

THE HISTORY OF



Dallas City

1859 # Ill. # 1984

HENRY



AMERICANISM

THE PLEDGE OF ALLEGIANCE

"I pledge allegiance to the flag of the United States of America and to the Republic for which it stands, one nation under God, indivisible, with liberty and justice for all."

I PLEDGE — means — I PROMISE.

ALLEGIANCE — means — TO BE TRUE. Allegiance means loyalty. It means we will respect our flag and be true to our country.

TO THE FLAG — means — TO THE SIGN. The flag is a symbol or sign of our country. The flag always reminds us of our country.

OF THE UNITED STATES OF AMERICA — means — OF OUR COUNTRY. The United States is the name of the country in which we live. It is sometimes called America.

AND TO THE REPUBLIC FOR WHICH IT STANDS — means — REPUBLIC IS THE KIND OF GOVERNMENT WE HAVE IN AMERICA. A government in which the people make the laws.

ONE NATION UNDER GOD — means — ONE COUNTRY whose people believe in God. (Nation is another name for country.)

INDIVISIBLE — means CANNOT BE DIVIDED. Indivisible means we cannot be broken up into parts. We possess unity. We are one country. We may disagree, but we cannot be divided.

WITH LIBERTY — means WITH FREEDOM. Liberty means freedom. We are free to help each other. In America we love freedom. We obey laws that help all people. We do not harm our friends.

AND JUSTICE FOR ALL — means FAIRNESS FOR ALL. Our laws protect everyone. Whenever anyone is accused of breaking a law he is given a fair trial. He is innocent unless it is proven that he did wrong.

The Senior Citizens wish
to thank everyone that has
given information, time and
pictures for this history.
Special thanks to Jim Henry
for designing our cover, for
this Quasqua (125) year.

Senior Citizens
Dallas City, Ill.

It Isn't Your Town— It's You

If you want to live in the kind of a
town

Like the kind of a town you like,
You needn't slip your clothes in a
grip

And start on a long, long hike.
You'll only find what you left be-
hind,

For there's nothing that's really
new.

It's a knock at yourself when you
knock your town;

It isn't the town—it's you.

Real towns aren't made by men
who're afraid

Lest somebody else gets ahead.

When everyone works and nobody
shirks

You can raise a town from the
dead.

And if while you make your per-
sonal stake

Your neighbors can make one too,
Your town will be what you want
to see;

It isn't your town—it's you.

Compliments of

VIRGIL AVISE
MARBLE BARBER SHOP
DALLAS CITY, ILL.



A view of Dallas City, taken on Greekie hill. In the early 1900's.



A view of the clamming and shelling boats at the foot of Oak street.

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THESE MEN PIONEERED THE
SETTLEMENT OF COMMUNITY

Among earliest immigrants who located Dallas City township and become actual settlers, the following are listed in the Gregg history: Major John McAuley, Esquire Bennet, George Meyers, John Welch, Brant Agnew, Jesse Wimp, Elijah Pease, Johnson Clark, Thomas Harris, Edward Davis, Louis Smith, Thomas Stevens, Israel Atherton, Andrew Daubenheyer, John R. Tull, Reuben Tull, William Tull, Alexander Martin, William Pratt, Robert Atherton, William H. Bennum, Aaron Atherton, John R. Atherton, John Garner, Henry Williams, and Matthias Allis.

Among others who settled in this township were the following:

Iris Bailey, who came from Pennsylvania in 1852. In 1870 he engaged in the grain and stock trade at Colusa and in 1871 opened a dry goods store.

Abraham Clark, born in this township in 1831, was one of the oldest settlers here. His father, Johnson Clark, emigrated to this state from Virginia and located in Dallas township in 1830.

Joseph F. Dietrich came to Illinois from Pennsylvania in 1865 and located on a farm here in 1867.

Thomas Dixon, native of Pennsylvania, settled in Durham township in 1833. In 1855 he moved to Dallas City.

John Hacker, born in Germany in 1845, came to the U.S. in 1857 and located here in 1869. He was engaged in butchering and in buying and shipping cattle.

Manford G. Harris came from Virginia in 1853 with his parents, who settled on a farm in Durham township. In 1873 he entered merchantile business in Dallas City.

L.W. Landaker, M.D., came to Dallas City from Virginia in 1854 and bought a tract of

land. In 1856 he brought his family here and commenced his practice of medicine and surgery.

David S. Lionberger, born in Ohio, came to this state in 1838, locating in Dallas City township for a short time. He went to Adams county, where he lived until 1851, when he returned to Dallas City township, locating on Section 13, where he engaged in farming.

John M. Lionberger came with his parents from Ohio in 1839 and located in Pilot Grove township, where they remained for a short time before going to Adams county. In 1851, he located on a farm near Pontoosuc, and in 1866 he took up the study of dentistry and located in Dallas City.

Benoni Mendenhall, born in Indiana, came to Illinois in 1830 with his parents. In 1836 he settled on a farm on Camp Creek and in 1856, engaged in merchantile business in Dallas City.

Jacob Mendenhall, born in North Carolina, settled in Hancock county on a farm on Camp Creek and commenced permanent improvements in 1834. In 1835, he brought his family here.

O.H. Russel, a medical doctor born in New York located here in 1872 to practice his profession.

Hon. William Scott, born in Indiana, came to Hancock county in 1845, locating in Fountain Green township for three years before moving to Durham township, where he engaged in farming and teaching. In 1861 he was elected county superintendent of schools. He was elected state representative in 1872 and state senator in 1876. He moved to Dallas City in 1877.

Mark Tandy came here from Adams county in 1872 and engaged in the merchantile business. He had one of the finest geological collections in this county.

Edward H. Thomas, a native of Iowa, began publication in 1878 of the Dallas City News.

Henry Walker, born in Ohio, settled in Pontoosuc in 1850 and first was in merchantile business and then engaged in farming.

Jesse Wimp settled in Dallas City township in 1830, being one of its first settlers, and was engaged in farming.

Among early settlers in Pontoocuc township were Alexander Abernathy, first physician, who located in Pontoosuc in 1846.

F.C. Little, farmer, born in Ohio, emigrated with his parents to Pontoosuc township in 1847.

Captain James Logan came to the state in 1835 from Indiana. He settled in Warren county where he lived until 1838. He then resided in Durham township until 1841, when he located in Pontoosuc. He was engaged in merchantile business and managed a large brick yard at the same time.

John Moyes, a native of Scotland, came to this country in 1833. In the spring of 1839 he came to Illinois and located in Pontoosuc.

W.J. Riggins, born in LaHarpe township moved to Pontoosuc township in 1876, buying a farm.

John M. Schramm, born in Germany, came to this country in 1837, settling in Ohio, where he resided for nine years. He then came west, locating in Iowa. In 1846 he settled in Pontoosuc, where he built a large flouring mill.

John R. Tull, born in Delaware, came to Hancock county in 1836. He grew the first orchard of grafted fruit set out in the north part of the county, receiving a lot of apple trees from the Shaker Village in Ohio. He assisted in organizing the first church in his neighborhood.

EARLY PIONEERS

Josiah Creighton--Mechanic-----	1855
Duffy, J.B.-----Mayor-----	1849
Dunham, George----Blacksmith-----	1859
Gunn, John H.-----Attorney-----	1873
Gasaway, J.H.-----Merchant-----	1853
Gill, James T.-----Merchant-----	1856
Housmann, John M.-Wagon maker----	1856
Harris, M.G.-----Druggist-----	1852
Hupfer, J.C.-----Bakery&Cafe-----	1864
Hacker, John-----Butcher-----	1857
Howard, Henry----Farmer-----	1856
Keiffer, Antoni--Wagon maker-----	1837
Loring, W.B.-----Editor-----	1837
Landaker, L.W.----Physician-----	1856
Logan, A.F.-----Lumber dealer---	1837
Lionberger, J.M.-Dentist-----	1854
Layton, B.-----Nursery-----	1864
Lionberger, Jackson-Farmer-----	1838
Lionberger, Benj-Farmer-----	1838
Lionberger, D.S.-Supervisor-----	1851
Mendenhall, B.-Foot-Shoes-Postmaster	1836
McKinney, J.M.---Blacksmith-----	1860
Miller, F.B.-----Diary-Farmer-----	1863
Mitchell, John R-Grocery-----	1853
McCormick, J.A.--Farmer-----	1867
Newlon, E.F.-----Druggist-----	1847
Parkinson, Mrs Sarah-Central hotel	1863
Rea, Thos.-----Attorney-----	1851
Rollosson, Marietta-Farmer-----	1851
Richart, O.E.----Farmer-----	1848
Robinson, Major---Farmer-----	1839
Ranck, E.-----Farmer-----	1857
Ruth, John-----Farmer-----	1854
Ramsey, Samuel----Farmer-----	1856
Snyder, Wm.B.----Farmer-----	1856
Simpson, A.J.----Farmer-----	1855
Shain, W.A.-----Farmer-----	1856
Shaw, Thomas----Farmer-----	1854
Shain, also had Livery Stable	

Trask, E.H.	Physician	1873
Tull, John W.	Farmer	1836
Tandy, Mark	Hardware	1872
Taylor, Jas. F.	Printer	1870
Taylor, S.C.	Merchant	1856
Wilson, W.F.	Merchant	1868
Welker, Jacob	Grocer	1861
Wibbell, George F.	Farmer	1854
Walter, Wm. H.	Blacksmith	1864
Wimp, Jesse	Farmer	1833
Wimp, Jesse Jr.	Farmer	1840

HISTORY OF DALLAS CITY

Approved Feb. 19, 1859, it authorized the name change from "Town" of Dallas City to "City" of Dallas City. William Bissell was governor at the time.

The original Land Entry Book, now on file in the Recorder's office in Carthage, shows that the Northwest fractional quarter of section two, township seven north, range seven west of the fourth principal meridian, containing 133.93 acres, was entered by Samuel Goodwin and June 7, 1836. This was the original site of Dallas City.

Another document dated August 1, 1848, at the Land office in Quincy, stated that at the time of the entry (June 7, 1836) of the Goodwin purchase he assigned his certificate to Israel Atherton, who, as assignee of said Samuel Goodwin was legally entitled to have the patent issued to him.

Atherton was said to have been the first white man here, and he built the first house, a log structure on the Mississippi river front. The house has been covered with weather boarding and is still occupied, being the property of E.J. Marsden. For many year it was owned by the Black family.

The second house was built by Dr. John Newlon. It was a hewed log house in the west part of town, on the river bank, but it is no longer standing.

Three Newlon brothers, who came to Hancock county from Pennsylvania, were closely identified with the early history of Dallas City. They were Dr. Benjamin F. Newlon, who was in partner-

nership with Dr. John in the practice of medicine, and settled here in 1847 and Dr. William Newlon.

Data for this history has been taken from the Bateman and Selby's Historical Encyclopedia of Illinois and the history of Hancock County, by Th. Gregg, published in 1921; History of Hancock County, by Th. Gregg, published in 1880; old files of the Dallas City Review and Enterprise, and the city record books.

Dallas City was laid out in Oct. 1848, by John Finch, who for many years was among its leading citizens. Finch purchased his first land in Dallas City in 1847 from heirs of Israel Atherton. In 1850, he bought the rest of the Atherton fractional quarter section.

Prior to this the town was known as South Bend post office. John Finch was the first postmaster.

Dallas City was named in honor of George M. Dallas, Vice-President of the United States from 1845 to 1849, and the island across from Dallas City was named Polk, for the President James K. Polk. For many years Polk Island was a recreation ground.

According to Sam Scott, his father Senter William Scott, wrote the ordinance to organize the city, 25 years before Sam was born.

The Incorporating Act, approved Feb. 19, 1859, provided that William H. Rolloson, Richard W. Brewer, Theodore Rea, John Gibbs, James Gasaway, John Finch, Daniel G. Baldwin, and B.F. Newlon, or a majority of them, should meet at the post office in the

town on the first Monday of May, 1859, or as soon thereafter as they should deem it expedient, and divide the city into two or more wards, appoint election judges in each ward, fix a time and place of holding the election in each ward until the city council should be elected, and give notice of such election and make report thereof to the city council at the first meeting after election.

The men met on May 2, 1859, at the post office and named Daniel G. Baldwin, chairman, and Theodore Rea, clerk of the board. Dallas City was divided into three wards. In subsequent meetings of the board, election judges were named and places of election were designated for the first election on May 12, 1859.

B. F. Newlon was elected mayor; Miles Rowe, marshall; J. B. Duffy, and C. W. Atkinson, alderman of first ward; J. H. Carper and W. G. Sturr, second ward; W. H. Rolloson and John Gibbs, third ward; William C. Walker, police magistrate of the first district (Hancock county); Jonathan Rice, second district (Henderson county).

Officers appointed at the council meeting were on May 21, 1859; Theodore Rea, city clerk; Jas. Nixon, supervisor; John Gasaway, treasure; George Ames, assessor and collector. Theodore Rea resigned as city clerk Aug. 8, 1859, and W. B. Snyder was appointed to fill the unexpired term.

The city kept aldermanic form of government until 1920, when it changed to commission form.

Pontoosuc, which was originally in Dallas City township, was laid out in 1837 by Hezekiah Spillman. Marvin

Tyron and James W Brattle. Spillman was thought to have been one of the earliest settlers in Hancock county. Spillman landing on the river was a place of note among early settlers, and it was here that Spillman and a few of his neighbors constructed a crude blockhouse during the Black Hawk War.

Five miles to the south of Dallas City is Colusa, which laid out in 1894 by Mrs Eleanor Bailey, in section 26 of Dallas City township. The plat was made out by J.H.Horney, county surveyor.

W.H.Rolloson, one of the founders of Dallas City, came here in 1846. He emigrated from Williamsburg, Va. in 1840, and settled in Nauvoo, where he was engaged in the merchantile business until June 1844. He then moved his goods to Apponoose for a short time, and in the fall of 1844, he opened a store in Pontoosuc and had branches in Appanoose and La Harpe. In 1846 he came to Dallas City to begin business, building a large warehouse and store room, and in 1847, he built a large flour mill and distillery.

John M. Finch, who laid out the town, was ever active in the upbuilding of Dallas City, and found in the cooperation of Henry Black, William Rolloson, Dr. Ben Newlon, Thomas Richart and other pioneers, the assistance needed to further plans to establish merchantile houses and various enterprises.

Richart's addition was laid out by Thomas Richart, grandfather of Mrs Eunice Kyle and Mrs Fred Thomas, May 11, 1852. He built a flour mill on the

river at the site of the boat landing and also constructed the first part of the Mendenhall building.

Benoni Mendenhall, with his parents the Jacob Mendenhalls, moved to Camp-creek in 1836, where his father was engaged in farming. In 1856, he engaged in the merchantile business in Dallas City with his cousin, J.C. Mendenhall.

It was in 1857 that H.F. Black settled here and added materially to the industrial life of Dallas City. By chance he located here and then established a business that has grown and today is one of the important business concerns here.

This history was written in 1959.

Some of this history has changed, down through the years. Some of the houses have been torn down and some have rebuilt. I'm sure people would be shocked at the Main street now.

DALLAS CITY, ILLINOIS

Dallas City is in western Hancock county, Illinois, adjacent to the Mississippi river. Founded more than 125 years ago, it now has a population of 1400 and I'm sure it has gained a few over the last census figures in the last official government tabulation.

Dallas City is in the heart of a prosperous farming community and serves the area with an outstanding hog market, terminal elevator, equipped to buy and sell or store vast quantities of grain and to ship same by rail or river barge.

Commercial fishing provides employment for many residents. The MOULDERS' FRIEND manufactures sand conditioning machinery used in foundries throughout the United States and in some foreign countries. The home office of the Pioneer Lumber company, owner of a chain of yards, is located here. Numerous persons employed in Fort Madison, Niota and Burlington live in Dallas City.

All of the above and the trade attracted by other business establishments and their payrolls bolster the local economy.

Complete electric service and maintenance are provided by Union Electric. An inexhaustible supply of water, purified in a modern plant, with ample reserve storage, is available. A sewer system adds to the health of the residents, and hard surfaced streets throughout the city do away with mud and dust.

Dallas City has a commission form of municipal government, administered

by the mayor and four commissioners.
Fire and police protection are also
provided, and direct contact with the
Sherrif of both counties, Henderson
and Hancock, by radio.

DALLAS CITY TOWNSHIP

Dallas City township usually referred to as Dallas Township, was the last of the original 25 townships of Hancock County to be set apart. Pontoosuc was one of the original 19 townships established under the Township Organization Act of 1849. On February 22, 1861, somewhat less than half of Pontoosuc Township was set apart as a separate Township and named for the only town in that area at that time. The reason for the division is not clear but is said to have resulted from the rivalry between the towns of Pontoosuc and Dallas City. There must have been considerable interest generated as it required a special act of the Illinois Legislature to get the job done.

Dallas City was named in honor of George M. Dallas, Philadelphia statesman, who served as vice-president under Polk, who was president at this time. A charter was granted to the town in 1859. An unusual provision of the charter was that all property within the limits of the corporation should be exempt from county taxes, provided the city would maintain and support its own poor. It was a good try, but Dallas residents now pay taxes like everyone else.

Probably the first settler of the area was Hezekiah Spillman who, according to several sources, settled near the mouth of Camp Creek in 1825. By the time the county was organized in 1829, he was well established as the operator of the ferry and a wood-yard which served as a fueling station

By the time the county was organized in 1829, he was well established as the operator of the ferry and a wood-yard which served as a fueling station for steamboats. It seems that others were attracted of this area as Gregg says says, "he with a few others of his neighbors, constructed a crude block house during the Black Hawk war". Dallas City was first called South Bend.

COUNCILMEN'S JOB NEVER HAS BEEN A BED OF ROSES

The first city council was faced with civic needs and lack of funds just as present day city governing bodies are. At its organization meeting May 21, 1859, a tax of \$1.00 was levied on a showboat which was lying at the boat landing. The council also voted to fine members of that body \$2.00 for failure to attend any of the meetings which were set for the second Mondays in May, August, November, and February, exceptions being for sickness or other unavoidable causes.

Additional finances were raised by licensing "groceries" for \$50.00 per annum, payable quarterly in advance. Applicants were required to execute a bond for \$100. to the city, conditioned that they would keep an orderly house and not permit any unlawful gaming or riotous conduct. A grocery was defined "to include all places where spirituous, vinous or malt liquors were retailed in or by less quantity than one quart.

Drunkenness was declared to be a nuisance, subject to a fine of \$5.00 to \$10.00.

The first sales tax was imposed by the council by which 5% was charged on the sale of lumber, boards, planks, shingles, lath or pickets sold from cribs, fleets, rafts or boats while tied at the local landing. A payment of 50¢ per day was also required for each day tied there.

Early Street Maintenance

The upkeep of streets in 1859 posed a greater problem than it does today. During rainy spells they became almost bottomless quagmires. To meet this situation without adequate funds, the council, on June 6, passed an ordinance which required every able-bodied male person residing within the corporation of Dallas City, over the age of 21 years and under the age of 50 years to perform at least three days labor on the streets and roads of the city. Failure to do so was punishable by a fine of \$100 per

day.

It was further ordained that any person, for a penalty, fine or forfeiture for a breach of any ordinance, instead of being committed to jail, could be required to labor on the streets until the fine and costs were paid.

Provide Law Enforcement

One of the duties of the early-day marshal was to attend all council meetings and maintain order. He was subject to a fine of not less than \$5 nor more than \$10 for failure to perform this or other stated duties. He had the authority to summon any and all persons deemed necessary to assist in quelling riots or disturbances of the peace, and if any of the persons failed or refused to render such assistance, they were subject to a fine not exceeding \$5.00.

An ordinance of 1859 provided for a night watch of not less than two men, to be on duty each night at least from 11:00 p.m. to 3:00 a.m. for which each watchman was to be paid not to exceed 25 cents. Their duties were to detain for further examination any person or persons found loitering around at any unusual hour of the night in a suspicious place or manner.

Dogs caused trouble between neighbors, even in 1861, when an ordinance was passed which required owners to keep their animals tied up to 100 days from May 20.

Auctioneers, peddlers and circuses were required to obtain licenses.

The city cemetery was surveyed in 1861 and the price of lots set a \$2.50 and #5.00.

A dog tax was levied in 1864. In 1865 the census listed the population at 662 and the city tax levy was 30 cents on each \$100 of taxable property.

Ordinances Revised

All ordinances were revised in 1866. In the same year sidewalks were ordered built and an 18 X 24 foot calaboose was erected.

After authority was granted in 1887 to the Chicago, Sante Fe & California Railway Company to build their road through Dallas City, the council deemed it wise to regulate train speeds through the city. In January, 1888, an ordinance was passed which prohibited train speeds in excess of four miles an hour.

The first sidewalk ordinance specified that the walks were to be built of 2-inch thick wood planks. The ordinance requiring sidewalk construction of concrete was passed in 1912.

In January, 1905 the city granted permission to the Praire Oil and Gas Company to lay a pipeline through Dallas City for which privilege \$300.00 was paid. In 1916 Sinclair received pipeline rights for \$300.00. Other pipeline installations also were permitted.

The first ordinance pertaining to the motor age was passed in 1916 and stated "the driver or operator of every bicycle, automobile, motorcycle of any kind, shall in transversing any crossing or street intersection, have their vehicles under control and shall sound their signals in such a way as to give ample warning to other drivers or pedestrians of their approach".

All through the years down to the present, public spirited men have served on the city council and have endeavored to promote the welfare of the community. They were the original dollar-a-year men for that was the remuneration they received in 1859. In 1875 their annual pay was increased to \$5.00 and at the present they receive \$40.00 per year. They also are subject to ridicule, insult, and often the wrath of unreasonable residents for doing the best they can with what they have to work. Now in 1984 the city council receive \$20 for every meeting attend.

MAYORS OF CITY

1859-B. F. Newlon
1860-James Gasaway
1861-B. F. Newlon
1862-W. H. Rolloson
1863-Hiram Wagner
1865-Henry Black
1866-Theodore Rea
1868-R. J. Mann
1869-H. Wagner
1870-Wm. Robbins
1871-John Finch
1872-J. E. Duffy
1874-L. W. Landker
1875-E. Koll
1877-Asa Moon
1878-Wm. Scott
1880-Theodore Rea
1881-James Gasaway
1882-F. J. Mauck
1884-John Rice
1885-James McKinney
1886-C. S. Shipman
1889-A. Padberg
1890-L. S. Reid
1892-John Lionberger
1893-W. D. Caldwell
1895-John Lionberger
1896-J. Wimp
1897-John Lionberger
1898-John Cather
1901-Dr P. Walter
1902-John Cather
1904-Dr C. Forney
1905-C. Leinbaugh
1907-John Cather
1908-W. Caldwell
1912-Charles
 Steffey
1920-Andrew Kirby
1923-W. Ludlow
1925-Earl Curtis
1927-Frank Anguish
1931-John Highfild
1935-Arthur Black
1939-K. W. Dunham
1947-Dr L. V. Parker
1952-R. M. Clifton
1959-Nathan Hendrick
1967-Lyle Terry
1971-George Fish
1974-Jack Schroeder
1976-Dan Martindale
1976-Charles Leake
1979-Don Anguish
1983-Jerry McGaw

BUSINESS IN 1921

2-Dry goods stores
2-Meat markets
2-Hardware stores
a Tailor shop
Livery Stable
2- Blacksmith shops
Shoe cobblers
2- Saloons
Several grocery stores
2- Drug stores
Produce house
Feed store
2-Millinery stores
Furniture store
Undertaker
2-Hotels
Several eating places
2-Newspapers
Several barber shops
Harness shop
Lawyers
Doctors
Dentists
2-Stock yards

BUSINESS ENTERPRISES OF 1959

Listed here are those now maintaining places of business. In addition to those mentioned are many individuals who preform full or part time services, such as auctioneering, carpentry, painting, trucking etc.

Anguish & Wolfenbarger Co.,
Anguish Insurance Agency
Avisé and Shaw Barber Shop
Betty Barker Beauty Shop
Beauty Hill Salon
Barker's Ready Mix
Britton's House of Beauty
Bowman Blacksmith Shop
Cramberg Electric Service
Clifton Super Market
Chatterbox Youth Center
Canfield's Motor & boat
Cancan Refuse Disposal Service
Chuck's Electronic & Sporting Good
Cramber's Mobil Service Station
Dunham Oil Co.
Duffey Antique Shop
Dallas Theatre
Dallas City Locker(frozen foods)
Dallas City Hotel
Dallas City Lumber Co.
Dallas City Enterprise
DeFrates Fish Market
De Frates Fishing Bond
Farmers Service
Friendly Tavern
Gittings Insurance Agency
The Gamble Store
The Grill
Gracey Mobil Oil Distributor
Hendricks Ice & Fuel Co.
Hendricks Sales & Service
L.M. Horner Plumbing & Heating

Hamm's Fish Market
Hull's Jewerly Store
Italian Village
Ill. Grain Corporation
Jemison's Snack Bar & Dining
Kesterke Auto Service
Dr. Richard Kerr
Kirk's Dept. Store
Knapp's Drug Store
Lillard Auto Parts
The Little Store
Logan Grocery
Dr. L.V. Logan
Luder Plumbing & Heating
Macle Beauty Shop
Marsden Plo Hall
Massie Electric Service
Midwest Orders Buyers
Martin Funeral Home
Martin Home Appliance
Moulder's Friend Factory
J.M..c Andrews Insurance
New Elms Motel
Oschner Standard Service
Olson Bros. Quarry
Olson Tavern
Ollis Conoco Service
Patterson Auto Salvage
Dr. L.V. Parker
Charles Parker Insurance
Pieper Appliance Store
Pennock's Coffee Shop
Quinn Pence Saw Mill
Plummer Insurance
Prairie Farms distributor Roger
Gittings
Pioneer Lumber Co.
Resale Shop
Roe's
John Shoemate Accounting Service
Scanlan Plumbing & Heating
Harold Scott Insurance

Betty Shaw Beauty Shop
Scott Shoe Repair Shop
Terry's Grocery
Thomes Grocery
Walker's Fish Market.

BUSINESS OF 1984

Sunshine Corner
Bottle Shop
Hendricks Sales and Service
Moulders Friend
Rick's Mobilgas
Bobs's Catering
Bill's Barber Shop
Howe's T.V.Repair
Intrstate Refrigeration
Tasti Corner
Fred's Supperette
Bill Hull's Body Shop
Rettigs Garage
Olson's Tire Shop
Kut & Kurl Shop
Corner Stop
Dr. Carillo
Lieurance Antiques
Lieurance Auctioneer
Brown's Big Valu
Betty's Beauty Shop
Vorhies Insurance
Pioneer Lumber Co.
Pioneer Lumber Co. Offices
River front Tavern
Walker's Fish Market
Martin's Bottle Gas
Anguish Ford Garage
Andy's Cafe
Circle C Tavern
Rettigs Furniture
Bank of Dallas City
Dallas City Post Office
Bulter's Flower Shop
Faul's Jewelry
Evan's Quilts
Senior Citizens
Dallas City Enterprise

Jack' Tavern
Shere Delite Beauty Shop
Faul's Lawn Mowers
Johnny's Riverview
Sandi's Beauty Shop
Petite Flair Beauty Shop
Continental Grain
Northup Construction
Sutton Construction
Banks & Beals Funeral Home
Wagon Wheel Antique
Reed's Limestone & Fertilizer
Spreading
The Elm' Motel
Hutson's Sand & Gravel
Dr. Richard Kerr

JOURNAL OF COMPANY H-78TH REGIMENT
ILLINOIS VOLUNTEERS

Somewhere near the 20th of July, 1862 the raising of a company was suggested to meet the call for six hundred thousand men from the different states of the Union. A muster roll was written out and the work of enlisting commenced. J. K. Allen, T. M. Scott, E. S. McIntire, M. Hilb, and J. M. McNeill, were the first to begin work, by setting the example, and in about two weeks, after unceasing efforts being made, by the members of the company, we were able to report to a full company.

August 2nd-Met in Dallas City for the election of officers. The members belonging (the company) not being full, met in the stone church. B. Mendenhall, Presiding, W. S. Wood, Secretary. The election of officers commenced by the nomination of J. K. Allen for captain. No other nominations being made for that office it was moved that he be elected. Other officers were elected.

The meeting then adjourned to Galbarts beer saloon and exhibited their thanks by a copious treat of the company to what lager they could drink.

The work of enlistment continued until the close of next when the company, being full, were ready to report at rendezvous.

August 10th- The company got aboard the steamer Jenny Whipple

for Quincy, where we arrived at three in the afternoon. They stayed at various hotels there as no provision had been made to go into camp.

August 21st- Went onto camp, one and half miles north of City, a part of our equipment viz. tents, blankets, and cooking apparatus having been obtained.

I hereby beg pardon of the ladies of Dallas City for having omitted to mention in its proper place the presentation of our flag which was done on the 9th day of August, the day before we left for Quincy. That day is made dear in the history of the company from the fact that by the hands of the ladies, represented by the very appropriate choice, Miss Lucie Hinkley, who delivered a very pretting and befitting address on consignment into the hands of our company the colors, was presented to us a beautiful silk flag, which every soldier in the secret depths of his heart took an oath htere in the presence of those fair ones, never to see tarnished, nor deserted, unless amid the carnage of battle none were left to defend it.

WATER WORKS

The city voted to build a water works, after the big fires. Following the devastating fires, a bond issue for \$9,000 was voted to construct a waterworks system to provide water for fire protection and the use of inhabitants of the city. In March, 1909, \$1,200 from another bond issue paid for the first expansion. Since that time, the system has been enlarged to a greater number of residents.

The modern purification plant and adequate storage reservoirs on the hill provide almost an unlimited amount of water.

Installation of the sewer system was started in 1927, and is now serving most of the city. Now in 1984, you also have a sewer charge on your water bill, which is 50% of your water usage.

Since then there has been another booster pump installed for the creamery hill and the new grade school.

DALLAS CITY GETS A SEWER SYSTEM

In the fall of 1927 Dallas City voted for a sewer system. Craig Construction Company of Chicago won the bid. Eldon Lofton met their agent at the Post Office and asked for a job. The agent said yes and asked me if I had a flat bottom hay rack. I said yes knowing I could get my father's. The agent said he had several cars of tile at the Santa Fe depot station and wanted me to haul the tile to streets over town starting at the river west of the grain elevator. I started with 18 inch and graduated to 8 inch at the east end of town. This included streets and alleys. That ended my team work.

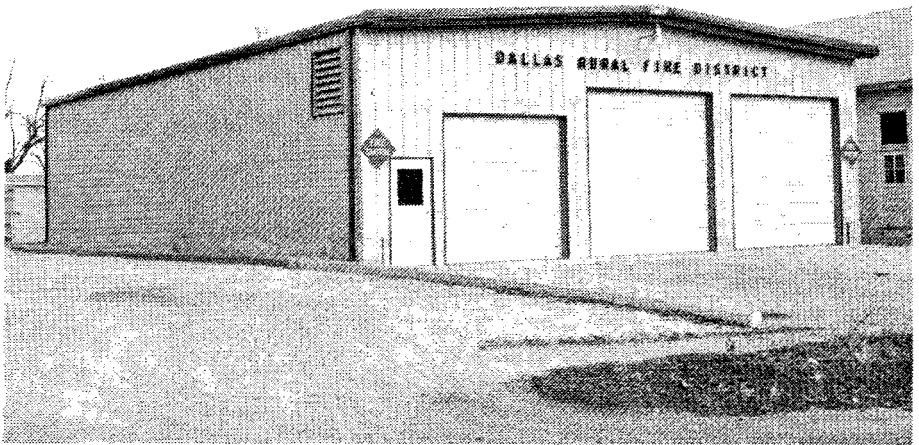
The construction company brought in their equipment and started. We made a coffer dam at the river to lay the first tile. Then at the alleys and street ends we put in a manhole. There were 67 put in at that time, and I helped put in 63 of them. I mixed mortar and carried bricks for men laying up walls. The tile layed at the intersection was 17 feet deep and we had to crib the walls.

We encountered lots of rock on Fourth Street and Oak Street clear through Fourth Street going south. We finished in the late fall. Where possible a digging machine was used, the rest was done by hand. I recall about 25 to 30 men working on the sewer system.

Eldon Lofton



Dallas City Rural Fire District



New Dallas City Rural Fire Station

FIRE DEPARTMENT

Dallas City's first fire engine was purchased Sept. 2, 1901 from Howe Fire Engine Co., for \$1051. The fire department was organized with a chief and not to exceed 30 volunteer members, who were exempt from street labor. On Jan. 12, 1902, the city bought ground and building from A.K. Rice to house fire engine and other city equipment. Later the present city hall and fire station were built.

In 1908, the city council voted to pay the volunteers 50 cents for each fire run.

The late John A. Raab was for many years fire chief, followed by the late Cleo Frice, and Kenneth Kinkade and at present time Berny Ferrill.

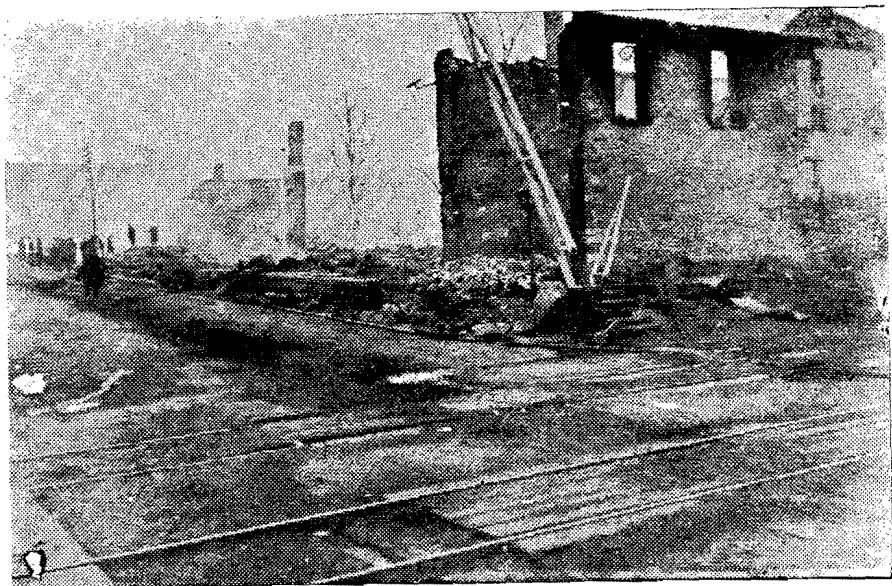
Through subsequent years, the city has had a model T and two other Ford fire trucks, and the present department has an excellent reputation for successful fire fighting.

In addition to the city's fire equipment, Dallas Rural Fire Protection District has a modern fire truck stationed here and manned by the same group of men. Also the fire department has added a panel truck with life support equipment, Oxygen etc.

In 1976, the fire department bought the old stone house belonging to Blanche Wingfield and tore it down and erected a large metal building to house the trucks.



East side of Oak street, looking south
after fire Dec. 17, 1905.



West side of Oak street, looking south.

FIRES

A disastrous fire occurred in Dallas City in 1897, destroying one block of business houses and residences. One in 1907 wiped out the old opera house, occupied on the lower floor by Rice & Urban clothing store and Mrs. Minnie Essley's millinery parlor. Also destroying the building which had been occupied by the J.W. Murphy, & Co. hardware store, owned by Mark Tandy. Another catastrophe was the fire of Sunday Dec. 16, 1905, that practically destroyed an entire block on both sides of the street, beginning at the location now occupied by the Lieurance Antique Store, and extending to the Sante Fe tracks on Oak street. At that time, the building, now occupied by the Antique store, was owned by J.O. Myers. The first floor housed a dry goods store, the upper story the Myers family living quarters. Vane Myers, son of J.O. Myers, lighted a kerosene stove in the early morning, preparatory to taking a bath. The stove exploded and started the conflagration.

Attorney Jackson, who maintained his quarters and law office on the second floor of one of the buildings, when told of the fire, started to pull up the rug. His informant told him to get out immediately, as there was no time to pull up rugs. These buildings were on the west side of the street and were mainly of frame construction.

However, the heat was of such intensity that it was not safe for two or three days, to try to open the vault. The fire made rubble of every building on the west side. Flames leaped across the street, destroying a frame building, a hotel, then known as the Welker House. This structure was located where the bank of Dallas City now stands. The first bank was a National Bank. The Dallas City Review, a newspaper owned by Lucien Reed, was destroyed, as were all frame buildings on the east side, of the street.

A frame residence building, located east of the residence that was occupied by Alpha Stone, was also destroyed. Wibbell & Hallowell's meat market, located where the library now is, met the same fate. The Fort Madison fire department was called as soon as possible. The Silsby engine was placed on a flat car and transported by the Santa Fe along with the Fort Madison fire department crew. The run was made in ten minutes. The engine was placed in the river and began pumping and supplying water in large quantities.

Monday afternoon, a supply of money was handed to Father Kern, a priest of Fort Madison, who happened to be a passenger on his return trip home by boat. He delivered the cash to Dallas City. Banks of Burlington supplied the much needed cash for the transaction of business. Pilfering was rampant, merchants suffered heavily; even after merchandise was removed from stores much was stolen.

The Enterprise printed the Dallas City Review for some time after the fire. Benjamin Black, father of George and Arthur, who then lived where Pioneer Show Home is displayed, died on the Sunday afternoon of the day of the great fire.

POLICE WORK

Friday night or rather Sat. morning about 2 o'clock Marshal Charles Buhl and his dog Drum, were making rounds and stopped for a drink at the well by Myer's store(now Lieurance's). While standing there heard the screen door at the back of the Dallas City Clothing Company's (now F&H)store open. Drum heard it at the sametime and headed for that place instantly. Charley took after him, but was hardly a good second.

The maurarders fled, taking a circuitous route back of the drug store, across the railroad, up the alley into the lumber yard, where they seperated, one making his way to the river and the other hiding for a few moments in Mart Dettmer's wood shed. Drum was after this fellow, but as he could not follow him through the door, was scouting around, when the man made his escape and joined the other man at the river.

They stole a skiff belonging to Black & Loomis Co., and got out into the river before Mr. Buhl could get there, although Drum was close on their trail.

The night was very dark and Mr. Buhl had no chance to get a description of them, although he got close enough once to see two of them and took a shot at them, but was afraid of hitting the dog and risked only one shot then. When he heard them in the skiff he took another shot. This caused them to stop rowing, and it was too dark to see them so they got away. It is presumed that

they borrowed the skiff as stated above, for it was found the next morning by Ed Fee, Chick Hathaway and Tilman Highfield just this side of Fort Madison, floating in the river. They had been to Fort Madison in a launch and discovered it on their return and brought it home with them. That the fellows had carefully planned their getaway there is not the slightest question, for as dark as it was no one could have made the route they did unless they were thoroughly familiar with it.

Once during the trip Drum evidently took hold of one of them, judging from the noise, but they landed on him with some weapon which made him lose his hold.

During the whole chase no one was roused up but George Black, although Drum was making the welkin ring with his deep base voice and Charley calling at the top of his voice trying to arouse some one. That appeared to be the hour of the night that everyone slept soundest.

It's a reasonably safe bet that those fellows will not try to turn a trick here again soon.

A careful search of all the business houses showed that no damage had been done, and that they were discovered at their first attempt.

Taken from the Dallas City Review
Tuesday July 5, 1910

AUTO Vs. MULE

According to the Topeka Mail and Breeze, this is what happened in Kansas when the auto tackled the business end of the mule. A farmer living on Deep Creek, several miles east of Manhattan, had a thrilling experience with an auto mobile and a mule team. The farmer had purchased a new machine and on one of his trips attempted to cross a creek at a ford. He put the clutch at high speed and waded in. For some reason the engine went dead in mid-stream. Cranking failed to revive it.

After a number of useless efforts the farmer secured a team of mules from a brother farmer near-by, hitched them to the stubborn auto and dragged the machine across the creek and up the bank. Then this happened: The driver had left the clutch on at high speed and as soon as the machine was on the level road the pesky motor revived and the machine started with a bound and struck the mules squarely in their kicking apparatus. There was something doing immediately there after. The mules started off full tilt, with the machine chugging after them, and striking them on the heels again and again. But the mules with supreme intelligence they sometimes manifest in emergencies, suddenly jumped to one side, bringing the machine sharply around and causing it to strike a bank of earth, thus bringing the strange runaway to an end.

Dallas City Review-July 5, 1910

LIBRARY

Dallas City Public Library was opened in the basement of the old postoffice. It was sponsored by the Planned Progress, on August 6, 1960 at the cost of \$350. There was a lot of work done, adding shelves, painting and etc. Then six months later the Planned Progress bought the Hamm's Feed store and planned to move the library to this building. The library re-opened May 19, 1962. After this building was bought, work began tearing down partitions, pulling nails, and a general clean up. We decided that there was enough money to do more with volunteers working. All services were donated, this keeping the cost down. There has been many, many books given and some bought. Jim Burg donated a complete set of encyclopedias.

PARK

June of 1910, there was a public meeting at the opera house, for the purpose of a city park. Mayor Caldwell was chosen as chairman and Claude Doty as Secretary of the committee. The proposition for the park was as follows: The owners of the row of lots fronting on the river, between the light plant and Charles Jones residence agree to donate the land for park purposes, the city to accept the offer within 90 days. Asa and Jake Bennington purchased four lots, and C.A. Knappenberger purchased three lots and all of these were donated to the cause. This way the city would have clear titles to the deeds.

We now have a beautiful recreation park along the river. Still belonging to the city, there is a very large shelter house and stone toilet facilities, also a smaller shelter house. There has been a large shelter house built on the far end under the trees, in memorial of Mary Ellen Boulter, who was President of the park board at the time of her death, in 1983. Also there has been a bench put out in the park in memorial of Bill Lieurance, over looking the river.

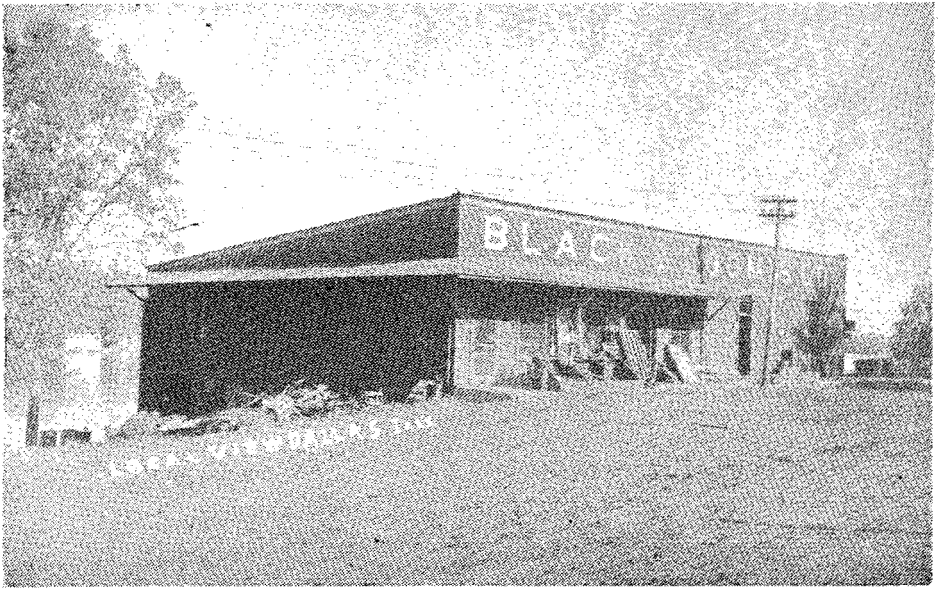
Baseball diamond and cement bleachers have been out there for anumber of years. The high school used to go out here and hold their football games, on the ground in the middle of the park.

Years ago the kids went out here and went swimming. There was a diving board, and sand bottom out quite a ways. I'm sure if you would wade out there now you would go to your knees in mud, it has washed in this much. This was in the 1950's.

RECREATION PARK

The island closest to the shore line, was some where around the foot of Oak street, sometimes people would go over there and have a picnic and celebrations.

Dallas was named for the Vice-President of the United States. Polk being president at this time, people didn't think that would be a good name for a town, so they named the island. Finch had a big picnic and invited people from all around the countryside, while here everyone in the crowd was counted, and the number was sent in to Springfield as if they were all inhabitants of Dallas, so the word "City" could be attached to the word Dallas. This is the way Dallas City got it's name.



The Black and Loomis Lumber Co. which was on the river, to unload and load the planed materials from the planing yards.



This is the planing building of the Lumber company.

THE LUMBER COMPANY

H. F. Black was floating lumber down the river from Grand Rapids, Wis. to Fort Madison or Keokuk, Iowa, in the late fall of 1857. He was marooned by the ice in what became known as Black's pocket at Thompson island just east of Dallas City. He ran up and down the street hollering "lumber for sale!" Mr. Finch told people that he was a crazy man and not to pay attention to him. Many people thought Finch feared him as a business rival. He bought the raft and sold his lumber on the streets of Dallas City, then he decided to locate here.

The next spring, he built the Wisconsin Lumber Co. and planing mill, where he finished lumber brought down the river from the north on the rafts. In addition to the main building, the company had lumber sheds extending several blocks along the bank of the river. The concern also built a brick yard in the west part of town.

H. F. Black retired in 1885 and moved to Ness City, Kansas, where he died Sept. 18, 1902. His son Dr. B. F. Black, an early medical doctor here, took over the business and operated it until his death Dec. 19, 1905, after the disastrous fire here. The company did extensive wholesale and retail business.

Mrs. B. F. Black, the former Elizabeth Rebhan, who came here at the age of 6, was married Oct. 8, 1908, to Lewis M. Loomis, a school teacher of Stronghurst, who died in Sept. 19, 1935.

Loomis was associated with and became president of the lumber company. He also was president of the First National Bank which was established by B.F.Black and L.Burg, the latter being associated with the bank for a year.

The lumber company, originally called Wisconsin lumber co., was changed to the name of Black Lumber Company.

The Pioneer Lumber Co., with the home office in Dallas City, is the out-growth of the Black Lumber Yard, and has a chain of lumber yards. Henry F.Black grandson of the founder, was secretary of the company, and H.E.Conwell, treasure. The late Arthur H. Black, another grandson of the founder, was manager of the Pioneer Lumber Co. from 1927 until his death in 1948. The Dallas City Lumber Co.now called Pioneer Lumber Co. has a chain of yards, Carthage, Hamilton, Macomb, Coal City and Dallas City. Robert Woods is now president of the Pioneer Lumber Co. and also general manager with Jay Rowe as the manager of the Dallas City Yards.

NEWSPAPER

The first newspaper here was the Star of Dallas City, started in the spring of 1859 by Francis Ashton. In the fall it was moved to LaHarpe, and in two weeks was brought back to Dallas City. In 1861 it ceased publication. Among other old newspapers were the Advocate, Monitor, and the News and Times.

In 1887, L.S. Reid started the Review. J.D. Butler was associated with the Review for more than 50 years, first as a young man, then as a owner and publisher. He served the community until 1944, when the paper was purchased by G.V. Allen, owner of the Enterprise, and consolidated with that paper.

The Enterprise was established May 12, 1899, by A.E. Shappel, M.D., and was first printed in Niota. In the fall of the same year, it was moved to Dallas City, the first publication here being on Nov. 24, 1899. Charles Kistner of Fort Madison became associated with Shappel in June, 1899, and A. McAndrews was publisher, with his son, Jim McAndrews, business manager.

Kistner died in 1922, and the McAndrews father and son continued publication of the paper until the father resigned in the fall of 1924. Jim continued the publication until 1925, when the paper was purchased by Verle Kramer. It was sold by Kramer to G.V. Allen in 1936. In 1946, Phil Allen became partner with his father. The Enterprise, now in its 61st year, has been published continuously for a longer period than any other Dallas City paper.

Now, G.V. Allen and wife are gone but Phil is still putting out our newspaper weekly. He is doing a good job working alone. He still sets type by the old machines.

Among business advertising in the first issue of the Enterprise were Mark Tandy, dry goods; Rolloson Bros., dry goods; H.F. Black Lumber; Gasaway & Feldhausen, groceries; Will Dines, clothing; and Welker and Son, groceries.

J. & R. Wimp, under the firm name of Wimp Bros. purchased the Dallas City Milling Co. in 1896 and conducted the business under the name of Dallas City Roller Mills.

W. A. Glaze, manufacturer of cigars, came to Dallas City about 1894 from Burnside.

The handle factory was opened about 1897 by S. Brumback and C.J. Healy. The last owner of the handle factory was Arthur Loomis.

C.S. Shipman came here in 1885 and in 1889 opened up a stock of dry goods and groceries.

O. Baldwin settled in Dallas City in 1854. In 1874, he began a grocery store.

Kirby and Shain grocery store opened in August, 1896.

Gasaway & Fieldhausen opened a grocery store in 1878.

J.C. Horn was an early druggist, coming to Hancock county in 1869 with the engineers corps when the C. B. & Q. Railroad was built through this country. He was station agent and postmaster at Lomax for 18 months. In 1875, he came in the drug business.

N.O.B. Landaker, druggist, came here in 1856 and operated a drug store.

Edward Koll, furniture store operator and undertaker, came to Dallas City in 1861. He opened a cabinet shop and manufactured furniture and coffins.

There were two meat markets, Wibbell & Hallowell and Kirby & Shain.

C.A. Kurrle came here from Burlington, Ia., in 1894, as the successor to A.K. Rice, who conducted a harness business.

J.P. Miller, also a harness maker, came here from Peabody, Kans., in 1897.

Lon Reynolds opened a racket store in the early 1890's.

Restaurants were operated by E.D. Spangler and C. Gill and Son.

Carl Steingraber engaged in the clothing business about 1890.

J.R. Carper located here in 1896 and operated a jewelry store.

There were two hotels- Hotel Commerical, with T.L. Stevens, propreitor, and the Welker Hotel, with D. Welker, owner.

Walter Bros., blacksmiths and manufacturers of wagons and buggies, was operated by W.H. and Freeman Walter. The business started about 1867. Another blacksmith shop was owned by O.H. Owens and D.C. Steele.

George B. Tilton opened a farm implement business in 1896.

Miss Mary Wright, who had a millinery store in 1897, began her business in 1877. In 1896, Mrs. P.E. Walter purchased the millinery stock of Mrs. Clara M. Tull.

Other businesses mentioned were D. Walker & Company, tinware; J.S. Swoyer and R.T. Duncan, photographs; Milliam Mitchell and Frank Watson, barbers; F.W. Schulze and James Phillips, shoemakers; D. Zimmerman and L. Bierman, dray and transfer; J.H. Ranck, lawyer; John M. Lionberger, dentist; W.H. Scott, M.D.; G.W. Felgar, M.D.; J. Cathers, livery stable, and Cluade Taylor, popcorn and peanut business.

The History of Dallas City published in 1921 names commercial enterprise as follows: attorney, O.C. Kirkpatrick; banks, Farmers Exchange and First National; barbers, Hallowell & Mitchell, R.T. Secrest, George Shain; blacksmiths, V.L. Jacob, Walter Bros.; cement contractors, Siens Bros.; clothing, Dallas City Clothing Co.; dentists, C. L. Shain, P.E. Walter, D.W. Taylor.

Drugs, C.A. Knappenberger; dry goods, C.A. Mendenhall; elevator, Dallas City Lumber Co.; feed mill, I.B. Johnson; furniture and undertaking, Mrs. Verna Koll; garage, Harvey Garage, V.L. Jacob; groceries, Gracey Bros., E.L. Huperfer, M.C. Marek, George Shinn & Son; hardware, J.W. Murphy, Samuel Walter; hotels, The Riverside House, Mrs. Ella Hancock, proprietor, and The Park House, T.L. Stevens, proprietor.

Ice dealer, Siens Bros.; jewelry, Floyd Hull; lumber, Dallas City Lumber Co.; meat markets, Ruskin Clifton, Gracey Bros.; millinery, Mrs. M.E. Essley, Veneta Wibbell; newspapers, Review and Enterprise; Opera House, C.A. Schultz; photographer, Frank Walter; physicians, Drs. H.V. and William Prescott, W.H. Scott; produce and poultry, A. Kirby & Son; restaurant, R.A. Board; saw mill, Dallas City Brick and Tile Co.; stock dealer, E.K. Symmonds; tailor, Jack Moline; variety store, E.R. Lionberger; veterinary surgeons, Ben Ritter and J.O. Symmonds.



This is the excursion boat that
was chartered by the Dallas City
Enterprise newspaper on Aug 13, 1907.

DEPRESSION

The depression hit many people in the country, but this area was a little better off than some. Most of our people of this area are fisherman or farmers. It was bad enough though, but the W.P.A. and C.C.C. came in existence and this helped. The Civilian conservation Corp was a branch of the Army. They paid 30 dollars a month and you sent home \$22 of this to the family at home, you could keep \$8 for yourself. This was for the families that were really needy. The boys built forrest that had been destroyed by fire, built new roads, dams or anything that pertained to the conservation of the country.

W.P.A. was introduced to Dallas City in about 1933 & 1934. They helped to build the park up for use again. Downtown they had a sewing room where they sewed clothes for the needy. This was supported by the government.

The grocery store owners let out credit that some of them knew they would never get their money, but could not see someone go hungry.

Most of the businesses stayed in tact, and there were almost enough jobs to go around.

There were two banks in Dallas City at the beginning of the depression, but only one made it through. There were a few farms that couldn't make it, until some new programs helped them get back on their feet. Because we were Rural it was not as bad.

BANK

There were two banks and building and loan association. First National, Farmers & Merchants were the two. First National started in 1891, with B.F. Black president. Lewis Burg was affiliated for one year. One of the banks folded in the depression, and there doesn't seem to be much history on the banks. In 1958, several people talked to merchants and residents of the vicinity and had found strong sentiment for a local bank. On April 29, 1960 the Dallas City Bank reopened. Not having a bank here for a quarter of a century, brought many local people businesses back. Former quarters of the First National bank, have been remodeled and redecorated. Modern deposit boxes have been installed. The bank is on the corner of Third and Oak streets.

CREAMERY

The local Dallas City creamery was erected on June 28, 1906. The land for this business was sold by Edward Kieffer. Fred Dixon, Ethyl Pence's father, ran the creamery. It was located on the left hand side of the road, first building atop Flagg Hill, which was soon named Creamery Hill. Workers were a group of local farmers, Bert Peters was the butter maker. The dairy cattle that were owned by the dairy roamed the fields, it contained five hundred head that had to be

milked daily by the diarymen. The pasture hasn't change much, but the creamery is gone. The pasture is that owned by LaVon Ellis at this time. The land where the creamery stood was sold in 1963 to Lee Bergmier, who has built a home on this sight.

FUNERAL HOME

There used to stand a little brick building by the side of the water plant, where Billy Koll's father built coffins. They were crude, but served the purpose.

Where Rettig's Furniture Storage room is on the west side of Oak street, next to Brown's grocery store they used to embomb bodies in the basement. In the back there was a elevator. Upstairs was a funeral home, or in those days they called it a funeral parlor. This was run by Billy Koll. Later was sold to Lee Jarvis and Ed Martin. Ed ran the funeralhome here for many years with the help of his wife and boys. Finally selling out to the Fisher's in 1963. They were here for five years, selling to Dick Fiedler in 1968. Then a very well known family from La Harpe, bought them out in 1978. Banks & Beals have the business here now and in Stronghurst also La Harpe Illinois. The funeral home is on east third street on corner of the second block on left hand side of the road.

Years ago they had horse driven hearses. Lots of times they had to have four horses when the roads were muddy.



Bank building on corner of Oak & third



L. Burg's Carriage Factory Dallas City, 18. 2204

Burg Factory in the East end of Dallas City

BURG FACTORY

The original Burg factory was started in Farmington, Iowa. In May of 1867 it was started and completed in 1870, when it burned. This was Lewis Burg, and his wife Cordelia, and family, moved to Dallas City after his factory in Farmington burned, to rebuild. He chose this town for two reasons; Railroad and the Mississippi River access. In 1891 he moved his family here and built the Burg Factory. He built three buildings on this site, of which one is still standing, the other two were torn down. These were brick buildings 50X150 feet. The one still standing is the one they completed the buggies and cars in. The other two were for painting and upholstery.

In the Iowa factory they produced 100 buggies, 250 wagons, carts and carriages annually. After he moved to Dallas City and built buggies and cars and built them until the middle 1920's. The Burg car was started to be manufactured in 1909. About forty of these cars were produced. Only one car is still in existence at this time, and it is owned by Loren Utsinger of Dallas City, Illinois. These cars sold for about \$1,750 to \$2,450, depending on the cylinder of the car. They were four and six cylinder and came in four different colors; True red, black, purple and dark blue. The buyer could choose leather, broadcloth, or plush upholstery. The "Burg" was an assembled car, with all the major components

obtained from other manufactures, and then assembled here. After these were produced the manufacturing of buggies were resumed. Wages for the employees in 1918, started out at 7½¢ per hour. Then in five years you received a raise to 35¢ and in ten years to 40¢ per hour. If you unloaded the crates, you got another 15¢ a hour. There was 20-25 people employed. They worked 8 to 5, taking one hour for lunch.

The electricity for the factory was supplied by the Hydro-electric power dam at Keokuk, Iowa. This factory closed in 1919, the last one of it's kind in Western Illinois.

After this Homer Eurg operated a bumper and painting business until 1928. This was called "Eurg Built" after this the building was used for a garage for trucks, that Eurg used for Furity Mold Co. operations.

Two buildings were torn down, the one left standing was sold in 1945 to a man who manufactured mattress coils.

In 1950, Antonio Gualteri purchased the building. He operated a skating rink, dance hall and restaurant. Calling the restaurant "Italian Village". In a few years, in the basement, they made spaghetti sauce and pizza's. Selling these to all over the country to chain stores, restaurants. At one time a famous footballs player name appeared on the pizza.

After this the building was sold to John Haigh. It is now a supper club, of which Dallas City is very proud of. Its fame for its fabulous

buffet is very wide spread known and is growing. It is known as "Johnny's Riverview Supper Club". He is open Wednesday through Sunday, you can eat buffet or order off the menu. On Friday and Saturday nights, downstairs, he has a band for your dancing pleasures and also your favorite beverage. He also has private dining rooms for special parties, church groups, clubs and etc. On the back he has a dining room that has a river view, you can see up and down the Mississippi for a long ways. People come here from near and far, to eat and it is a nice drive.

In front of the building he has collected many relics from yesterday, on display, that a lot of people stop and comment on and admire.