Davenport in 1846 and opened its doors in 1848. It was consolidated with a struggling college at Grinnell in 1859 and is now known as Grinnell College.



This replica of the first school in Iowa is located near Montrose in Lee County close to the Mississippi. Built of logs it was established by Dr. Isaac Galland who invited Berryman Jennings to teach the three "R"'s and receive for compensation lodging, fuel, furniture, and board at the Galland home, as well as the privilege of using the doctor's medical books. In 1941 there were still 8,326 one-room elementary schools in Iowa with 109,528 pupils.



Buffalo Center claims the first consolidated school in Iowa, and possibly west of the Mississippi. It was erected in 1896 at a cost of about \$15,000. The popularity of the school was quickly attested by its growth. In 1896 there were 70 pupils in attendance in the rural schools of the township. In 1898, after the adoption of the central plan, there were 110 pupils. The next year this number had increased to 133. A generation later such schools were common.



The first consolidated school in Iowa stands in striking contrast to the modern Buffalo Center High School. In 1941 there were 407 consolidated school districts in Iowa, 387 of which operated a central school building. In 1941 a total of 78,173 attended these schools, 45,172 of whom were transported in 2,247 busses employed by the consolidated school system, at a cost of \$1,244,825 yearly, or an average of \$27.56 per pupil for 9 months.

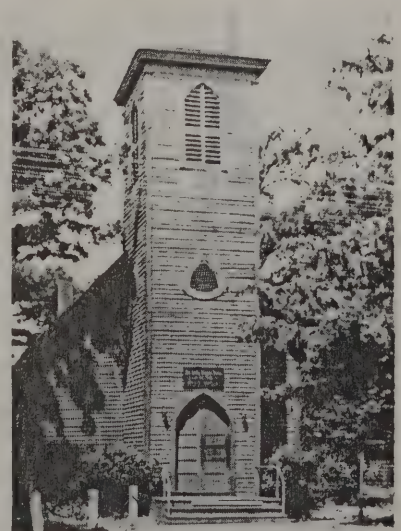
preacher and the circuit rider were hard at work; the Methodists had established the first church in Iowa at Dubuque as early as 1834 and by 1846 almost all the large religious bodies of present-day Iowa had won a foothold. Schools and academies were being established, many of them sponsored by various denominations. The Methodists had laid the foundations of Iowa Wesleyan at Mount Pleasant in 1842 and the Iowa Band had established Iowa College (now Grinnell) at Davenport in 1846. Many institutions established prior to the Civil War have ceased to exist but such schools as the University of Dubuque, Cornell, Loras, and Luther colleges, stand as monuments to the vision, the faith, and the labors of the pioneers.

Population Growth

A century has seen tremendous changes in Iowa. In 1846 there

were 102,000 people in Iowa; in 1940 there were 2,538,268—a growth equal to that of the 13 original colonies between the settlement of Jamestown in 1607 and the outbreak of the American Revolution in 1776. There were more than twice as many people living in Polk county in 1946 as there were settlers in Iowa a century ago.

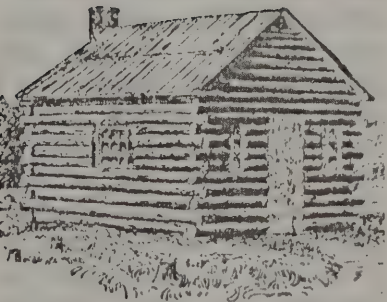
The population of Iowa in 1940 was 57.3 per cent rural but 1,084,231 people were living in the 89 towns that contained over 2,500 inhabitants. The overwhelming majority of these people were native-born Americans—the State foreign population having soared from 20,969 in 1850 to 324,069 in 1890, after which it plummeted to 117,245 in 1940. The Germans constituted one-third of all foreigners while the Swedes, Danes, Norwegians, and Dutch combined to make up another third. The center of population lay



The Little Brown Church in the Vale near Nashua is Iowa's best known and most beloved religious shrine. The building, dedicated on December 29, 1864, was designed and built by the Reverend J. K. Nutting. The song, from which the church derives its name, was composed by Dr. William S. Pitts, who visited the spot in 1857 and was so moved by its beauty that, upon his return to Wisconsin, he composed the music and wrote the words. In the spring of 1864 Dr. Pitts sang the song in the unfinished chapel for the first time.



Senior High School at Dubuque. Tipton started a public high school in 1856 and the idea took root in such towns as Dubuque, Muscatine, Burlington, Iowa City, and Mount Pleasant before the Civil War. In 1876 Guthrie County High School was established at Panora—the only county high school in the State. In 1911 a new State law gave the privilege of free high school training to all Iowa children. There are over 950 high schools in the Hawkeye State in 1946.



The Methodists built the first church in Iowa at Dubuque in 1834. The original subscription paper called for a house of hewn logs, 20 by 26 feet, one story high, and costing in "good plain style" about \$255.00. Seventy donors contributed sums ranging from \$25 by Woodbury Massey to 12½ cents by Caroline Brady. Five men and seven women made up the membership of the first church. It was used as a place of worship for various denominations, housed several terms of court, served as a schoolhouse, and civic center.

close to the heart of Iowa, having moved only 30 miles in a north-westerly direction from Marshall to Story county between 1880 and 1930.

By 1940 the population had become established. Fifty-six of the counties showed an increase in population between 1930 and 1940 while 43 revealed a decrease. During this same period there was an increase of only 2.7 per cent in the State's population, largely due to the urban areas. When one considers the tremendous growth of metropolitan areas in neighboring states—Minnesota, Wisconsin, Illinois, Missouri—it can readily be seen that Iowa has maintained a well-balanced population growth.



The Lineal descendant of the first church in Iowa, founded in 1834, is St. Luke's Methodist Church at Dubuque. Built in 1897 at a cost of almost \$100,000, its architecture and size stand in sharp contrast to the little log cabin that served the pioneers. The Methodists are the most numerous of the Protestant bodies in Iowa, almost equaling the Catholics in numbers. They founded such colleges as Iowa Wesleyan at Mt. Pleasant, Cornell at Mt. Vernon, Upper Iowa at Fayette, Simpson at Indianola, and Morningside at Sioux City.

Agriculture

The increase in agricultural production was just as phenomenal. During World War II the average yearly corn production exceeded that of the entire United States for the same years a century ago. With 25 per cent of the grade "A" land in the United States located within the borders of Iowa it is not strange that the Hawkeye State should lead the nation in crop and livestock production. The average income from agriculture was 1½ billion dollars during the three years preceding 1946, or more than double the annual cash income from crops, livestock and livestock products between 1924 and 1928. The growth of the packing industry during the past



St. Anthony's Chapel near Festina. Built to minister to the needs of two families, it seats only eight people and is the smallest church in Iowa. The cornerstone of the first Catholic church in Iowa was laid at Dubuque in 1835. Completed as St. Raphael's church in 1837, it became the Cathedral of the Territory of Iowa with the arrival of Bishop Loras in 1839. The Trappist Abbey of New Melleray and the Grotto at West Bend are other famous Roman Catholic shrines that can be found in beautiful Hawkeyeland.



Oats, Corn, and Dairy Cattle. Corn and oats are Iowa's two main crops, the state generally ranking first in the production of both since 1890. About one-third of Iowa's acreage is usually planted in corn. The first bumper crop of over 500,000,000 bushels was produced in 1932. In the five years since 1942 the yield has ranged from 508,106,000 bushels in 1945 to 661,620,000 bushels in 1946. In 1942 a planting of 9,568,000 acres yielded 574,080,000 bushels, or 60 bushels per acre. The corn crop serves as the bulwark for Iowa's main industry—meat packing. In 1945 the corn crop was valued at \$503,349,000, or five-eighths of the total Iowa crop value. Oats rank second in importance as an Iowa crop. In 1945 a total of 214,440,000 bushels valued at \$139,386,000 was raised on the 5,361,000 acres planted in oats. These grains, combined with pasture, hay, and other forage crops, serve the dairy industry, which ranks second in importance among Iowa's leading industries. Iowa ranks second as a butter producer, and in 1944 manufactured 211,960,613 pounds of creamery butter or over 14% of the total made in the United States.

quarter century attests the strategic location of Iowa in the heart of the Corn Belt.

Land Values

Equally striking has been the change in land values during the past century. In 1803 the Federalists fairly scorched Thomas Jefferson for spending \$15,000,000 for the "worthless" land he had acquired in the Louisiana Purchase. In 1845 Asa Whitney was fairly hooted by congressmen for offering 15 cents an acre for land along the right-of-way of his projected transcontinental railroad through northern Iowa. A century later, in 1939, the value of farm lands and buildings in Dickinson county (the smallest county in the Hawkeye State and a mere pinprick in the Louisiana Purchase) was \$19,749,068, or greater than the original purchase price of all

Louisiana. It should be noted that these are pre-World War II figures.

Industrial Growth

The same amazing contrasts can be seen in manufacturing. For many years Newton and Jasper county have done their part to keep the world clean by manufacturing washing machines. In 1939 the value of the manufactured goods produced in Jasper county was \$27,000,000—equal to the principal and interest spent on the Louisiana Purchase. When one considers that Jasper county, too, is a mere pinprick in the Louisiana Purchase, and by no means leads the 99 counties in manufacturing, this feat is indeed noteworthy. During World War II Iowa manufacturing passed the billion dollar mark in valuation, which represented a greater amount than that pro-

duced in the whole of the United States a century ago.

Since 1923 Iowa has ranked fourth among the states in meat packing. Better than one-fourth of the value of Iowa's manufactured products arises from this industry, hence its importance cannot be over emphasized. Sioux City has led all Iowa cities in meat packing since 1901 and is the fourth largest livestock market in the United States. Such names as Morrell, Rath, Decker, and Sinclair, when combined with Armour, Wilson, Swift, and Cudahy, account in large measure for Iowa's high standing as a meat packing state.

Transportation and Communication

Transportation and communication have been important factors in Iowa's agricultural and industrial growth. The pioneers in the Black Hawk Purchase

were familiar with buffalo and Indian trails, the canoe, the pirogue, the barge, and the keel-boat, as well as with the steamboat, the stagecoach, and the covered wagon. Thus, in the space of a century Iowans have witnessed the transformation of their state from the most primitive modes of transportation and communication to streamlined cars, trains, busses, planes, radio and television.

Mississippi Steamboating

The *Virginia* made the first steamboat trip up the Mississippi between St. Louis and what is now Fort Snelling in 1823, ten years before permanent settlement began in Iowa-land. Until 1850 lead was the dominant cargo, although the Indian, the fur trader, the soldier, the excursionist, and the immigrant also attracted steamboats upstream. Between 1850 and 1870 the passenger traffic predominated as hordes of immigrants swarmed into Iowa and the Upper Mississippi Valley. The era of the seventies ushered in the grain trade, the direct result of immigration. By 1890 the era of decline had set in which culminated in the sale of the Diamond Jo Line steamers to the Streckfus Line in 1910. Thereafter only excursion and government boats were to be seen on the Upper Mississippi until the inauguration of the Federal Barge Line in 1927.

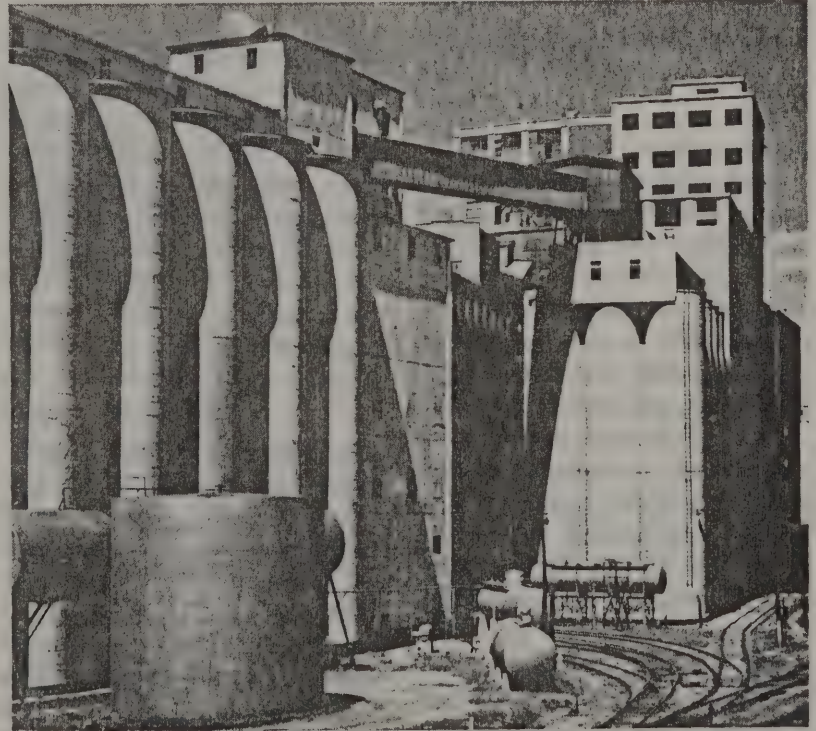
By the outbreak of World War II traffic on the Upper Mississippi had grown to giant proportions, eclipsing that carried in the palmiest days of steamboating. A few comparisons between old time steamboating and modern towboating may prove interesting. In 1946

three average towboats could push as much freight upstream in single trips as the four boats of the Diamond Jo Line transported annually during the period from 1900 to 1910. Between 1823 and 1848 approximately 365 different steamboats made about 7,645 trips to the Galena-Dubuque lead mines and carried downstream 236,000 tons of lead. Today the Dubuque-built *Herbert Hoover* could easily transport this entire lead cargo down in a single season, figuring 23 trips with 10,000 tons to a trip. Actually, the tonnage on the Upper Mississippi in 1946 equaled that of the entire Mississippi system a century ago. And in the 1840's the steam tonnage employed in the

Mississippi Valley is said to have surpassed that of the entire British Empire! Today oil and coal form the dominant cargoes, although small amounts of grain and manufactured products are shipped downstream.

Rafting and Lumbering

Between 1865 and 1905, rafting on the Upper Mississippi rose to almost unbelievable heights. The forests of Wisconsin and Minnesota furnished the raw products which were floated or pushed downstream to Dubuque, Clinton, Davenport, Muscatine, Burlington, Fort Madison, and Keokuk, adding tremendous wealth to these river towns as well as to the smaller Mississippi ports. By 1910 the



Quaker Oats at Cedar Rapids. Oats, the second most important Iowa crop, has always been associated primarily with the feeding of livestock. Oats have also, however, been important as a cereal for human consumption. A number of large cereal plants have been established in Iowa, including the largest rolled oats mill in the world at Cedar Rapids. Meat packing, butter making, and food processing are basic Iowa industries.

Stagecoach and Covered Wagon

The stagecoach and the covered wagon are symbols of pioneer travel overland. The first settlers in the Black Hawk Purchase were intensely interested in roads, devoting much space in the Territorial laws to the subject of roads, ferries, and bridges. The early roads frequently followed the old buffalo trails and Indian paths, skirting the tops of hills and ridges where it was dry. The first road marked on a map was the *Chemin des Voyageurs* found on William Delisle's maps of 1703 and 1718. (See map, page 5). This road of the French fur traders crossed northern Iowa from the mouth of the Wisconsin to the Big Sioux, skirting Lake Okoboji as it wended westward. The *Chemin des Voyageurs* might well be designated as the first river-to-river road in Iowa.

The contrast between those early Territorial roads and our modern paved highways is tremendous. The first public road in Iowa was provided for in an act of the Legislative Assembly of the Territory of Wisconsin in 1836. Between 1838 and 1846 nearly 200 special legislative acts were passed authorizing the location of roads. During this same period the legislators passed 10 general acts laying down some of the rules for viewing, surveying, locating, constructing, and maintaining these early highways. Military roads were provided for by Congressional appropriation. In 1839 twenty thousand dollars was set aside for a military road from Dubuque to the northern boundary of Missouri by way of Cas-



The steamboat was the chief means of transportation and communication prior to the arrival of the railroads at the Mississippi in 1854 and 1855. The Grey Eagle, the Frank Steele, the Jeannette Roberts, and the Time and Tide are seen at the St. Paul levee in 1858. Over a hundred different steamboats were plying the eastern border of Iowa that year and a thousand arrivals were recorded at St. Paul from below.

era of "Come and Get It" was no more, the last raft having been towed down to Fort Madison in 1915. The rafting and lumbering industry was responsible for transforming the log cabin and sod house frontier into the frame houses so familiar to 20th Century Iowans.

The Big Muddy

Steamboating on the Missouri was just as colorful although not as large as on the Upper Mississippi. The *Western Engineer* made the first steamboat voyage up the Missouri above present-day Omaha in 1819. Council Bluffs was an important river town until the arrival of the iron horse in 1867. Straggling Sioux City began to flourish in 1856 when the steamboat *Omaha* arrived with a sawmill, lumber, dry goods, hardware, and other commodities valued at \$70,000.

The Dakotas and Montana depended on steamboats that used Sioux City as a supply base after the Civil War. As the iron horse reached the various ports above Sioux City this traffic was quickly snuffed out. For 60 years citizens along the Missouri saw nothing but ferry boats and engineering craft, the first modern tow of freight arriving at Sioux City in 1940.

Steamboats once churned their way up several of the smaller Iowa streams. The Iowa river was navigated to Iowa City and the Cedar was stemmed to Waterloo. Commerce once flourished on the Des Moines and the *Charles Rodgers* actually squirmed up that stream to Fort Dodge. The arrival of railroads quickly eliminated any prospect of a waterways development on interior Iowa streams.

cade, Monticello, Anamosa, Iowa City, Crawfordsville, and Mount Pleasant. In 1946 it would cost more to pave a single mile of highway.

From Mud Road to Paved Highway

During the first few years of statehood the graded and plank road system was in vogue. The "Good Roads" movement was inaugurated in 1884; 30 years later Iowa had over 100,000 miles of roadway established and maintained by county and township officials. The creation of the Iowa State Highway Commission in 1904 was an important step in the movement toward a uniform road system. The Commission was strengthened in 1913. In 1919 a law was passed making all main thoroughfares between towns of 1000 population or more primary roads. Hard surface highways developed out of the substitution of the automobile for "old Dobbin." In 1920 there were only 25 miles of paving and 624 miles of graveled road in Iowa; in 1946 there were 5,496 miles of paved rural roads and 821 miles of pavement extension in cities and towns. In addition, there were 742 miles of bituminous roads, and 2,381 miles of graveled road in Iowa. During the last decade the farm-to-market road movement assured farmers that rural Iowa would eventually be out of the mud.

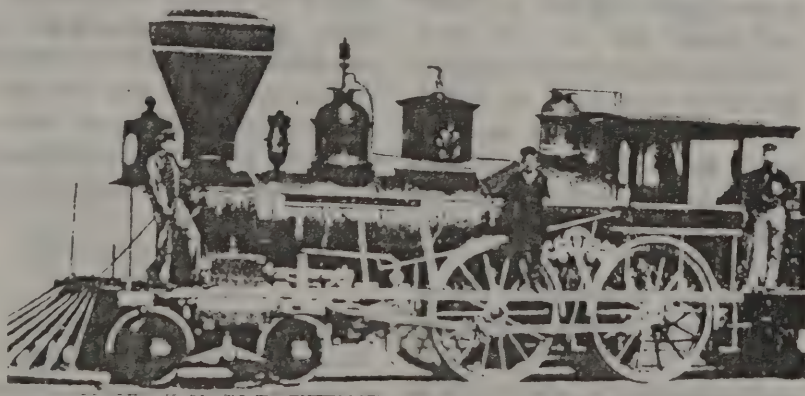
The Iron Horse in Iowa

The history of American railroad construction is not much older than the story of Iowa. In 1830, three years before the pioneers entered Iowaland, there were only 32 miles of railroad in the United States. A few years

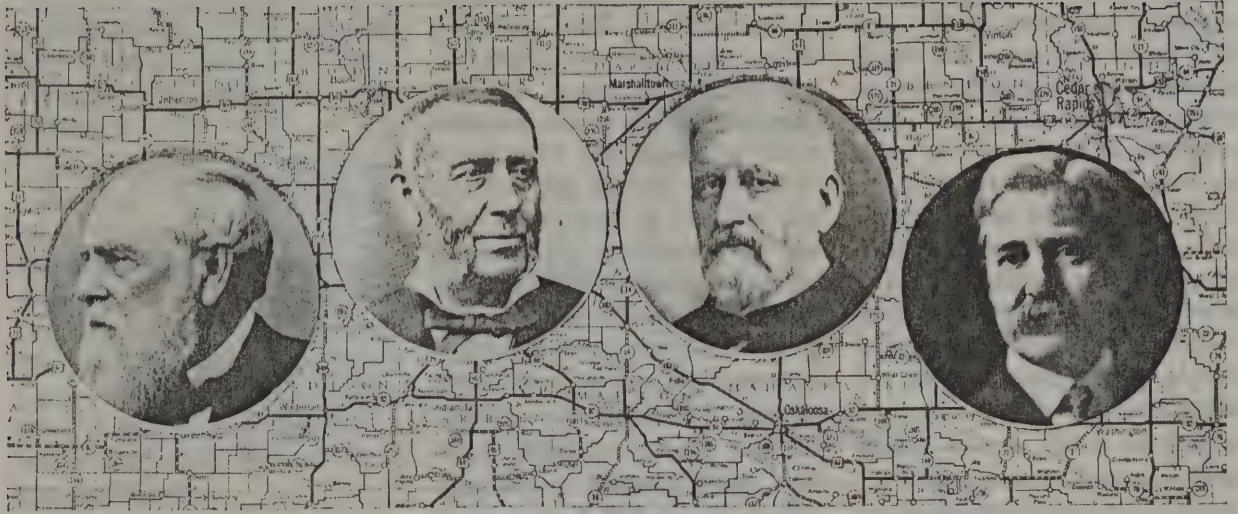
later, John Plumbe, Jr., a visionary Dubuquer, proposed a railroad from the Great Lakes to the Pacific Ocean via Dubuque. George Wallace Jones, Delegate to Congress from the Territory of Wisconsin, presented a petition in the House of Representatives on May 21, 1838, praying for the survey of a route between Dubuque and Milwaukee. It was not until February 22, 1854, however, that the first railroad (the Rock Island) linked the Atlantic with the Mississippi. In 1855 railroads tapped the Mississippi opposite Dubuque, Clinton, and Burlington. Two years later, in 1857, the iron horse slaked its thirst in the Father of Waters opposite McGregor. Five of the 10 railroads linking the Mississippi with the Atlantic before the Civil War reached the Father of Waters opposite Hawkeyeland.

Ground was broken for the first railroad in Iowa at Davenport in 1853. By 1860 there were over 500 miles of track in the Hawkeye State. The Civil War halted railroad construction but

work was resumed after 1865. A mad race across the state ensued as four railroads sought to be the first to connect with the Union Pacific at Council Bluffs. The race was won by the North Western on January 22, 1867. Two years later, in 1869, the Rock Island and Burlington railroads reached Council Bluffs. The Illinois Central, which arrived at Sioux City in 1870, made connections with the Union Pacific the following year. Between 1880 and 1890 fully 3,435 miles of track were constructed. When the peak of over 10,000 miles of track had been reached in 1914, no point in Iowa was more than 12 miles from a railroad. There were 13 railroads in Iowa in 1946 with a total of 9,300 miles of track. The Rock Island, the Milwaukee, the North Western, and the Burlington were the "Big Four" of Iowa railroads, embracing almost 7,000 miles of track. The railroads formed the backbone of Iowa transportation during World War II.



The Antoine LeClaire, a pioneer Rock Island locomotive, is said to be the first railroad engine ferried across the Mississippi into Iowa. Since the Rock Island was the first railroad to reach the Mississippi (1854), it was natural that the first bridge across the Father of Waters should bracket Davenport and Rock Island in 1856.



(Left to right) **JAMES HARLAN** (1820-1899) was thrice elected senator from Iowa, serving from 1855 to 1873 except for a brief period as Secretary of the Interior in Lincoln's Cabinet. Born in Illinois, Harlan graduated from Asbury University in 1845. He came to Iowa City in 1846 and studied law. In 1849 he was nominated Superintendent of Public Instruction and in 1853 was named president of Iowa Wesleyan University at Mount Pleasant. Harlan's monument stands in the Hall of Fame in Washington. He died at Mount Pleasant. **SAMUEL J. KIRKWOOD** (1813-1894). The fifth governor of Iowa served two terms during the Civil War and became one of Iowa's most loved chief executives. Kirkwood was born in Maryland and educated in Washington, D.C. He moved to Ohio, farmed, studied law, then entered Ohio politics. He came to Iowa in 1855 and established a mill on the outskirts of Iowa City. He was thrice elected senator and served as Secretary of the Interior under Garfield. Kirkwood died at Iowa City. His monument, with Harlan's, stands in the nation's capitol in Washington. **WILLIAM BOYD ALLISON** (1829-1908) who served as senator from 1873 to 1908, one of the longest terms on record, came to Dubuque from Ohio in 1857. In 1860 he was delegate to the National Republican convention that nominated Lincoln. He served on Governor Kirkwood's staff; was thrice elected to Congress before beginning his 36-year term as senator. He was co-author of the Bland-Allison bill, was three times offered a cabinet post, and almost won the Republican presidential nomination in 1888. **ALBERT BAIRD CUMMINS** (1850-1926) seventeenth governor of Iowa, was born in Pennsylvania in 1850 and came to Iowa when 19 years old. He studied law and won fame by representing Iowa farmers in their battle against the barbed-wire syndicate. Cummins served three terms as governor (1902-1908) and three terms as senator (1908-1926). His name was associated with the Esch-Cummins bill. He succeeded Calvin Coolidge as president of the Senate in 1923, and died shortly after his defeat for the Senate by Smith W. Brookhart in 1926.

Bridges

From pioneer days bridges have formed an important link in Iowa's transportation and communication system. The first bridge across the Mississippi joined Davenport with Rock Island in 1856. The first bridge across the Missouri united Council Bluffs with Omaha in 1873. Clinton had its first railroad bridge in 1865; similar structures spanned the Mississippi at Burlington and Dubuque in 1868. A combination railroad and highway bridge was built at Keokuk in 1870. Other great bridges were constructed before the dawn of the 20th Century. Some of the finest

Mississippi bridges have been completed since 1930. Iowans are proud of the structures spanning the Father of Waters at Bettendorf, Sabula, Marquette, and Lansing. Davenport has the only four-lane bridge across the Mississippi while the beautiful structure at Dubuque is a marvel of engineering skill.

Telegraph - Telephone Television

The story of other forms of transportation and communication is equally spectacular. In 1948 Iowans will observe the 100th anniversary of the arrival of the telegraph at such towns as Dubuque, Keokuk, Burling-

ton, and Muscatine. The first telephone lines were constructed in Iowa around 1878. Today there are 570,000 telephones in Iowa, or one for every five persons. One of the first airplane flights in Iowa was made by Thomas S. Baldwin at Iowa City in 1910. In 1946 three national airlines served Iowa. Airports costing millions of dollars have been constructed in several communities and almost every town has its own airport or landing field. Since the close of World War II such groups as the "Flying Farmers" have sprung to prominence and it may not be long before airplanes will be as commonplace as the

“Model T” before 1920. In a quarter century 23 radio stations have been established in Iowa. The age of television was close at hand in 1946.

Iowa is just as richly endowed with other forms of transportation. The automobile, the bus, and the truck have taken over their share of traffic and will continue to grow in importance. The second century of Iowa history will doubtless witness equally spectacular changes in both transportation and communication.

Literacy - Learning

Since 1846 Iowa has gone to the front in things other than

agriculture and industry, transportation and communication. In religion and education, in the cultural growth of its citizens, Iowa has shown marked progress. Since 1870 the Hawkeye State has led the nation in literacy. Not only has it led in the democratic education of the masses but it has also led in the development of leadership. Thus, in 1908 Iowa ranked 18th among the states as the birthplace of persons distinguished enough to be listed in *Who's Who in America*. Twenty years later Iowa ranked 19th in population but 7th among the States in the Union in the number of people born in the State who were

listed in *Who's Who in America*. Since 1899 the Hawkeye State has increased from 1.83 per cent of those listed in *Who's Who in America* who were born in Iowa to 4.42 per cent in 1938—the greatest gain of any State in the Union! Such figures speak well of the rich cultural tradition, the fine family environment, and the splendid educational facilities afforded her youth during the past half century. Although three great State schools have accounted for a little over half of the college graduates during the past decade the role of the denominational colleges in Iowa has been equally vital, and is reflected in the



(Left to right) ANSEL BRIGGS (1806-1881) was elected first governor of the State of Iowa and served the customary four-year term. Vermont born, a resident of Ohio from 1830-1836, Briggs came to Iowa in 1836, settling at Andrew in Jackson County. He ran several stage routes and took contracts for carrying the mails. In 1870 he moved to Council Bluffs. JAMES W. GRIMES (1816-1872) was elected third governor of Iowa in 1854. Grimes was the first and only Whig to win that office. A native of New Hampshire and a Dartmouth graduate, he had come to Burlington in 1836. Grimes served several terms in the Legislative Assembly and the General Assembly. He was a railroad enthusiast, a temperance leader, and bitterly opposed the spread of slavery. He founded the Republican Party of Iowa in 1856, served as senator, voted “not guilty” at the trial for the impeachment of Andrew Johnson. He died at Burlington in 1872. WILLIAM LARRABEE (1832-1912) was elected twelfth governor of Iowa, serving two terms—1886-1890. A native of Connecticut and a school teacher, Larrabee came to Clayton County in 1853 and resumed his teaching. He engaged in farming, milling, and banking, was elected state senator in 1867 and served in that body for 18 years. While governor, Larrabee distinguished himself for his firm stand on railroad legislation and his stern fight against the liquor traffic. ROBERT D. BLUE (1898-) the twenty-ninth governor of Iowa, was elected by the Republicans in 1944 and re-elected in 1946. Born at Eagle Grove, Blue attended Iowa State College, and graduated from the College of Law at Drake in 1922. Blue served eight years as state representative (1935-1943) and one term as Lieutenant Governor. He is the twenty-third Republican governor to hold office since Ralph P. Lowe was elected in 1857. Five Democrats have been elected governor and one Whig (Grimes) held the office. Governor Beryl F. Carroll (1909-1913) was the first Iowa-born chief executive.



The Eastern Goldfinch or Wild Canary. The Forty-fifth General Assembly, by a concurrent resolution adopted March 22, 1933, designated the Eastern Goldfinch as the official Iowa bird. Among the many birds common in Iowa are the English sparrow, blue jay, bluebird, cardinal, chickadee, red-winged blackbird, robin, starling, quail, pheasant, mourning dove, woodpecker, whippoorwill, wren, Baltimore oriole, rose-breasted grosbeak, catbird, brown thrasher, meadow-lark, night-hawk, titmouse, nuthatch, great horned owl, and several species of hawks, wild ducks, and other migratory water birds.

large number of their graduates sprinkled among the business and professional men and women who serve as leaders in every Iowa community.

Religion

Iowa—home of the “Little Brown Church” and birthplace of “Billy” Sunday, has sometimes been called a “Bible Commonwealth.” A year after permanent settlement began the Methodists erected the first church in Iowa at Dubuque. The Baptists organized their first church at what is now Danville in October of 1834. Eight years later, in 1842, the Methodists laid the foundations for Iowa Wesleyan College at Mount Pleasant—the first institution of higher learning in Iowa. Exactly a century ago at a meeting at

Davenport in 1846, a member of the Iowa Band of Congregational ministers placed a dollar on the table to be used for the establishment of a Christian college in Iowa. Out of Iowa College at Davenport grew Grinnell College, an institution that has stood at the forefront among the educational institutions, not only of Iowa, but of the nation as well. The story of the founding and growth of her Christian colleges is one of the most inspiring chapters in Iowa history.

Education

Although the Christian ministers played an important role in education, public education was not overlooked by the pioneers. The first settlers in the Black Hawk Purchase were quite fa-

miliar with a passage from the Ordinance of 1787 which read: “Religion, morality and knowledge, being necessary to good government and the happiness of mankind, schools and the means of education shall forever be encouraged.” The first school in Iowa was taught by Berryman Jennings at Nashville in what is now Lee county in 1830. Beginning with 1839 schools began to be established in accordance with the terms set forth in the first public school law. Most of these were log cabin schools. When Iowa became a State in 1846 there were only about 100 public schoolhouses, or not nearly enough to take care of the 20,000 children of school age. The first public high school was started at Tipton in 1856; the first consolidated school was

established at Buffalo Center in 1896. Today, the public grade and high schools of the state enroll an average of half a million students per year. The numerous junior colleges, together with a State University at Iowa City, a State Agricultural College at Ames, and a State Teachers College at Cedar Falls, afford the youth of Iowa advantages undreamed of a century ago.

The Press

One might continue to explore scores of interesting avenues that make up the colorful story of Iowa. Thus, in 1836 John King bought a second hand printing press at Cincinnati, brought it to the Black Hawk Purchase and on May 11th issued the *Du Buque Visitor*,

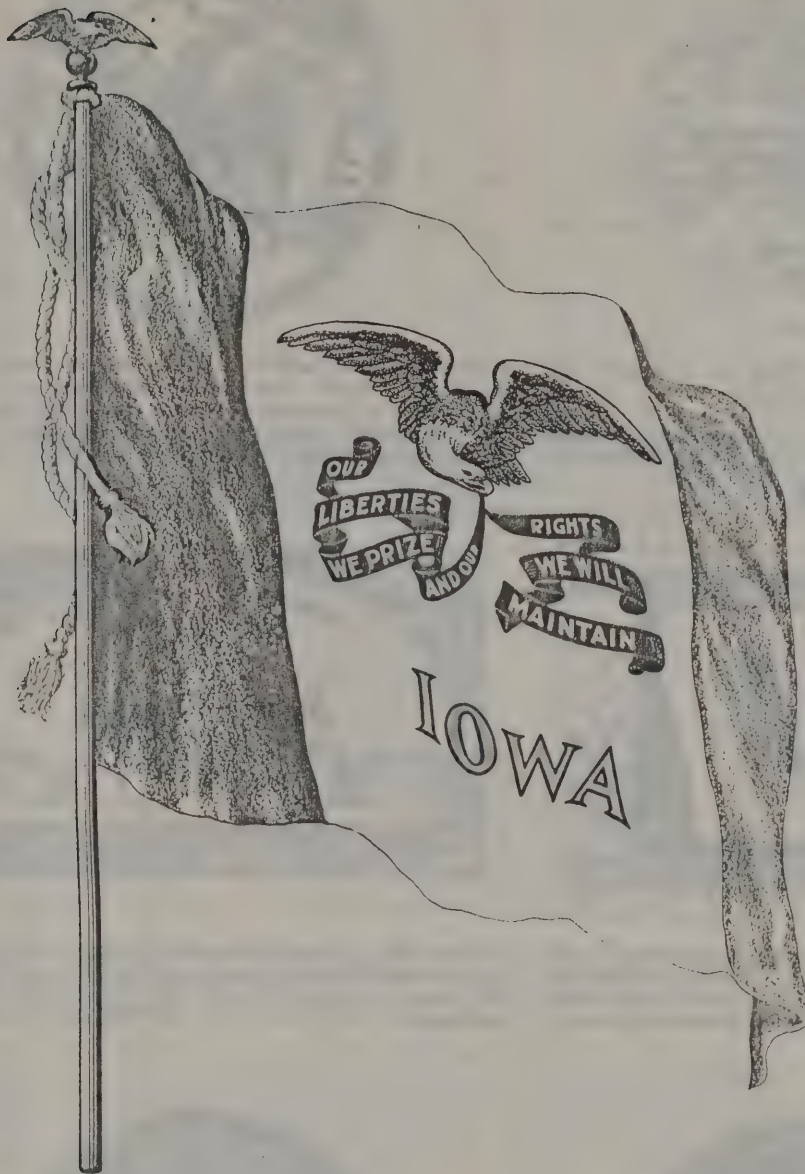
the first newspaper printed in Iowa. This pioneer press was destined to print the first newspaper in Minnesota Territory at St. Paul in 1849 and the first newspaper in Dakota Territory at Sioux Falls—the *Dakota Democrat*—in 1859. Three years later, in 1862, the Sioux Indians raided Sioux Falls, burned the town, and destroyed this historic printing press. Today, in the Masonic Museum at Sioux Falls, can be seen the twisted remains of the old Smith hand press that Dakotans point to with pride as the one which printed the first newspaper in three different Commonwealths!

It is of such stuff that the warp and woof of Iowa history is fashioned. Home of the red man for at least a thousand years before the coming of the

white man, chronicling 173 years of history before it achieved statehood in 1846, Iowa can point with pride to a record of notable achievements. A leader in such basic things as agriculture and industry, her people are prouder perhaps of Iowa's rich history, her sturdy, ambitious sons and daughters, and her religious, social, and cultural attainments. Nor have her virtues gone unrecognized by unbiased non-resident critics. Surely a state that was acclaimed by Walter Damrosch to be the "most musical state in the Union" has much for which it can be proud. Fabulous as has been her growth during the first century of Statehood it is likely that Iowa will continue to prosper through her second century as a sovereign state.



The Wild Rose. The Wild Rose was officially designated as the flower of the state by the Twenty-sixth General Assembly in extraordinary session. The resolution was adopted May 7, 1897. Among the wild flowers still common to Iowa are the dandelion, daisy, bluebell, brown-eyed Susan, Dutchman's-breeches, anemones, honeysuckles, lady's-slippers, violets, bloodroots, Jack-in-the-pulpit, trillium, phlox, and wild geranium.



The Iowa Banner. On March 29, 1921, the Thirty-ninth General Assembly adopted a resolution designating a design for a flag to be known as the "State Banner." The banner was designed by Mrs. Dixie C. Gebhardt of Knoxville for the Iowa Society of the Daughters of the American Revolution. It consists of three vertical stripes of blue, white and red, with the blue stripe nearest the staff and the white stripe in the center, depicting a spreading eagle bearing in its beak blue streamers on which is inscribed in white letters the state motto, "Our liberties we prize and our rights we will maintain." The word "Iowa" in red letters is just below the streamers.



The act providing for the Great Seal of the Territory of Iowa was approved by Governor Robert Lucas on January 4, 1839. The design is credited to William B. Conway, Secretary of the Territory. The engraving was done by William Wagner of York, Pennsylvania.

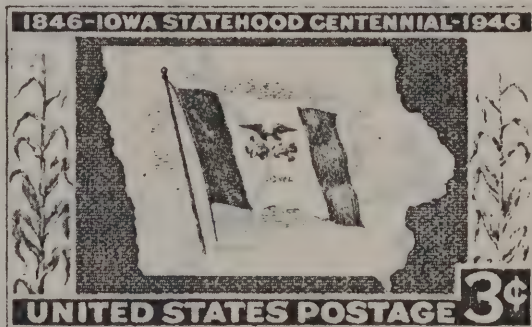


On February 25, 1847, Governor Ansel Briggs approved an act directing the Secretary of State to procure a Great Seal of the State of Iowa. The designer and engraver are unknown. The first die, reproduced above, was used from 1847 to 1856.

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The Iowa Territorial Centennial Stamp. Of the 47,064,300 printed, 245,200 were sold at Des Moines and at the State Fair on the first day of issue on August 24, 1938. There were 209,860 "first day covers" cancelled.



The Iowa Statehood Centennial Stamp. Of the 125,000,000 printed, 1,067,000 were sold and 517,505 "first day covers" were cancelled on the first day of issue at Iowa City on August 3, 1946.



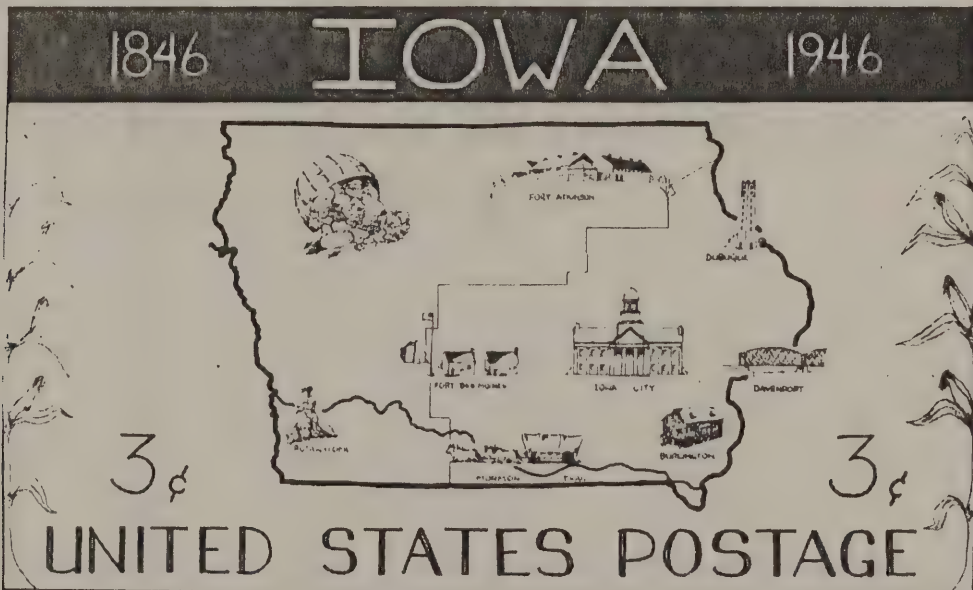
The reverse and obverse of the Iowa Statehood Centennial Commemorative Half Dollar. Designed by Adam Peitz of Philadelphia, 100,000 were minted, placed on sale on December 16, 1946, and the entire lot sold out (nine-tenths to Iowans) by the time the Iowa Centennial Committee made its formal report to the General Assembly on March 31, 1947.



heard their death sentence read from the pulpit in 1845. Old Zion gave way to a theater in 1881.

Old Zion Church, Burlington, served the Legislative Assembly of the Territory of Iowa for three sessions (1838-1841). A Fourth of July celebration was held in Old Zion in 1839, over which Robert Lucas presided, Augustus Caesar Dodge read the Declaration of Independence, and James W. Grimes was orator of the day. Governor Lucas conferred with the Sauk and Fox Indians here in 1840 and the Hodges brothers

The first capital of the Territory of Wisconsin was located at Belmont in what is now Lafayette County, Wisc., in 1836. Iowa formed a part of this great Territory and half of its population lived in the Black Hawk Purchase. Governor Henry Dodge convened the first legislature in this modest frame structure which was restored in 1924 and is now preserved as a state historical park. Numerous laws were passed during a 46-day session, many of which applied directly to the Iowa country. One of these laws provided that the next Legislative session should be held at Burlington pending the erection of buildings at Madison.



This design for a state centennial stamp was conceived by Dr. William J. Petersen and drawn by E. K. Larson, Jr., an art major at the State University of Iowa and from Davenport. The design shows Old Capitol at Iowa City, the original old Zion Church at Burlington, the first Mississippi river bridge at Davenport (1856), the

shot tower at Dubuque, Fort Atkinson (1840-1849), Fort Des Moines (1843-1846), the Mormon Trail of 1846 with a covered wagon passing over it, the Potawatomi leaving Iowa according to the Treaty of 1846, and the bushel basket symbolical of Iowa's agricultural wealth. The line shows the western extension of counties in 1846.



The Old Stone Capitol at Iowa City. Site selected in 1839; cornerstone laid by Governor Robert Lucas on July 4, 1840. The architect was John Francis Rague. The Constitutional Conventions of 1844 and 1846 were held in this building. The Republican Party of Iowa was formed here in 1856 and the Constitution of 1857 drawn up and adopted in Old Capitol. After serving as the State capitol 11 years the building was turned over to the State University in 1857 and is now used as the administration building.



State Capitol at Des Moines. Governor Grimes proclaimed Des Moines the State capital in 1857. The Thirteenth General Assembly created a commission in 1870 which selected the design and commenced work. The building was 15 years in process of building. The legislative halls and many of the state offices were in use when dedicated in 1884 but the work was not completed until 1886. The cost was \$3,296,256.

The first of these is the
fact that the majority
of the population of the
country is now
concentrated in the
lowlands of the coast
and the interior valleys.

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Old Edo from the interior in 1871.



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This design for a steam engine
was developed by the
British in the 18th century
and was used for the first
time in 1712.

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