

## MOULDER'S FRIEND

In the late 1930's and early 1940 while Homer Burg was still selling moulding sand from Furity Moulding Sand Co., Mr Long, president of Quincy Stove Co. and a long time friend of Mr. Burg's, suggested to him the idea of inventing a machine which would reclaim the hot dry sand after the castings were removed.

A machine such as this would save money and lighten the back-breaking labor of breaking up the clods and working the sand with shovels.

In November 1943, Mr. Burg built the first Moulder's Friend sand conditioner at his factory building in which the Riverview Supper Club is now located. He had the assistance of 3 men who worked for him in the sand pits; Ernest Brown, Ossie Gitting, and John Porter.

Mr. Long purchased the first machine and it did such an excellent job of fluffing and mixing the sand that the men at Comstock-Castle and Excelsior Foundries in Quincy walked out on their jobs in a effort to obtain the same machine in their foundries.

As a result of the walk-out, the second and third machines also were shipped to Quincy.

In 1944, James Burg returned from the service and joined his father in the business which by now was located in the brick building on the curve which still houses The Moulders Friend, Inc.

In October 1945, Woodie Gray was hired to poke wires in the brush bars and went on to master all aspects of building a sand conditioner. He worked for the Moulder's Friend until his death in 1981, building machines and inventing improvements for the machine and to help make the work easier for the men who came after him.

Lee Bergmeier joined Jim and Woodie in April 1949, operating the lathe, preparing the wire and in many other tasks. In 1981, he inherited the task of running the plant.

In 1950 Homer Burg retired, turning the business over to Jim. Jim was the only salesman for another 10 or 12 years, when he asked Woodie to take over a part of selling. Jim and Lee are now both calling on old and new customers, whenever and wherever the need arises.

Many local young men have worked here over the last 40 years and a number of them have come back to visit and to thank Woodie and Lee for the training they received from them.

Until 1981, Ardys Gray, office manager, was the only woman employed by the Moulder's Friend, with Kay Perry filling in, when Ardys was out of town.

The work had always been considered too heavy for women, and was proven to be so, when a woman was employed for a time.

Since the 1960's a second unit, The Moulder's Friend Brusherator, has been manufactured and sold to foundries with overhead systems.

Over the years 670 Moulder's Friend sand conditioners have been built and sold in the United States, Canada, Mexico, South America, Africa and England.

Since 1964 there have been 106 Brusherator units placed in foundries through the United States. Repairs and parts for both machines have always been provided from our plant.

In February 1984, there are 5 people on the payroll:  
JGEurg, Chairman of the Board  
AL Bergmeier, President  
Ardys Gray, Frank Williams, & Carl Thompson.



THE MOULDERS FRIEND INC.



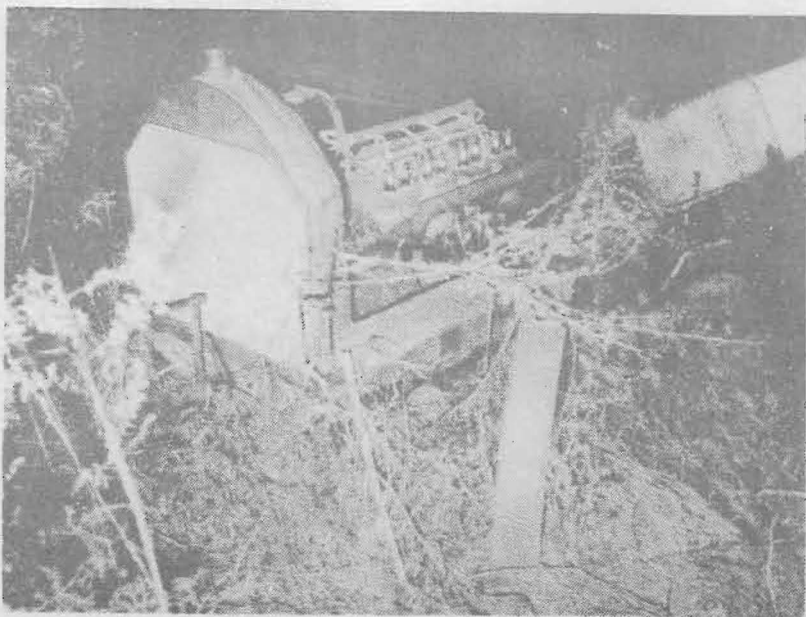
Boulter's flower shop on corner with the  
first Senior Citizen Center

## FLOWER SHOP

Glenn Boulter though it would be nice to have a flower shop in Dallas City, so he rented the small building, from Walter Thompson, which is now on the Keith Reed corner, and proceeded to set up a business. He had this place for a few months and decided to move it to the building on 5th and Oak street, which owned at that time. He continued the business for five years in this location.

Ursal Pence had a empty building on Oak and third street, a corner which was more in the middle of the business district, and Glenn rented this. In 1967, he bought the building and done some remodeling and has had a very good displays and business since. This is the old Lionberger building.

Glenn also had a flower shop in La Harpe and Carthage, but sold them. He has a greenhouse at his home on river road, and in season, you can get your garden plants and flowers there. Also potting soil, fertilizer, bug spray, bird seed and etc. You can buy bulk garden seed in the flower shop too.



This is the motor of the Burg car.



The drive shaft and rear axle

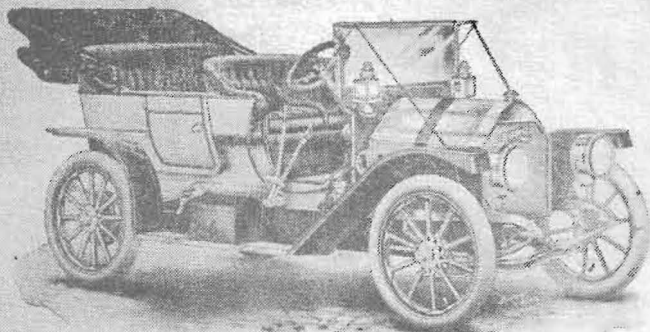
## For Over Forty Years

L. Burg Vehicles have been well known for their honesty of construction, durability and reasonable prices.

### The Same Policy

that has made the L. Burg line of vehicles a success, is carried out also in the manufacture of

## L. BURG AUTOMOBILES.



### A Good Car at a Reasonable Price.

Designed for every-day, practical use, is durable, reliable and capable; very smooth and quiet running, easy and beautiful in design and finish, and very easy riding.

The BURG can go faster than most careful people care to go and has a wonderful reserve power for mud, sand and hills.

### Investigate this Splendid Car.

If you are in the market, please write for descriptive matter and let us demonstrate to you.

Address Department B.,

**THE L. BURG CARRIAGE CO.,**

DALLAS CITY, ILLINOIS.

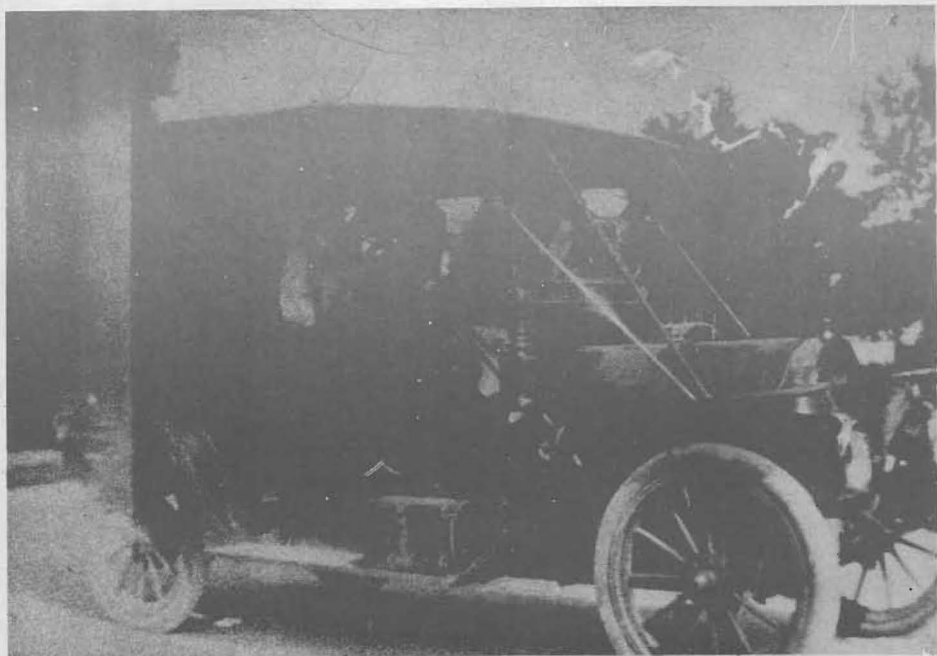


The Purg car with Mr. Utsinger and family before he had it restored. In the 1959 parade of Dallas City.

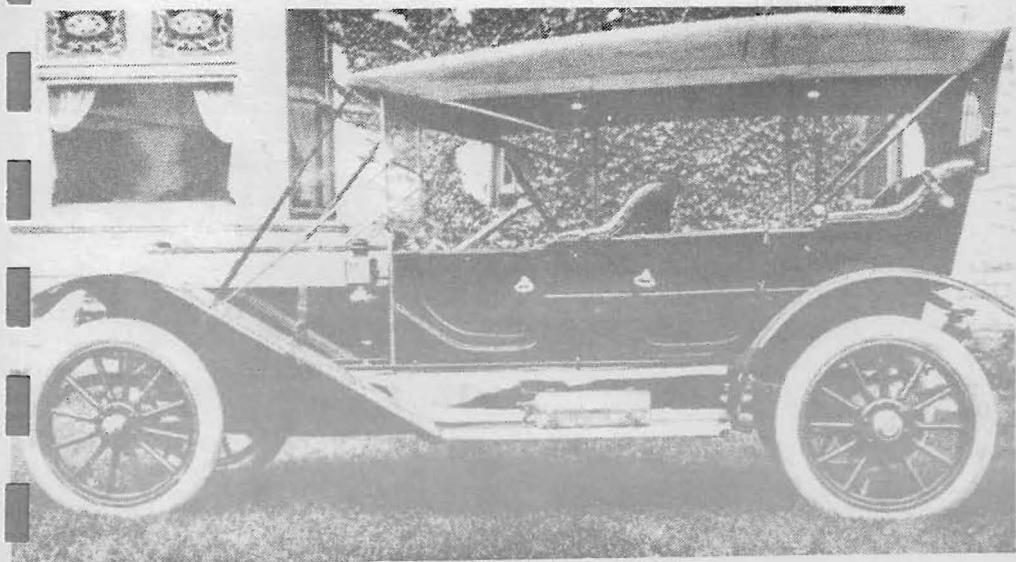


The car as it appeared in 1970 parade





1910 Burg car owned by Carl griffith and Roscoe Dorch borrowed it for a date with his daughter and ended up marrying her. Elva became Mrs. Roscoe Dorch.



1912 6-cyclinder Burg car, very few made.



This is one of the first Burg cars, not yet finished, so took trial run to Lomax and helped fight a fire.



One of the Burg cars that someone made a pick-up truck and then later ditched it.

## BURG CAR

Driving past the bright red 1910 Burg automobile parked in Loren Utsinger's driveway is a bit like passing a dodo in a pet store window.

There were only about 50 Burgs made by a now longdefunct Dallas City carriage company and Utsinger, has the only survivor.

His model was nursed back from oblivion through seven years of research and hard work after Utsinger discovered parts of the car in 1955 partly buried on a farm near Dallas City.

After moving to Dallas City in 1953, Utsinger discovered the town was formly the home of the L. Burg Carriage Co., once the makers of an early automobile.

Utsinger discovered the company was like many of the period-making cars from parts manufactured by other companies. The four-cylinder Rutenber engine in the 1910 model, for example, was made in Logansport, Ind., the transmission came from Rockford and the Stewart and Clark speedometer was made in Chicago.

The assembly method of the day was to first build enough of the car to make a test run. After the test, the car was remodeled where necessary. After a second run, the car was painted and tested once again before it was sold.

Among the advanced features of the car were a two-gallon reserve gas tank, twin ignition using eight spark plugs, bronze inserts between the rods

and the crank shaft- not widely used until 30 years later-and a brass gear water pump "which was very unusual" Utsinger said. There was no hood ornament, but a leather strap over the hood which held it in place-a Burg trademark.

What customers then could buy for \$1,750- compared to about \$850 for a model T Ford of the same period- was a massive, lumbering touring car with a 144 inch wheel base. Buyers could choose from four body colors; red, dark blue, purple, or black. The chassie could be ordered in green, purple or dark red. Plant personnel could install leather, broadcloth, or plush upholstery. The model T came only in black.

The Burg's 30 horsepower engine could carry five passengers across the crude roads of the period in relative comfort, using a three-point suspension system, not used again by other auto makers for decades. The Burg's transmission offered three forward speeds plus a reverse gear using the long, brass shift lever mounted on the running board. The car was equipped with right-hand drive.

An ad in a Dallas City Paper from April 1910, describes the car as being "designed for every-day, practical use, is durable, reliable and capable, very smooth and quiet running, classy and beautiful in design and finish and very easy riding.

"The Burg car can go faster than most careful people care to go and has a wonderful reserve power for mud, sand and hills," the ad also said.

Apparently, however, four cyclinders were not enough and the company switched to a six-cylinder engine which proved to be the down fall of both the car and the company. A critic of the 1912 six-cylinder said the engine would "shake themselves or the car to pieces."

The company lost money and quit making automobiles in 1913, going back to making buggies another six years until it closed.

Meanwhile, Burg owners drove their cars into the ground. That was where Utsinger found his model, beleived to be the fifth one made.

Utsinger asked around Dallas City to find leads on where to find a Burg car and finally one day he checked on the Lloyd Mohr farm and turned up bits and pieces. Half buried in a field was the rear axle. The front end, with the brass radiator and engine, was still above ground and a bullet had been shot through the hood. The wheels and hickory wood body parts had rotted away. The aluminun cone clutch had decomposed into a white powder and other parts of the car were spread around the farm. After seven years of searching on the farm, the last piece was recovered- a brass brake lever.

Fortunately, the motor had survived relatively well and the bullet had done no major damage. The brass radiator was intact and Utsinger had the engine running in no time at all, before the body was rebuilt.

Many of the brass fixtures, such as the acetylene powered head-lights were damaged beyond salvaging. Cross-country search found the parts that

Utsinger needed. Tires were not any longer made, but Firestone had a limited production.

For the car to have survived years of rough use and use on the rutted road of yesteryear, and even longer period of neglect and abandon, there must have been more than pride showing in the Burg's brass nameplate, serial number 6105-"Quality Does Win."

## 1913 PATHFINDER

This car was bought by my dad from a dealer in Eurlington, Iowa and I rode home in it as a kid.

My mother gave it to me in the 20 years and I drove it to school, part time around 1924, to Dallas City.

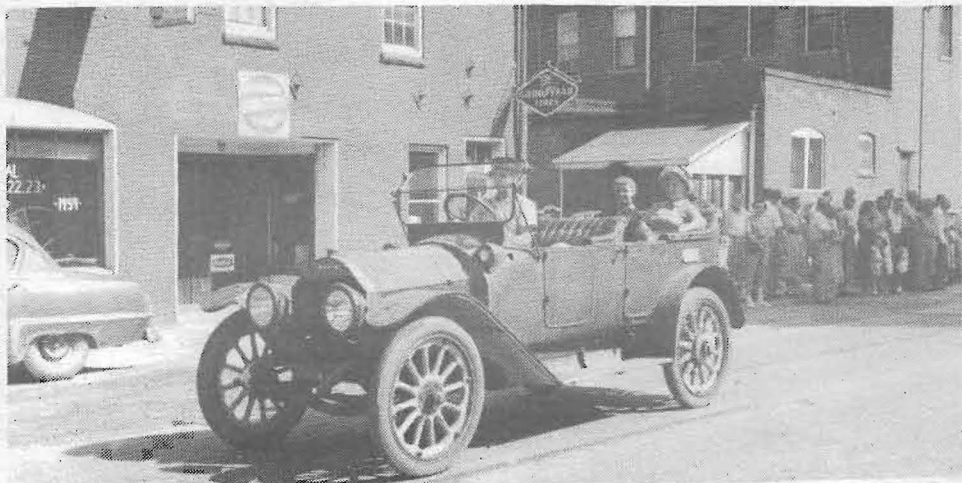
In the late 1920's, I cut the back seat off and made it into a pickup. Then about ten years later I put the seat back on and the car sat in the garage for years.

In 1960 I drove it in the parade at Dallas City with my two daughters riding with me. In 1968, and 1969, it was in the exhibit at the Old Thrashers in Mt. Pleasant, Iowa.

In 1980, I had it restored by a professional to Mint condition and have been to several shows since then. There are very few of them in existence at this time and it is considered a very rare car.

I expect to show it in Dallas City this summer at their 125th year celebration.

Submitted by Earl Rice



## VIOLINS

Almost any oldtimer around Dallas City can tell you about the fine violins which the late Arthur Black made years ago when he was studying music in Chicago, Ill., and became interested in the making of violins as well as playing them with the Chicago Symphony Orchestra. But not everyone knew just how skilled "Art" as his friends called him was in violins.

One of his violins is the only exact copy in existence of Paganini's Joseph Guarnerius Violins which rests in Alard's museum in Genoa, Italy, and once each year is taken reverently from its glass case by some artist and played. You might think that a copy of such a famous violin, such as Art Black made, would have little value, but there are many fine musicians in the world who would regard such a copy as priceless.

Another of Art's violins made in 1912, was tested behind a curtain in the Chicago Theatre, along with other fine violins. Critics who were listening declared that Art's violin had a tone fully as fine as the Stradivarius which was tested behind the screen at that same time.

Art learned the secrets of fine violin making from John Hornsteiner, who is one of the two greatest world authorities on violins. He is the last of a skilled family of German violin makers.



## LINCOLN

Mrs. Barbara Ann Logan, a splendid little lady, who many years ago, in 1857 made a famous Lincoln flag, died at the age of 96, and is now at rest in Dallas City, Illinois.

In the good old days when Lincoln and Douglas and their admirers used to fight their political battles, there grew in this area a strong sentiment in favor of "Ole Abe" and one day a group of admirers bought material for a Lincoln flag and ask Mrs. Logan to make it. The flag was presented to Lincoln, and was used by him as he held one of his debates in Quincy. It was used many times, in any celebration in which Lincoln took part and legend has it that when his Country went to war, the flag went also.

Barbara, wife of Judge John Logan who was judge of the County court for a number of years and lived in Henderson County. He was a Union man, of strong faith during the Civil war, and Barbara was equally ardent supporter of Lincoln. She was mother of E.L. Logan who lived in Dallas City.

Lincoln came to Dallas City and spoke to the people. He was guest of the people that lived in the house now owned by Chel Young, and also stayed in this house alnight. At the foot of Oak street, there is a rock that states that Lincoln spoke here. There is also a picnic area there too. There was a boat dock, but the river has washed mud in and it is filled now, so the boats cannot come in there. In 1936, The American Legion moved this 12 ton rock from the Privia farm.

## LINCOLN IN DALLAS CITY

A momentous event in the early history of Dallas City was the visit on Oct. 23, 1858, of Abraham Lincoln, who addressed a large crowd. He was an overnight guest in the home of George Ames and family, who lived on West Third street in the house now owned by Mr. and Mrs. Chel Young.

In 1936, a marker was erected in the park on the river front at the foot of Oak street in commemoration of Lincoln's visit.

A prized Lincoln relic was purchased by the late Arthur Black. It is a small casket with a beautiful carved wreath and a picture of Lincoln on the inside of the lid. The casket was made from wood cut and rived out by Lincoln when he was a wood cutter and was sawed from one end of a log used in erecting his cabin. Inside the casket is a gavel made from part of the piece of log, which was used at the Republican national convention in 1896, when William McKinley was nominated.

This relic was purchased by Mr. Black along with the Henry Bertels wood carvings of an entire suite of furniture that was exhibited at the Chicago World's Fair in 1893. Mr. Black was visited by Ripley in 1935 for an interview about the collection.

Another prized possession and relic is a daguerreotype photograph of Lincoln, owned by Mrs. Cora Steingraber. The photograph was a gift from Lincoln when he was an overnight guest in the home of Mrs. Steingraber's grandparents, Mr. and Mrs. Abraham Van Arsdale.

## DALLAS CITY CEMETERY

The cemetery is entirely in Henderson county, in the East part of town in the City limits on the county line road. Land was surveyed about 1870 and three acres were set for the cemetery. Lots sold for \$2.50 each and were 21x19 ft. In the first one there were 256 lots, in 1910 the City laid out 106 additional lots, west of the original ones. On February of 1922, eight more lots were sold for the mausoleum. In this, there are spaces for fifty, burial on east and west sides. Old time leaders and settlers are mostly buried in the cemetery, also there are many veterans from the many wars that we have had. There hasn't been many changes in the cemetery, except a wire fence and iron gates were donated by Art Kirby, with brick posts, at the gates.

Tombstones in the cemetery date back to 1826. Some of the older people are; Edward Logan age 102, Candice Farthing age 102, and Emma Landaker age 100.

Some of the other cemeteries around Dallas City are Harris, which is south of town, Meyers out of Pontoosuc, Crane of Lomax, Carman on the highway out of Carman and the one on the hill from Pontoosuc, which no one seems to know how old it is. A lot of Dallas City folks are buried in these cemeteries.

The brick posts were in memory of Milton Hull & Sarah Hull--parents of Hazel Kirby the fence and gate--One brick post John Platte and Anna Platte--the other, Edward and Jessie Logan.

## ELECTRICITY

On July 8, 1907, a franchise was granted to the Dallas City Light Company, which built and operated a generating plant on the site of the electric plant on the river, that burned down. It was a brick building on the riverside of first street.

It was subsequently purchased by Iowa Union Electric Co., which is now Union Electric, which holds the electric franchise. Electric energy is now transmitted from the power plant at Keokuk.

## Jail

Wibbel's business basement was the first calaboose or jail. The city rented this for \$30, a year back in 1861. Before this there was to be a jail constructed, supposedly, at the cost under \$60, this was in 1859. But it never seemed to be built. There used to be a stone jail on fourth street, across from the Friendly Tavern, but they tore it down a good many years ago. Now in 1984, if anyone is arrested they transport them to Carthage jail. The city cop is supposed to do this.

## HARD ROAD

Hard surfaced roads from the West and South were completed in 1929, and a huge celebration was held on Aug 15, of that year.

## TELEPHONE

Telephone service came to Dallas City shortly after the turn of the century, and the female of the species has been "yak-yaking" over them ever since.

On Aug. 10, 1903, Wesley H. Scott and Maxwell H. Scott were granted the right to erect telephone poles and lines in streets and alleys. The following Feb. 8, the local phone exchange was sold to Oscar Cramberg.

Cramberg sold to the Mississippi valley telephone company, April 20, 1907.

Work is was underway for conversion of the system to dial operation in 1959. It was in operation of Western Illinois Telephone Co., for a while. The office was upstairs and to the Bank building or the old Mendenhall building.

In Nov. 1961 it was dissolved and moved to Carthage, Illinois, and was Continental Phone Co. Now in 1984 the headquarters are in Aledo, Ill. and known as Contel.

We still have the little house, on the alley that houses our circuits. This sits on the alley, behind the Tasti Corner. (Tasti freeze)

## POST OFFICE

In the earlist days, people in Dallas City had to go to Pontoosuc for their mail. One night John Finch went to Pontoosuc and stole the post office, so there was one in each place. The person that told this story was asked where the government was. They replied, "There was no goverment here at this time." The first post-office, prior to 1847, was known as South Bend. Dallas City was named in honor of the Vice-President, of the United States, George Dallas serving 1845-49. J.M.Finch was the founder of the post-office in Dallas City and was postmaster in the early 1850's. Postmaster since are; R.M.Brewer, J.M. Finch, G.H.Ames, B.Mendenhall, L.S.Bliss, W.A.Feldhausen, Mark Tandy, John Heisler, Wallace Diver, Claude Shaffner, Marie Little, Boyd Dietrick and Erma Clanton who is now our postmaster.

In 1974 a new building was built on the lot behind the Bank, and is now owned by Stan Vorhies.

## A NEW BUSINESS

In 1913 Manford Lofton and Charles Worden set up a small canning factory on the river bank, two blocks east of Oak street on first street. Their object was to raise and can tomatoes. They had a good year for tomatoes and started canning in the late summer hiring ten women peelers.

The next spring Manford bought out Charles. He then bought the old Wibbell and Hallowell slaughter house which stood on the mound. Manford and his son, Eldon, tore the old building down and hauled it to their home. There they set up a building to be used for canning. He raised his own tomatoes, sweet corn sweet potatoes and also canned a good crop of prune plums. Some were sold at home and the remainder shipped to Blaul Brothers in Burlington, Iowa.

Manford's help consisted of eight peelers and his family.

Eldon Lofton

## OPERA HOUSE

John Cather was owner and a operator of the Opera House. At the turn of the century. It is located on the West side of Oak street, adjacent to Shaw's barber shop.

Prior to silent movies, shows of every description, commonly known as road shows, were exhibited at the theater. Silent movies gradually displaced the road shows. Ownership was transferred to Chas. A. Schultz around 1935. A fire occuring around this time did considerable damage to the building, but it was promptly repaired and business resumed as usual.

Sound movies eventually took over. After the death of Mr. Schultz, the theater was run by Justus Garard, who operated a theatre in Carthage, Illinois. The opera house was continued to be run by Gerard until the movies in small town theater became unprofitable.

Various managers of this theater were, Shorty Shaffer, Jack Moline, C.J. Doty, Don Little, and Lyle Terry. Some attempts were made to continue the pictures show, but expenses just could not be met.

The school bought the building, hoping to give the school a project ot work on. They did some repair on the building, but nothing seemed to jell. So they put it up for sealed bids and Stan Vorhees purchased the building. It has set idle now for a good many years.





OPERA HOUSE



RECREATION PARK

## SIENS' ICE COMPANY

In the early 1900's Vinton and Perry Siens (brothers) owned two ice houses. One was located at Bontoosuc and the other was one mile east on the bank of the Mississippi River. Later they purchased a large ice house in Dallas City. This building had two rows of poles for a roof support making it into tree rooms.

In the cold winter months these houses were filled with ice from the river with an average thickness of eighteen inches thick, to twenty inches. At one time twenty four inch thick cubed ice was harvested.

When the ice came a desired thickness, men were hired to clear a large place in the river to score ice twenty four inches square. Horses were used to plow several inches deep. The plow had three to five blades spaced two feet apart. After which men with large ice saws cut blocks of ice to horse where a wooden chute had been placed. The blocks were pulled into the house by men using tongs and set on edge. When one layer was finished, another was started on top of the first. When the ice house was half full, another chute was used and ice blocks were pulled by horse power up a grade to fill the upper part.

Large piles of saw dust were used to put all around the ice including the space between supports and covered by insulation where it was kept until needed. It seemed every available man helped in this winter event.

Perry Siens delivered ice by horse and wagon in the city of Dallas City starting in the early spring. People from out of town came and picked up ice. Vinton Siens delivered to the people and farmers in the country and nearby towns including Colusa, Adrain, Burnside, Lomax, Carmen and Pontoosuc. These were the days of refrigerators and ice chests.

In 1928 Vinton hired Eldon Lofton to help with the ice routes which was the last year river ice was delivered as the winters of 1928 and 1929 did not form good ice. Then in 1929 we hauled Artisian ice from Fort Madison. Electric refrigerators were begining to be used. Vinton handled coal, so I had a job in the winter. Vinton held the job of supervisor for several years.

Given by--Eldon Lofton

## ICE & COAL COMPANY

It was the turn of the century-McKinley was President-in the days before electric refrigeration and gas heat.

Two Pontoosuc brothers, Vinton and Perry Siens, were wanting to start their own business. A man by the name of George Taylor, had some equipment used to cut ice from the Mississippi River, for sale. Vint and Perry bought these tools and expanded the operation.

Storage houses were erected in Pontoosuc, Dallas City and one between Dallas City and Pontoosuc, which was known as the half-way house. They also established a coal business, and the entire operation was known as the Sien's Brothers Ice and Coal Company.

Perry left the business in the early 30's. Vint continued with the help of his wife, Vallie, who handled the clerical work from an old rolltop desk in the dining room. He retired in the late 40's, when the business was sold to "whitey" Hendricks.

Most able-bodied men in the community worked for Vint as he would oversee the cutting of the ice from the river and the filling of the five ice houses. The blocks were measured, cut and loaded onto horse-drawn wagons and transported to the houses, where they were pushed up a shute into the house and covered.

It was said that everyone in town shoveled sawdust at one time or another for Vint. The sawdust was placed over the blocks of ice from large containers by each house, as a preservative

to keep the ice for use during the next summer. He used two wagons with horses to deliver both ice and coal in Dallas City, Pontoosuc and surrounding rural territory.

With the building of the dam at Keokuk around 1912, problems developed with the harvesting of the ice from the river, because of the lowering and raising of the water. For a number of years Vint worked to overcome these obstacles, but he finally gave up and trucked in artificial ice from the Artesian Ice Co. in Fort Madison, Ia. The large storage houses along the river were replaced by one ice house adjacent to their house on Third street equipped with refrigeration facilities.

Eldon Lofton and Volney Canfield would be among the few people who worked for Vint and still reside in Dallas City, who could tell some of the many stories about those early days of "Putting Up" ice.

There was certainly an amount of danger in the early operation, but the safety record was good. Those were the days long before Workman's Compensation, and the records showed only one major injury. Jim Perry sat on a pick running it into his hip. Either Dr. Prescott, or Dr. Scott, both local physicians at that time, patched Jim up and Vint paid the bill.

At one time Vint crawled on his hands and knees across to Polk Island testing the ice for harvesting to see if it was ready for the weight of the men and equipment. By crawling, he distributed his weight and thus reduced the chances of the ice breaking

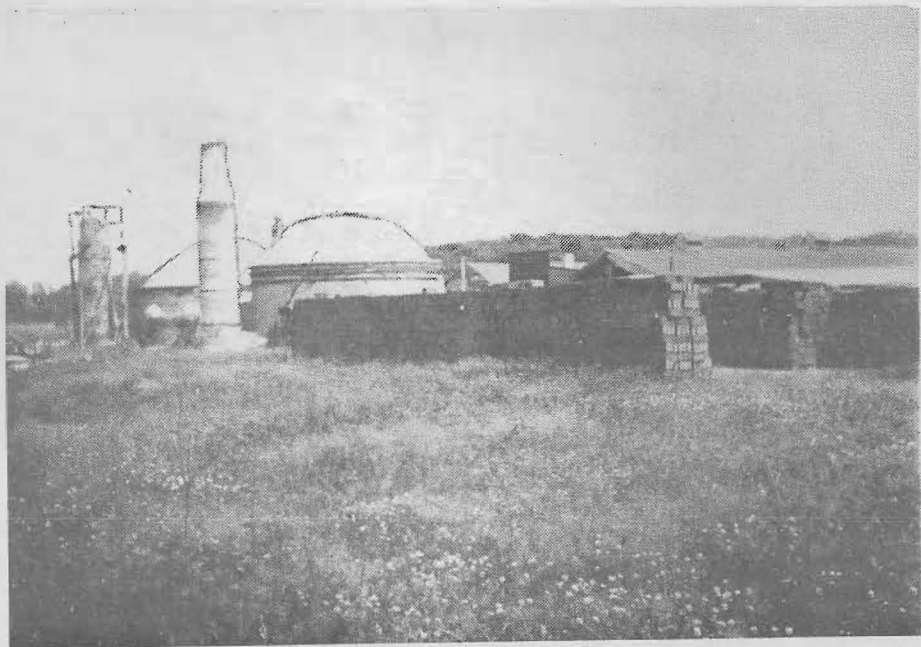
under him if it was not ready for the harvest.

The approximate size of each cake was, 22 inches square on top with the depth depending on the weather. It is told that one year the ice also went down 22 inches, because of the severe winter and that summer the ice cakes were the biggest ever remembered.

The only remains of the Siens Brothers Ice and Coal Company is a small cement block building off of third street. The blocks were made and the building constructed by Vint Siens to house the scales used in weighing the coal.

The Siens business was essential to the population of Dallas City and the surrounding area for heat and the preservation of food in those early days--a far cry from our modern method of today.

This was given by Leah Siens Fagan  
(Daughter to Vinton Siens)



DALLAS CITY BRICK YARD



SIENS ICE HOUSE

## ERICK YARD

Last years of operation of the brick yard at Dallas City, Ill. was owned by Dallas City Lumber co., for two years of operation.

In August 1921, I was out of work and my father's land joined the brick yard land, so I walked over to watch the making of brick, and to my surprise the manager, Walter Smith, asked me what I was doing at the present time. I said nothing, he asked me if I would be interested in hauling 100 loads of shale, two miles from the brick yard at 1.00 (\$1.00) a load. So I got father and wagon and hauled 96 loads, then Mr. Smith, asked me what I could do now as he wanted me to help inside. I hauled six loads a day and divided the pay with father.

I worked there three years from spring till late fall making bricks, field drain tile in three sizes 4", 5" and 6", also building blocks 4X8X12.

Clay east of the building was used for making bricks, but building blocks was made of one half clay and shale, drain tile two thirds clay and one third shale, and this made firmer material. We made this material in A.M. and in the P.M. we filled a pit with clay and shale brought in on a track and dumped in a pit then water applied until pit was full. Then it set all night and got tempered.

In morning we lowered a rotating slow moving rake that brought dirt to augur, the brought dirt on a belt to mill then augured it through a die to make material dies were changed for different material. Dirt came out of die on a belt to a foot in length. Then operator cut it off with iron arm that had a wire



attached. It was taken off and set on a drying crate, and later wheeled to drying shed. It took a week to dry.

Then wheeled to kiln and it was placed so air could circulate, as later heat was applied. I took a day to fill a kiln and then filled door with brick and plastered cracks with clay mortar.

Next there were eleven fire boxes around the kiln. Fire was started in all of them and fired for two days and one night. Then let cool for several days.

Smoke and heat from fire boxes went to the top of kiln and then down through material to opening at bottom of kiln and through tunnel to large smoke stack.

In heating brick in kiln, you put more fuel in fire boxes, every half hour, burning mostly slack coal. This operation was powered by steam, large wells outside of boiler room for water supply.

We turned out a kiln a week, while one kiln was cooling we filled another.

They employed six men while making material. Wages were three dollars per day.

In August 1924, we were laid off due to large supply on hand and sales were slow due to beginning of depression. It was never in operation again.

The company owned a saw mill and in winter, four of us sawed lumber and made wagon tongued, fish trap and square fence posts. Slab of wood were burned in furnace for fuel.

Written by Eldon Lofton

## BUTTON FACTORY

Perhaps the most important industry of Dallas City was the button factory. The plant, originally owned by a Mr. Pence of Tomax, was located near the property owned by Grace Harvey's. Later it was moved to the old Transportation building along the railroad, and was operated by a man named "Bink" Harvey. Charles Jones was manager. In 1925, was operated by Charles Patterson. Aside of employment, it was a means of livelihood for shell diggers. A good button cutter could get from 6 to 8 cuts from a shell depending on his skill and the contour of the shell. In some cases, pearls were extracted from the shell. The product was sent to a finishing plant where it was made into buttons. These were the cuttings that were made here. A finishing plant at that time was in Burlington, and took a major part of the crude product. Along about 1925, employees of the Burlington went on strike, for higher pay. Employers tried to break the strike by moving the machines in the building now occupied by Anguish Ford Co. When the strike ended the machines were moved back to Burlington, and that was the end of the finishing plant as far as Dallas City was concerned. A short time later the button business became somewhat unsettled, general conditions pointing to the fact that the industry was nearing its demise. Charles Patterson who was experienced in the business, again started the factory on his own. But zippers soon spelled finis for once a properous button business.



OLD MAUK MILL on the river bank



CHAMPION FOUNDRY which burned and was heavily insured for \$50,000.<sup>89</sup>

## CHAMPION FOUNDRY CO.

After World War I, when prices soared and banks had lots of money, some Chicago promoters invaded Dallas City and bought up ground. A foundry was built and soon in operation. The land was bought by A.H. Rife, general manager of Champion Foundry. Purposed to make gasoline engine carburatiois, engine power for all purposes, gasoline stoves etc. It also conducted a general foundry and machine shop.

On June 15, 1920, a fire started around 8am. Being the foundry was too far from city hydrants, it was a smouldering ruins in no time at all. Soon, everyone realized that the largest business was doomed. The history of this building, was known as a jinks. But with the fire, it surely settled the jinks once and for all. The building had been used for a number of projects, which had come to some kind of grief. At the fire the firemen only took a chemical cart and ladder wagon. So all of the workers, at this point, turned to saving the property inside. It was insured for \$50,000.

## MAUK MILL

The Mauk gritmill was located at the foot of Oak Street on the west side near the boat landing. Farmers brought their grain here and had it ground into flour and meal. Beyond the mill was a storage warehouse, the old Diamond Joe warehouse.

## RIVER SCENE

In about 1900 the banks would be lined by a number of house boats with their hook-covered bars used for gathering mussels. There would also be smoke on the bank from the big vats that would be cooking, where the mussels were steamed open so the shells could be sold for buttons. The meat would be used for fish bait. Button cutting was carried on in Dallas City.

## "OLD JOE"

A familiar sight around the turn of the century was a horse-drawn bus, and some would recognize the driver as "Dad" Stevens, who operated the old Park House. He stayed with Mr & Mrs Stevens while he attended high school here.

Mr Jesse Thompson also drove the bus, he told of being allowed to drive the hack, which was taken to meet all the trains. Salesmen often stayed here several days while working the smaller communities of the area. He was always delighted in taking the rig to the station, but was afraid of the effect of the noise of the trains on the horse, "OLD JOE". The vehicle had a door on the back and could hold six passengers.

## HISTORY OF CRYSTAL SPRINGS WATER CO.

The Dallas Transportation Co. was started about 1900, and was managed by Edward Hubner. It derived this name from the fact that it was purchased by a man named Hubner of Burlington, Iowa, for storage of beer and liquor into the state of Iowa, then a prohibition state. The owners were limited by the liquor laws to the extent that they could not sell beer in less than case lots, nor whiskey in less than gallon lots. The liquor was shipped from the Dallas Transportation Co. to points in Iowa mostly C.O.D. About 1909, Edward Hubner relinquished ownership of the Transportation Co., and began the manufacturing soda pop, under the name of Crystal Springs Water Co. Hubner conducted the soda water business for several years, and transferred ownership to the Doty family.

The Doty family and other paid employees continued to manufacture soda pop and ginger ale. The soda pop was made in six flavors and considered to be of excellent quality and in great demand. After a few years of production, the business discontinued. The Crystal Springs Water Co. bottles are still being found in many different places and their are some in vary different ounces, 6,7, or 8. And they will vary in color. The beer bottles are a real dark brown some have porcelain caps, the pop bottles are clear, greenish, and some with a blue cast.

## BLACKSMITH SHOP

Where Olson's Tire shop is now, was a blacksmith shop. It was a place for J. L. "Dobbin", the horse and friends. It was the location of Walters Bros. had their business. Horses were shod and carriages and wagons made. An extensive business was also carried on building tops for buggies and carriages.

## POPCORN WAGON

According to records it was operating around 1906. A City council meeting was held July, 1906 and the following was discussed; Ald. Pyle, for committee, reports that Mr. J. O. Myers was willing to allow Claude Taylor to place his popcorn wagon near west end of his building (presently Lieurance's Antique), but he objected to having it in street at east end of his building.

Ald. Pyle moves that Claude Taylor request to locate the popcorn wagon in the street on the corner of Oak and Third streets not be granted.

Finally Mr. Taylor, had a place for his wagon, on the west end of the building, and sold popcorn and peanuts for many years. Everyone knew him as "GIBBY"

## BOWLING ALLEY

In the early years of 1859, there was a bowling alley, but it was declared a nuisance and noisey, so it was ordered closed. Then approximately in the 1930, there was another one started, but did not last long. Again in the 1935-36, there was what they called, duck pins set up in the room next to the Friendly Tavern, but again went out of business.

## TENT SHOWS

As the entertainments always took place in summer or early fall, they were held under tents. The place chosen was always in the rear of what was formerly Tull's grocery store, the premises now occupied by the Friendly Tavern. Williams Jennings Bryan was one of the principal attractions. He delivered his famous "Cross of Gold" speech. He was guest of the Shipman's when in town. The Shipmans resided in the property now owned by Dennis Anderson, Next to the Mobil Gas Station. There used to be tent shows on where the tennis court is now, also out to the recreation park. Toby & Suzy used to come once in a while. The tent shows now are out of style. Movies and T.V. are in now.



## MEDICAL CLINIC

This was started back in 1961, whensome interested people of our town decided that it was time to get a doctor and perhaps a clinic in our town. These men incorporat-ed their organization into the Dallas City Civic association, as a not-for-profit group and have been busy every day sice, in working toward their much needed goal. At this time we do have a Doctor, who will set up practice here on Jan.1, 1963. His home and quarters are now being prepared for him by himself. The Civic Ass. has plans made for our new clinic which will be built in the near future, is what they said, and people of Dallas City were thrilled. They have been given ground by a local citizen and they have purchased an additional lot next to this ground, for which this will make plenty room for the clinic and parking area. They received many do-nations of fill to begin on the rest of it , also the hauling of the fill will be donated. There was pledges for the ready-mix cement, money and labor for the actual building. The group said that plans were made and would be well on the way, if not all the way done, by May of 1963. There were eight members that donated \$125 each to advertise for a Doctor and to get him here. They had replies from five states.

This building is never to be sold, it remains the property of

the Civic Association, and will be rented to whomever occupies it. The money was raised by pledges and then repaid over the years from the rent etc. from the building use. We felt that this was another step forward for Dallas City and an asset to our town. At this time in 1984, Dr Carrillo is the Doctor in the Clinic he was the one that went in our Clinic from the first.

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## DOCTOR'S

Dr. John Newlon came to Dallas City in the year of 1847. Before this, he had a drug store in Fort Madison as well as practicing in our town. Dr. Newlon had a large practice, he claimed to have given 84 people medicine in 24 hours. One night when he was called to see a preacher, the preacher refused to take the medicine. Dr. John told him if he did not take the medicine, he would be in HELL by morning. The preacher took the medicine and was much better by morning so he and Dr. John were the best of friends ever after. Dr. John moved to Kansas after a few years.

Dr. Landaker came to Dallas City in 1854. He practiced medicine for a number of years, and his son ran a drug store.

Medical professionals that followed and was here for many years. Dr. Ben Black practiced until 1885—Dr. Wm. Prescott came in May of 1882 and practiced until his death in 1924.—Dr. Wm Scott beginning in 1884 until his death in 1930—Dr. H.V. Prescott, son of Dr. Wm. Prescott, joined his father and for a long time was the only MD. in Dallas City.—Dr. Russell in 1872 others were, Dr. Taylor, Dr. Cleveland, and Dr. Diver.

### Dr. L. V. Parker

Dr. Parker was everyone's friend. The story of a country doctor fits Doc. He would come and sit up at night with you when your child was sick or an older person, didn't make any difference as long as he was needed. I don't know when Doc came

to our town. He was here in his young manhood and married Clara Dickey. Doc is now in Missouri and retired.

Dr Janeck was here a short time, with his office in the Kurrle building on Oak street. It was in 1953.

Dr Carrillo came to Dallas City in June of 1963 and practiced in the apartment office, behind the grocery which is now Fred's supperette. In March 1964 the city surveyed for a medical clinic. The old Todd house was torn down, this was to be the sight of the new Clinic. People of Dallas City bought shares and the building was on its way. Dr. Carrillo is still practicing in Dallas City and is also associated with the Burlington Medical Center, in Burlington, Iowa.

#### DENTIST

Dr. P.E. Walter came here in 1881 and for a time worked in the carriage factory with his brother, W.H. Walter before taking up Dentistry. He was graduated from the American College of Dental Surgery in 1891 and became a successor to Dr. Lionberger.

There has been a number of dentist in our town but dont stay long.

Other Dentist in town are;  
Dr. Taylor, Dr. McKay and Dr. Shane.  
Dr. John Lionberger

THIS PRODUCT

Dr. H. V. Prescott practiced medicine for 62 years, until his death, Aug. 8, 1955. He was first associated with his father, Dr. Wm. Prescott, who came here in 1882 from Denmark. Dr. H. V. Prescott received medical degrees from the University of Illinois in 1893 and from the University of Pennsylvania in 1896. In 1953, he was honored by the Illinois Medical Association as a 60 year member and was named "Doctor Emeritus". He had also been named "Doctor of the year for Illinois".

Dr James Gay, was a indian doctor. He used herbs and roots and other natural ingredients for his medicine. As near as anyone knows he was part Shawnee and Cherokee indian. His hair was coal black and hung shoulder length, and had the high cheek bones features of the indians. He was approximately 87 years old when he died. He lived in the house that is now the Grace Bible Church Parsonage.

## MEAT MARKET

In 1918, Ruskin M. Clifton purchased Joshua Smith's meat market which was located in the space that is now Pat's Tap dining room, on Oak atreet. He operated the meat market business at this location until 1927, when Mr. Clifton relocated the market in the north part of Gibby Taylor's building, which now is owned by Bett Lou Weatherington, who operates a beauty shop at this location on Oak street.

In 1932, Ruskin Clifton's son George began working with his father and continued until entering the service in 1942. In 1946, after World War II, George returned to working in the meat market. Shortly thereafter Ruskin retired and George operated the market until May 1974. At that time the meat market closed.

In the early days there was a slaughter house, in the holler on the road that used to go by were Loren Foster and Milford Morris live. That road used to go through and is now a dead end, where the twin houses are. This slaughter house was run by Ruskin Clifton for many years, butchering was done for individual and also for the meat market.

Also some butchering was done in the back of the meat market until the State passed new laws and this had to be discontinued.

There were other meat markets in Dallas City, Symonds, that were just meat markets, some had meat in their grocery stores.

## ANGUISH & WOLFENBARGER CO.

Anguish and Wolfenbarger Co., local Ford dealership began in Adrain, Illinois, in 1923 and moved to Dallas City that same year. J.C. Wolfenbarger was associated with W.F. Anguish, farm implements were also sold by the firm. In later years, branch agencies were operated in Nauvoo, Stronghurst and La Harpe.

W.F. (Frank) Anguish was a prominently identified with agriculture, operating farms in the Adrain vicinity. He was also president of the Dallas City Bank, he promoted the local river grain elevator. He served as mayor of Dallas City and also took an active part in bringing the hard road through Dallas City. W.F. Anguish passed away Sept. 23rd, 1945, at this time his son, Raymond took over the business. Raymond operated the business until poor health caused him to move to the farm in 1957. He passed away Mar. 17, 1973. In 1957, another son Donald, took over and has operated the business and is still doing so.

Anguish and Wolfenbarger have been presented a plaque for 50 years of service by the Ford Motor Co.

## ROCK QUARRY

The quarry, east of Dallas City, Illinois, on Illinois Route 96, was organized in 1946 by Richard and Arthur Olson and registered with the State of Illinois as Olson Bros.-a partnership.

The quarry supplies rock products for the general public, as well as road building materials for the local township, Hancock and Henderson Counties, and the State of Illinois, also agricultural limestone for the area farmers and fertilizer dealers and concrete stone for the area's ready-mix plants and contractors.

The quarry was owned and operated by Olson Bros. continuously from 1946- to April 1, 1973, when it merged with Raid Quarries and Medusa Aggregates Co. of Cleveland, Ohio. The name was changed at that time to the Dallas City Quarry.

In 1980, Cessford Construction Company of Le Grand, Iowa, purchased the quarry and have operated it since then. It is presently known as the Dallas City Quarry.

This was furnished by Richard Olson





DALLAS CITY ROCK QUARRY started by the  
Olson Bros.



Tasti Corner built by Steve Lieurance

NATHAN R. HENDRICKS --  
THE MAN AND HIS BUSINESS

In 1940, Nathan R. Hendricks began business in Dallas City operating the Mobil filling station with his brother, Whitey, who was later elected road commissioner of Dallas township and still holds that position. Nate also operated the Allis Chalmers parts and service during this period. The filling station was located on Oak Street where a Mobil station is still in operation. The Allis Chalmers parts and service was located just west of the four-way stop on West Fourth Street.

During 1951, he erected a cement block building close to his residence on South Oak Street to begin a small engine repair and machine shop. For several years, Nate also did field tiling for farmers in the area using a ditching machine he designed and built himself.

In the 1955 elections, Nate was elected to the city council for a four-year term and then served the next eight years as mayor of Dallas City.

During his lifetime, Nate has developed a throw-away lawn mower blade, designed a cabin cruiser, invented a jet-propelled engine for canoes and john boats, manufactured metal candle molds for hobbyists, just to name a few of his talents. His wife, Mildred "Tommy", has served as book-keeper and assistant through all of Nate's endeavors.

Dadant & Sons, Inc., from Hamilton, Illinois, approached Nate in 1968 to manufacture a product called a "Bee Blower" to remove bees from hives during honey-collecting time. Nate designed a unit that is still in production today. In 1971, he added a complete line of metal beekeeping supplies. It was in 1972 that he built the first half of the plant in use today to manufacture bee equipment for the industry. Then in 1974, the second portion of the plant was built, making a total of 15,000 square feet of floor space. There are over sixty finished products manufactured at this plant.

A personal message from Nate and Tommy: "We believe, after 44 years in business, it is time to slow up and take our travel trailer on a few trips. Our daughter, Penny, takes care of the book-work now and Rodney Little is the plant manager, and there are some wonderful and loyal people working with us. Dallas City has been good to us and we will always love this town and treasure it as our home. We are happy to have been a part of it all these years and hopefully many more."