

Dallas City High School



Dallas City High School New Gym



DALLAS CITY GRADE SCHOOL (down town)



THE NEW DALLAS CITY GRADE SCHOOL

## UNITED HOLINESS SCHOOL

In the fall of 1973, Rev. and Mrs. Edward Nelson and family moved to Ionia, Illinois to pastor. They became increasingly dissatisfied with the public school system and felt the need of a Christian education for their son as well as other people in the church and community.

During her senior year in college their oldest daughter felt the Lord wanted her to teach in a Christian school. Following her graduation plans were made to start a Christian school in the fall of 1975.

The school has never had over 30 students at one time but approximately eight different students have attended the school. Several have entered Bible school after graduation and one entered the United States Air Force.

We have seen many students yield their lives to Jesus Christ and for this we are thankful.

We feel we are able to give personal attention to each student and it has helped the students greatly.

Rev. Nelson, ordained elder, is Superintendent of the school and Vicki Whipple is Principal.

During the first 3 years the school was operated by the Nelsons without any church backing financially. The school was named the Mississippi Valley Christian School.

During the summer of 1978, Rev. Nelson and others in the community started the United Holiness Church in Dallas City and at this time the church felt that they would like to help in

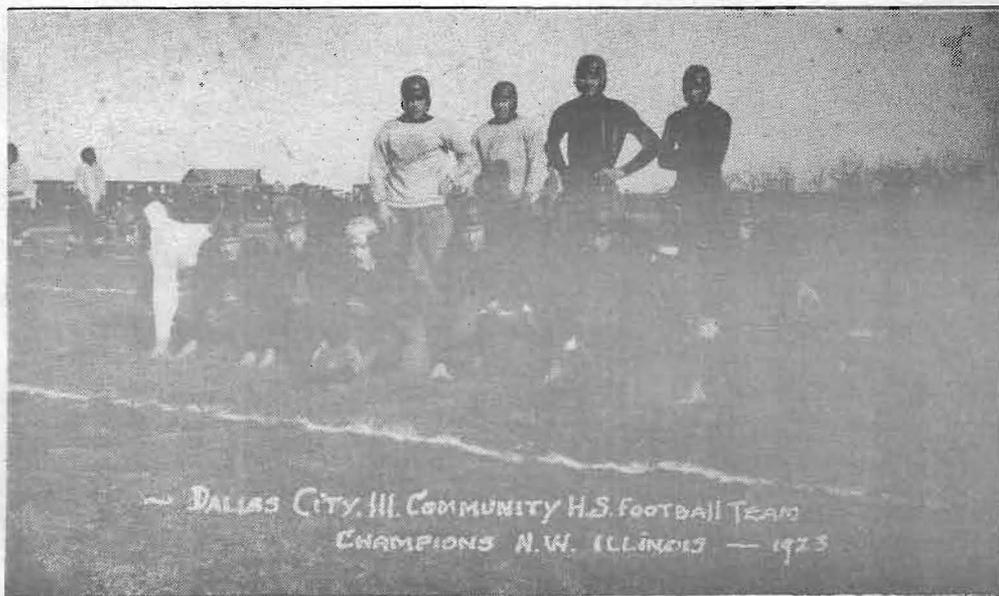
the support of the school, so they were incorporated together and the school's name was changed to the United Holiness School.

Furnished by--Rev. Edward Nelson

## THE FOOTBALL TEAM

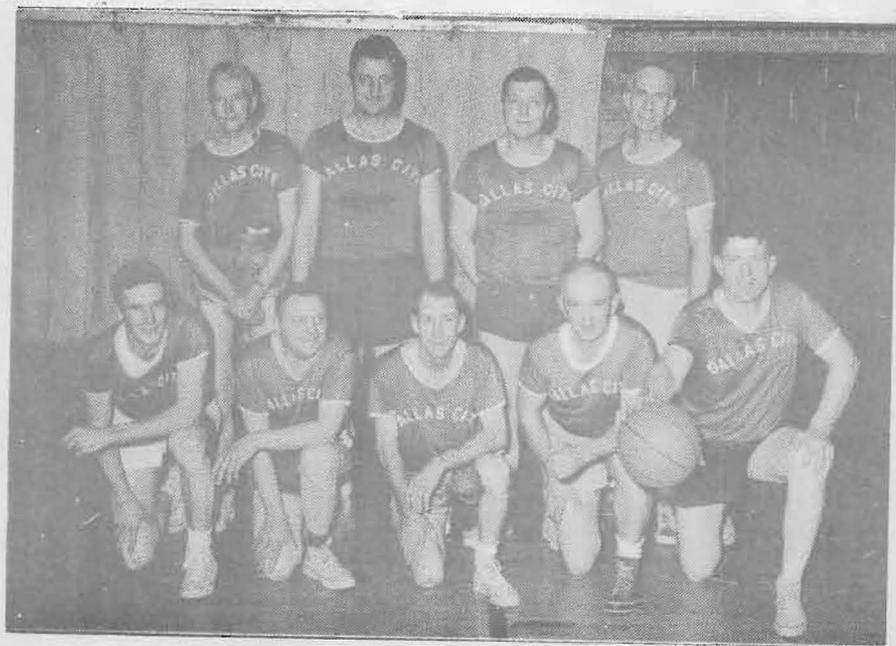
The picture of the football team was taken in 1923 at Roseville. A team from Alexis was claiming the Northwestern Illinois Championship and Dallas City' challenged them to a play off, which was to be held on neutral ground in Roseville. We beat them very badly although I don't remember the score. Ross Johnson is one of the few remaining members of this team still alive.

Submitted by Earl Rice





SOME OF THE OLDER RESIDENTS(all gone now)  
Mr and Mrs Kurrle; Dr. Pete Walters, dentist;  
John Raab and Bill Smith.



Do you recognize any of these basketball players?  
I don't think they went to State!

## JOHN A. RAAB

Johnny was a retired painter and former fire chief of the Dallas City Volunteer fire department. Johnny was born April 15, 1866, coming to Dallas City in 1893. His parents were Germany natives. He was engaged in painting and paperhanging, also had a skilled sign painting and artist in mother-of-pearl creations. He gave these to friends and to many of the churches and organizations. He served as fire chief for thirty-one years. In 1940 he was made honorary fire chief. He was also a member of the Dallas City band.

## C. A. KNAPPENBERGER

Came to Dallas City when the families came from La Harpe in 1909. He was a very well known druggist for this town, which at that time was a pretty large town. He made a lot of prescriptions and formulas for people in this town. He had his own name for the things he made like, Gracey's Cough syrup, Hull's Liniment, Mohr's headache medicine etc. The ledger he kept is very interesting to read.

## LEWIS GALL

Mr. Gall was quite famous in this area for his bakery goods, candy, and ice cream. He made all his own goods, and was in the building where Andy's restaurant is now. In the room

adjoining to the resturant he had an menagerie, with old things and stuffed animals, hornet nests etc. He did not want to sell these, just collected them. Before this he had a pool hall for the men to loaf and gather in. I imagine there were a lot of stories floating around.

### ACE BENNINGTON

Mr. Bennington came to Dallas City in 1909, there were twenty families came at this time. They came here because of the different outlets. They could establish their factories on Sante Fe Railroad and the river, for outlet. They made galvanized chicken coops, waters, etc, also steel fence posts. After World War I, they could not get steel so they started constructing buildings. They built many homes in the immediate area, The Methodist Church, Grade school and many others.

## B. F. BLACK

Dallas City lost its best man, in the passing of B.F. Black. He was a doctor, philanthropist and organizer, a man of unusual ability. He was instrumental in making the Dallas City Enterprise the best newspaper in the county. By the establishment of the planing mill, he attracted many new citizens to our town. During this period, which was prior to the fire, dark clouds appeared on the horizons, for a great slump on the business world was in the making. Everything slowed up, unemployment soared. Ben called his men together and assured them that in spite of prevailing conditions, he was going to operate his mill at full capacity and every man was going to stay on the job. He built up his stock in the lumber and grain as well. He was in the grain mill business at this time. After the dark clouds were replaced by the rainbow, he did a tremendous business. His large stock pile paid off, for the man who quit had nothing to sell. The local community received the full benefit for the reason that wages were not reduced one cent. President Garfield said, "Nothing turns up unless somebody makes it turn up." and Ben Black made things turn up.

## MARK TANDY

Another man of note in Dallas City was Mark Tandy. Born in 1848, he came to Dallas City as a young man. Hardware store and later a dry goods store, was run by Mr Tandy. Also a postmaster a good many years. He was a well known sceintist, having a college degrees. He done a lot of taxidermy, but made a speciality of mounting butterflies, which he had a huge collection and it was left to Carthage College. Mr. Tandy had three college degrees.

## HENRY BLACK

Born in Pennsylvania, October 26, 1823, he was a man that was not afraid to say what he was thinking. He established the lumber business here in Dallas City in 1857. Moved his family here in 1858. Was superintendent of the Congregational church and Sunday School for twenty-five years. Mr Black married Mary N. Bliss. During his stay in this town he took an active and effectual part in the upbuilding of the town. Had ever been foremost in every movement having for its object in elevation of society, whether it be in moral or educational sense. In 1883 he retired and moved to Kansas, on account of failing health.

## JOHN M. LIONBERGER

Took up dentistry stury in 1866, he built what is known as the Belle Isle building. The structure originally was three stories. The name of "JOHN LIONBERGER" was inscribed on the dome. Many alterations of the structure took place in the past 25 or 30 years. Present occupants now is the Boulter Flower Shop, the location being on the corner of Oak & Third streets. Lionberger operated a race track north of the property, or south of Dallas City limits on the east side of the hard road. The place is now farm ground, farmed by Ronnie Mc Dowell.

## OLIVER S. AVERY

Oliver Avery was born in Ohio, in 1817. His parents were Simeon, a native of New Jersey, and Rebecca Passmore Avery, a native of Ohio.

He came to Illinois in the fall of 1843 and settled in this township, where he resided for 4 years. In 1845, he married Eliza J. Atherton, and purchased that year from his father-in-law, the tract of land now comprising the most of Dallas City, all of what is now the second and third wards. Where is now substantial business houses, was then a plum thicket. Mr Atherton, his father-in-law, erected the first log house in Dallas City (this was on the first street and is now where the Lumber yard has their Model Home.)

In 1847, he sold his farm of 136 acres in this city to John M. Finch and bought a farm from John Lane, a mormon, just over the line which is now Durham township. He has made his home in this 240 acre farm since then until his demise.

Mr Lane was anxious to get out of the country, as their troubles were coming thick and fast. He was a member of a 12 man crew who had come back to cut (steal) some wheat and was given a flogging.

At this time the Mormon troubles were thick and heavy, and Mr Avery had to hide out in the bushes for 3 or 4 months in order to feel perfectly safe. He was a member of Captain James Logan Company during the Mormon war which followed.

He was a man of peace, and so

strongly imbued with the idea that he was willing to fight for it, it was such men as he of indomitable integrity and sterling worth that banished the Mormons from this state.

His union with Eliza Atherton was blessed with 10 children, 5 of whom survive him.

His educational advantages were limited. He never went to school three months a year, but was able to acquire what would now be called a practical education. At age of 20 years, he received a certificate of Joseph Ray to teach school, and taught in Ohio.

After coming to this county he taught a term of school for the Mormons at Appanoose, and they were anxious to reengage him, but Mormon troubles were coming and his sympathies were against them.

He was also an active participant in the Mormon troubles and was one of the party who whipped a gang of thieving Mormons who were caught stealing corn.

There is much in the life of this venerable old man that will prove interesting not only to the old settlers, but to the rising generation.

He died December 12, 1901--age of 84 yrs, 7 months, 21 days.

Dallas City Review---Dec. 12, 1901

## THOMAS AVISE

Thomas Avise was born in Swedesborough, New Jersey, August 2, 1827 and came to this county with his family at the age of 8 years. His father died shortly after they came to Illinois.

Mr Avise married Mary Harkness by the Rev. Phillips in March 15, 1850. To this union were born 4 sons and 5 daughters. Two sons and one daughter preceded him in death, leaving 2 sons and 4 daughters with a wife and mother who will mourn the irreparable loss to them of a kind husband and indulgent father.

Mr Avise united himself to the Christian Church at the Oak Grove school house, which at this time was in the Harris cemetery and was baptized, in the river in Dallas City, Nov. 1867.

Mr. Avise started by the overland route with a prairie schooner and oxen team with many others from Pontoosuc and Dallas City in April of 1862. The family returned by water via the Isthmus and New York City in spring of 1865.

Mr Avise was a young man and lived in Hancock County during the troublesome times of the Mormon period and, in common with his elders, made a cause against the thievish depredation of that sect and was one of the 105 men of Captain Logan's Pontoosuc Company; and one of the men stationed in Nauvoo in the year that the last remnant of the Mormons left that city.

Uncle Tommie (as he was called by many) was well known among his neigh-

bors as always lending a helping hand to the needy. Straight dealings with his fellow men, and a true and ardent Christian. He belonged to, and contributed liberally to the Christian Church of Dallas City, was a Sunday School worker and, winter and summer, Uncle Tommie could be depended on to hitch up his team and take a full load to the religious exercises until discrepancies of health prohibited his making the journeys.

Services were held in the Pontoo-  
suc church with the choir from the  
Dallas City Christian Church singing  
and the internment being in Tull cem-  
etery. Death came after a protracted  
illness of several months, December  
23, 1904.

## OLDER RESIDENTS

Ben Lyons-Ben is one of the oldest citizens living in Dallas City, he is 95 years old, was on November 25. He was born November 25, 1888 to William J. and Jane Ash Lyons, in Dallas. Wm & Jane had three sons, Ben being the youngest. His parent moved to the country and he attended Pleasant Hill school, near Dallas City. Ben's parents were hard working people. His father fought in the Civil War, and carried mini-balls in his hip for a number of years, finally had them removed, and died from gangren, in 1914. Ben's mother died in 1922.

Ben and his brother, Harry, built the house that Ben now lives in, making the house 78 years old.

Ben was drafted into the service at the age of 29 and was stationed at Camp Dodge, Iowa, for the duration.

One day at the Iowa State Fair, in Des Moines, he met Ruth Smith, and after he was discharged, returned to Des Moines and got a job at the Herring Motor Co. Mr Herring was governor of Iowa at this time.

Ben and Ruth were married in Des Moines, February 11, 1920. A guest at their wedding gave them two years to be living together, he would have to bow down at these 64 years. They moved to Burlington, Ia and lived there for three years and then back to Des Moines for a short while. Ben did not like it there so back to his home town, Dallas City, his old stomping grounds, he was just a small town boy at heart.

Ben worked at the Button Factory, wrote insurance for John Hancock, he was an accountant, and worked in the Court house at Carthage. During the WPA, Ben was superintendent of the rock quarry. He joined the American Legion and Ruth joined the Auxilliary.

After Ben and Ruth came to Dallas City, it was a thriving town, you could buy most anything you wanted, there wasn't any empty stores on Oak atreet at that time. One could ride the packet boat to Burlington, and back, if they wanted too. They always had a full movie house, band concerts on Wednesday and Saturday nights on the main street. Two butcher shops were crowded on Sat. night. Dr Prescott was the only doctor and charged \$1 for office call and the same for a house call.

This was given by Ruth Lyons.

Roy Sparrow-Roy was born September 15, 1882 in West Point, Iowa. He was the second son of four boys born to William and Ida Swigert Sparrow. On July 2, 1903 he married Ivy May Hubbard, she passed away in 1946. Roy married his brother's widow, Orville's, Hazel Sparrow in 1947 and lived in Dallas City for about ten years. He has two living sons, Dwight in Burlington, Ia. and Hrold in Dallas City; two daughters Ida Showalter, Indianapolis, Ind., Velma Orton, Burlington, Ia. One daughter, Lois Kenzler, passed away in 1981. He has 10 grandchildren, 35 great-grandchildren and 12 great-great-grandchildren.

His life occupation was farming. The last six years he has made his home in La Harpe Extended Care Center.

## H. R. CLARK

H.R.Clark, 95years old, is one of the oldest residents of the Dallas City Pontoosuc area. He was born at Adrain, Illinois, on November 28,1888, the only son of Henry and Minnie Bowker Clark. At that time the land around Adrain had never had a plow in it and was still in prairie grass with lots of wild game, including prairie chickens.

He lived on farms in Dallas City and Durham townships until he was 21 years old, attending rural schools and Dallas City High School. Then moved to the Pontoosuc area, where he now resides.

Mr. Clark remembers when Dallas City was one of the best towns in Hancock County. The streets were dirt, very few sidewalks, (which were nothing but boards) Kerosene lights on poles for street-lights, and the big fires that destroyed the main street.

When he was 6 or 7, he went to Fort Madison and can remember street-cars pulled with a team of mules.

He enlisted in the Army during the World War I and served one year, eight months of that in France. After returning home, he married Nellie Little on Feb. 21,1920. They were married 61 years at the time of her death. They were parents of two daughters, Mrs. Wesley (Bernice) Dunn, and Mrs Don (Jeanne) Vaughn.

He has served on the Pontoosuc school board, town board, township clerk, and township assessor for 15 years. He joined the Masonic Lodge

when he was 21 years old and received his 70year pin three years ago.

His whole life was spent in the farming and livestock business, retiring at 59. After retiring, he enjoys fishing and gardening. He caught his last fish at the age of 93, but still plants and tends a garden.

JOHN ARTHUR SCHLIEB -was born in Des-Moines county, outside of Burlington, Iowa, January 21, 1888. In January 29, 1918, he married Leara Laughlin, and she passed away in 1982. They had one daughter, Marzela, who was killed in a automobile wreck.

Art is a retired painter, coming to Dallas City in 1926, and has painted in and outside of many homes in this vicinity and surrounding areas. He now lives alone with people looking in on him to see if he is in need of anything. He has been a very active Masonic member when he was able.

Art is one of four children, he has one brother and two sisters.

ALMA KRIEG--Mrs Krieg is one of our older residents, in this community. Alma was born in Terre Haute, Illinois on March 16, 1885. The daughter of George and Sarah Carter. In February 24, 1909 she was united in marriage to Charles Kieg, and to this couple were born two daughters, Helen and Ethel. Helen married Walter Krieg, and they live on the Disco black-top and he has the Krieg Garage in that area. Ethel is still at home with her mother, which is in Durham vicinity. Alma is the oldest living member of the Durham Methodist Church and is very alert. She takes care of all her own business and gets around with the assistance of a cane. She has been a wonderful mother and wife and still live in the home, that she has for several years. Walter's aunts live in Dallas City, they are Becky and Margaret Krieg, and they can tell you some interesting stories of the old days. Her granddaughter has the Shear Delite beauty shop.

Jessie Conwell-Jess as she is known to most of her friends, has lived in Dallas City for a good many years. Jess was born in November 10, 1890, in the Durham vicinity. She was the daughter of Edward and Gertrude Wilcox, also she had a brother, Ted, which is deceased. Jess married Harry Conwell, who was the Secretary and Treasurer of the Pioneer Lumber Co., of Dallas City. To this married couple was born one daughter, Sydney Hosford Mrs Nyle Hosford, of Dallas City. Jess is a charter member of the Gittings Sandine American Legion Auxiliary and has been a faithful

member, also Jess has been very faithful and active member of the First Methodist Church. Jess winters in Arizona, but when she is home, one of her passtimes is playing BINGO.

Jess also had a sister, Blanche, she was the mother of Virginia Cherrill, the movie actress that at one time was married to Clark Gable.

## BURG HOUSE

When Lewis Burg brought his family to Dallas City in 1890, he planned his home to be built of stone. Two derricks were used to move the stones and place them. They were taken from the quarry that was across the street from where the house now stands. It was a dream come true. The house has 23 rooms, is three stories high, and covers two city lots. The basement was first used for the office of the Burg factory. Some of the rooms have round walls. Three fire places, wood-work and floors are of polished white oak. Winding stairways and balconies, make this a very unusual home. Later the home was sold to the Schwartz family of Chicago. They were owners for a short time.

Mr Burg died in 1926 and his wife in 1924.

After the marriage of Arthur and Ethel Black in 1920, extensive remodeling was done. The house was designed by a German architect and resembles the great castles on the Rhine. It has been referred to as the "Black Mansion". Mrs Ethel Black lived there until recently, when it was sold to Terry Guy. The Guy family now reside there. These are the owners of 1984.

The Guy's are the people that have the son named Glenn, who in 1983 had the heart transplant in California. At the time of this writing he is still holding his own and expects to be home sometime in May. The people of Dallas City raised over 125,000, for his surgery.

## HOUSES

The first house in Dallas City was built by Isreal Atherton, who bought the original site of Dallas City in 1836. It was built of logs and approximately fifty years later was covered with pine weather board. It was still in use until the late 1960's when the Pioneer Lumber Co. bought it and the former Loomis home and lots. This was a three-story brick building immediately east of the Atherton house, seperated only by a foot or two. It was the home of the former Elizabeth Rebhan Black, widow of the late B.F. Black who in 1908 married Lewis Loomis. E.J. Marsden was the last owner. This large house was on the southwest corner of Oak and River streets facing the river. This site now used to display Pioneer model homes.

The home of John Lionberger, on Route 94, south of town, on the east side of the road leading to Carthage. Here he had a fruit farm, the finest in the county, having more than 1,000 fruit trees. He also fitted up and put in very fine order the "Lionberger Driving Park" a well known recreation area where many celebrations were held. In 1862 he and a brother went out with the 118th Reg. Ill. Vol. Infantry as sulter and remained with them until they were mustered out. In 1866 he took up the study of dentistry and upon graduation he located in Dallas City.

Residence on West Third street is officially designated a Centennial Home in 1976. Parts of this house were standing in 1858 and are still part of the remodeled home. The original house was to have been the home of the postmaster of Dallas City, George Ames. In October 1858, while campaigning for the U.S. Senate, Abraham Lincoln spent the night as a guest in this home. Four Doctors have been among the people that lived and practiced here in this home, Dr Cleveland, Dr. Taylor, Dr. Diver, and Dr. Carrillo. In 1909, the house was gutted by fire and had to have major repair. This house now is owned and occupied by Chel Young.

The house of Chryl Barker on east third street is where Dr. Wm Prescott lived. He came here in 1882 and practiced medicine here for many years. He was succeeded by his son.

The office of Dr. W.H. Scott was on west third street in the horse and buggy days.

## THE FIRST MISSISSIPPI RIVER BRIDGE FT. MADISON, IOWA

In the year of 1872, Ft. Madison, then a town of less than 4,000 inhabitants, was intensely interested in securing a bridge across the Mississippi River and it was at that time a Federal charter was secured for it's erection.

The Mississippi River Railroad and Toll Bridge Co. was organized to construct, operate, and maintain this bridge, but it was not until Nov. of 1887 (15 years later) that they were able to go on with their plans. They made an agreement with Chicago Santa Fe and California railroad who agree- to advance them up to \$650,000 for the construction of the bridge.

The locating of the old bridge and the present Santa Fe road bed, along the waterfront, necessitated a fill of 200 feet in width to a point more than a mile west of the bridge, in fact, as far as the old Atlee Lumber mills, now the Old English tavern. The Santa Fe passenger and freight depots, now the Lee County Historical Center, were built and still remain on this fill.

The old bridge was built in a way to serve as a wagon bridge until the present two level bridge was built in 1928. Prior to this all travel across the river travel was by boat.

The construction of the old bridge did not consume as much time as that of the new one, there being only seven piers and the pivot pier, all

built of rock. The bridge was completed in January 1888, at cost of \$583,196. When the bridge was completed, every bell in the town was rung and every whistle was blown for 40 minutes.

On September 1, 1899, the Mississippi River and Toll Bridge released all its property to the Santa Fe.

The old bridge was a single track bridge. Heavy traffic was handled on the Iowa approach on the left hand side by a single 20 foot roadway to the first steel structure of the bridge. At this point one roadway crosses the track and from here on there is a ten foot roadway on each side, made of planks resting on steel brackets. At this point where it separates is where the tollman and bridge operator was located at all times. Toll for horse & Buggy then was 25¢. Prior to 1813, when the water was raised by building the Keokuk Dam they had independent right and left roadways. There was over 1,000 feet of trestle bridge on the Illinois side of the bridge.

During the early part of 1919, it was found that the Leisy Brewing co. was crossing the bridge with trucks weighing six tons. This was too heavy for the stringers and a load restriction of 5,000 pounds per axle and speed of six mph was placed on the roadway.

Forty years later the construction of a new bridge was a necessity, as the old structure was no longer adequate load-carrying capacity.

The new bridge would meet the necessity of providing double track, a matter important in handling our continual increase in traffic. Furthermore, the new bridge was placed on a new location to the north of the old bridge, which permits much better grade alignment of the approaches than was possible in the location of the old structure.

#### A. Old Bridge

1. Original bridge completed Dec. 1, 1887, cost approx. \$650,000.
2. Length is 2,963 feet, consisting of eight spans and an east approach of 1,036 feet.
3. Bridge caught fire on May 23, 1923, four days later the bridge was restored and in use
4. Bridge was taken out of service in 1927 due to the fact that the bridge was no longer capable of adequate load-carrying capacity.

#### B. New Bridge

1. Construction of bridge started in 1925 and was completed in May 1927.
2. Swing span 532 feet (largest swing span in the world).
3. Total length of the bridge is 3,346.
4. Materials used:
  - 46,000 cubic yards concrete
  - 52,000 lineal feet piling
  - 600,000 board feet of creosoted timbers
  - 17,000 tons structural steel

5. Cost in the vicinity of  
four million dollars
6. First train passed over on  
July 25, 1927.

## RAILROADS

Neither the Carthage and Burlington, nor Quincy and Warsaw ever operated their respective railroad properties. Both lines were operated by the C.B. & Q., as lessee, until June 1, 1899, and, thereafter, by deed of that date, as owner.

Portions of the line in Henderson County were inundated and/or washed out during the inland flooding by the Mississippi River in the spring of 1965. Since that time, operation which has been limited to freight trains since about the latter part of 1956, has been from Quincy to Colusa only. At this time most of the rails have been taken up.

The C.B. & Q. was built from Burlington to Carthage in 1869 and on to Quincy in 1870. This is the Chicago, Burlington and Quincy, which consisted of three compartments, of the train, which was one, engine, passenger, and mail and baggage, it held about 20 people and is known as the DOODLE-BUG. It made a round trip, five days a week, from Quincy to Burlington and back to Quincy, stopping at all the small towns. It stopped over in Burlington for about three and one half hours, giving people time to go to the Doctor or etc. The conductor on the Doodle-bug name was, C.E. (shag) Mourning, always cheerful and loved all the children, always having candy, comic books tricks or just a joke to pull on them. He and the doodle-bug was very much missed when they made their last trip. It quit

running for natural reasons, part of the railroad washed away, secondly it cost too much. Costing \$12,000 a year and some of this coming out of personal pockets of the people who used it. The last run was made in 1957. It is truly going to be missed by the ones that depended on it.

## SANTA FE

Atchison, Topeka and Santa Fe railroad was completed in 1888. It is the main line from Kansas to Chicago. Much shipping was done in early days, which included merchandise of all kind, mail and passenger service. The depot was between Walnut and Pine street. Crossing gates, at three or four locations, were normally operated from the signal tower at Oak street. Two operation of the gates by operators were R. Wibbell and "Sockey" Hoskins. In later years automatic signals were installed.

When it was extended to Fort Madison, Burg factory, Mills, lumber company and many other business used it for shipping purposes. The building of the Sante Fe bridge made all of this possible. At this time it is one of the largest railroads. Going from wood burners, to coal and now the large oil burning engines. Now they have the sun roof coaches, which make the scenery much more beautiful when you travel by the train. They used to stop and pick up passengers at Dallas City but not any more. They used to have what they called a mail catcher at the depot, which the mail car put the mail pouches on a bracket on the outside of the car and when it went by the catcher it released the pouch and someone would pick it up, and deliver it to the post office.

Kansas City, Missouri, was the Sante Fe's eastern terminal prior to Chicago. With the Missouri River point for its eastern end, the line

was only a "bridge" road toward the Great Lakes, dependent upon other rail road companies for final performance. It was to eliminate the company from that situation the construction into Chicago was undertaken. At least one other railroad would have taken the same step had it not lacked the money with which to finance the project.

The policy determined for construction was a straight line one, and location workers were instructed to permit no curves for which they could not establish sound justification. A straight line between Chicago and Kansas City goes about ten miles south of Galesburg, and inevitably passes near Keokuk, Iowa, a place the company tentatively regarded as the point for it's Mississippi River crossing.

At the begining of action, the Sante Fe's chief engineer extracted a pledge of secrecy and cooperation from Morse of the Kansas City stockyards. Morse deposited a check for several thousand dollars given him by the Sante Fe engineer in a St Louis re-deposited the money in a bank in Keokuk, payable to a Booker (who happened to be a Sante Fe engineer from Topeka)

Booker and an assistant opened an office in Keokuk with no name on the door, hired locating engineers, (also pledged to secrecy) and directed them to employ crews and make the survey. Further instructions to the locating crews were to talk to no one, and make reports on blank paper or local hotel stationery.

The work fared so well that the Sante Fe itself lifted the veil of secrecy it had imposed in December, 1886, by opening construction offices in Chicago and Kansas City.

After construction was started Galesburg citizens offered the company twenty acres of ground for its depot and yards, as an inducement to route the line through the town. Fort Madison, Iowa, outbid Keokuk by offering right of way franchises, shop grounds and to transfer its bridge rights. As a result, the route was moved northward to pass through both Galesburg and Fort Madison. Had these moves northward not been made, the county would have two to two and one-half times more railroad than it has now. Both Galesburg and Fort Madison prospered, not only at once but also through the following years, by their generosity. Increased property values were an immediate consequence. Fort Madison became and remains a division point, and during the steam era a locomotive and equipment repairs shop was located thereat.

Had the initial plan to pass through Keokuk been followed, the railroad could have been used, for an annual rental of \$20,000, the old Carnegie Bridge over the Mississippi that was rebuilt into the present structure in 1916. However, before the northerly move to Fort Madison was determined, another bridge between Keokuk and Hamilton for use by the Sante Fe was designed.

The first train to leave Chicago for Kansas City was on Sunday, April 28, 1888. It has been indicated that the double line was completed in 1907.

## STEAMBOATS

Names of steamboats that plied between the ports of St. Louis and St. Paul, that sometimes docked or passed by Dallas City, depending on the circumstance including the J&S Atlee. The Atlees were in the lumber business and the old J&S Atlee was used for a towing tug for log rafts from points in the north. It is the recollection that a part of these rafts were logs that belonged to Dallas City and were broken up and processed by the mill at Fort Madison. The boys used to go swimming off these rafts when they moored above the mill. As they would go in the same form we came into the world, the law required they had to wait until eight stars appeared in the heaven. One night they did not comply with the requirements of the law, and a big policeman appeared and ordered them out. He was too heavy to go onto the raft, as the logs would sink under his weight, and he would not take the chance. They scurried to the other end of the raft, which was 50 to 100 feet from the shore, so they escaped in the deep water and in the darkness.

Another steamboat was the Diamond Jo, operated between St. Paul and St. Louis, this steamline owned a fleet of packets. They had both stern and side wheelers. A

regular seasonal schedule was maintained for delivery of all kinds of freight to and from the towns and to all ports in between. Every man and his dog hied down to the river front, especially on a hot, clear summer night, to see the negro roustabouts who ran up and down the gang plank, singing songs with loads of freight on their heads and backs while unloading the cargoes. The Diamond Jo boats were eventually acquired by the Streckfus steamboat lines.

Some of the children would go out in a skiff and into the channel midway to Polk Island and plunge from the skiff into the high waves made by the wheels of the big packets. It was a great sport for the boys.

Smaller craft, utilized in the handling of freight, passenger and excursions were the Ottumwa Belle, Eloise, and other vessels. The Eloise and Ottumwa Belle were owned by Samuel Atlee. One of these boats was chartered by the Dallas City Enterprise and the paper gave a free excursion to it's subscribers. It was an elaborate affair, attracting many people from surrounding towns, creating good will. Old timers who are still living remember the Enterprise excursion.



THE FIRST AIRPLANE



JUST MAIN STREET

## FIRST AIRPLANE FLIGHT

Shortly after World War I, about 1920, the Dallas City Community Club sponsored one of the greatest events in the history of Dallas City---the first airplane flight.

The flight was made by two Frenchmen, veterans of the war, who were touring the country and giving exhibitions. They were paid \$500 for their services, the check being presented by the secretary of the club, Claude Doty.

The flight took place where the old Standard Station was located. At that time it was a vacant half-lot was owned by the city. The automobile was not yet a common household item, but in spite of poor roads and difficulty of travel, the event attracted over 10,000 people. They came from everywhere. They lined the streets, they were on the river front, the tops of buildings, even in the trees--any where they could get a good view.

The day was bright and sunny, and ideal in all respects. Local men helped to push the plane and get it started, forming a sort of human roadway. The plane was crude looking, resembling a crate thatched with bailing wire. But none the less, the Frenchmen made a beautiful flight circling the town four or five times. In later exhibition, both were killed. In 1935 the property from which the Dallas City flight took place was sold to Standard Oil Co., for \$5,000. The oil Co. remained here until 1970. It is now owned by the Dallas City Bank.

## SOME THINGS

Out of the books ;

5/24/1860-A program to aid the poor was set up and Dr. T.C. Patterson, was appointed the first one to aid in poverty. About the same time G.H. Ames, Dr. L.W. Landaker, and Daniel Baldwin were appointed for the board of health.

Another early ordinance was that every able bodied male person, residing within the city limits, over the age of 21, and under age 55, shall perform at least three days labor on the roads and streets. This was placed in the City ordinance on May 21, 1959, and according to records it was kept in force, and a time of labor was planned for each male resident.

6/15/1860-Liscense to operate Grocery and Liquor stores were very popular and these businesses were always assessed a fee.

5/12/1862-That the term or words able bodies, in the ordinance before, meant, all male persons over the age of 21 and under 50, or who were not able to do an ordinary days work, are able to pay or hire others to do so. The pay would be one dollar a day, for each days work on the streets, road or alley, of said city, provided the sum total of not to exceed \$15 per annum. On motion-That every able bodied citizen shall be liable to work on streets, alleys, and roads, in Dallas City, three days. Carried.

8/10/1863-Trouble developed with the running of shoats and hogs in the streets. An ordinance was issued that all hogs and shoats found running at large after the above date, within city limits, shall be picked up by the city marshal and sold to the highest bidder. The owner shall be given 10 days notice, before they are sold.

11/18/1863-It is agreed to build 2 privies at the school house. Two people were appointed to supervise the project. A labor bill for \$8, \$14.34 for boards and planks, \$9.68 for additional lumber, for the privies. These bills were paid.

There was a petition presented by 2 people, to the council, regarding the sale of spirituous or malt liquor. It was discussed at the meeting as to what should be done, and later was later presented to the citizens of the city, for further discussion.

When farmers took stock to the stockyards to sell, they drove them from home and down main street through town and to the yards. They had no car at that time, just horses and wagons, and in the winter time, bobsleds. The roads were either dusty or muddy. They would a lot of times get stuck on main atreet and have to get the horses to pull them out. In the summer time they used to have a sprinkler wagon and wet down the streets.

There was a well on the corner where Lieurance's store is now, with a tin cup hanging on the pump, for you to drink out of, if thirsty. Later there were several more wells drilled. Most of them being cisterns.

Milk was delivered by the buckets and would be dipped out at 10¢ a quart, and 15¢ for a pound of butter. Later on there was a milk route, with different people delivering, house to house.

## HOUSEKEEPING

Our first pioneers, coming from the south or east in covered wagons, brought only the most necessary furniture, tools, and household needs. A large kettle, wooden tub, iron skillet, a stoneware crock or two were perhaps all the household wares and it had to be used all the way, for the trip took many weeks and cooking and washing had to be done by campfire. Provisions of salt pork, beans, flour and molasses were eked out with wild game and berries. When the newcomers got to where they were going, they lived in the wagon until they could get their cabin built. Keeping house in one large room was simple, but not easy.

Even though it seems rough, they still came. There was no mill close so at first they had to live on hog and hominy. Hominy was made by soaking corn in a lye solution, made from wood ashes, until the hulls rubbed off. It was then cooked and ate with milk or molasses. Corn bread, corn mush, game such as deer, squirrel, rabbit, prairie chicken, quail, and wild pigeons, wild berries, persimmon and pawpaws added to the variety of food. It is surprising what you can do with a kettle and skillet over a open camp fire.

Clothing was simple, homespun linsey and flannel; it was long wearing, required little care. The coming of railroads and steam power lovely furniture and muslin and

calico became so cheap that spinning and weaving except for rag-carpets, became a thing of the past. Pretty dishes could be traded for eggs and butter, kerosene lamps, were considered dangerous at first, but proved superior.

In the all good American homes, the week began with Monday as wash-day. In log cabin days the water had to be carried from the creek or spring and heated in the large kettle over the open fire. In the days after the Civil War, mothers day started by getting up at 4 AM and cleaning the ashes out of the cook stove and Dad wrestled with the heating stove. Then the boiler was put on the stove and filled with the water from the well. Sometimes this was done the night before, so Mother could get a early start and beat the neighbors. Nearly every family had a cistern so they could catch rain water or had a rain barrel at the corner of the house. When you would dip out of the barrel, you would hit on the side of the barrel so the mosquito wigglers would go to the bottom, and you would not get them in your water. Both wells and cisterns had chain pumps, the pumps chain was turned over a spiked wheel and had rubber buttons every few feet that lifted the water up a tube which extended almost to the bottom of the well. When the boiler was filled, homemade soap was chipped, into the water. Breakfast of Bacon, Eggs and Hot Biscuits were cooked and eaten in a hurry, so they could get to the

washing. After breakfast was over and the kids off to school, the wash water was transferred to a tub that was sat on a bench with another tub filled with water for rinse. White clothes were boiled after the spots were scrubbed out on the wash-board. Then they were hung out on a line, white in the sun, colored in the shade, because the pastels would fade out before the material was worn out. Washing took all morning and sometimes longer. One washing machine that really was popular was the one wooden one on wooden legs and a dolly attached to the lid. The sheets were taken off the line and put right back on the beds. Bed making in the old days was an art. There were no springs, just ropes that held straw-ticks or feather-ticks. The lower tick filled with straw and renewed every year after thrashing. Cornshuck-ticks were sometimes used. On top of this was feather-ticks filled with goose or chicken feathers, goose was the choice. Every mother usually supplied her daughter with a feather-tick when she got married. Farmers always kept geese for the feathers, they picked them in moulting season so it didn't hurt so bad, but the geese did not care for it any time.

Now it time to do the chores. The children coming home from school helped in gathering eggs, feeding the chickens, filling the wood box behind the cook stove from the wood pile in the back yard. Before dark the lamps had to be filled with kerosene and chimneys polished.

Tuesday was ironing day. How this was done on a fireplace is hard to imagine, but with cookstove came the sad-irons, often given away with the purchase of a stove. To heat them properly you put them on the cook stove, you spit on your finger and touch the iron very carefully and from the sound of the hiss, you can tell if it is too hot or not hot enough.

The coming of the sewing machine in 1860's made ironing a real chore. Cheap muslin was made into tucks and ruffles. In Victorian days no nice lady left the house without two starched muslin petticoats, trimmed with lace and tucks. A family with several teenagers would have a whole line full of these billowing unmentionables, plus umbrella drawers and frilly dresses with flouncing. These were very heavy starched and made a days ironing.

Wednesday and Thursday brought two other weekly chores, baking and churning, which were done twice a week. Sponge was set out the night before by mashing a potato, that had been boiled, in a quart of water and adding a little flour and a yeast cake, or started from the last batch of bread. If kept in a warm place over night it was bubbly by morning and was then poured into a dishpan of flour and stirred and kneaded into a large mass of dough. Children coming home from school relished this hot bread.

Churning butter was done from milk that was poured into a crock

and allowed to set until morning and then the cream, that raised to the top, would be skimmed off, and put in a container until they had enough to churn. The skimmed milk was fed to the hogs. The first churns were wooden and had a dasher which passed through the lid. After a while, half-hour or so there would be little lumps of butter collecting and then you take a wooden paddle and work the butter. Add a little salt and work some more, you could put it in a mould or a crock and put it where cool. Some put it on a shelf or in a bucket and lowered it into the well, down to the water level. Then you have the buttermilk which they sold, drank or fed to the hogs. During the last decades the trend has been to market the whole milk or to go out of the dairy business altogether. Many farmers eat oleomargine and drink and use canned milk or powdered milk.

Seasonal chores occupied the week days all the year around, from early gardening in the spring to butchering in the fall and late winter. The men folks plow the ground for the gardens and then the women take it from there.

Soap-making was usually done in the spring with surplus fats from cooking, but sometimes cracklings from lard-rendering were used after butchering. In the olden days they saved the wood ashes and water would be poured on them, which made a lye solution, the lard or fat would be melted in the large kettle

over an open fire outdoors. The lye solution was poured slowly into the heated fat and the mixture boiled until it thickened into soap. Sometimes salt was added to help the thickening. This was dark and smelly but when Lewis Lye came on the market, the ash bucket disappeared and the soap was snow white when made the same way. Soap was poured in pans and when hard cut into cakes. Many small children were scalded when they would fall into the soap vats or they would overturn and people would be scalded.

Spring house cleaning came in late April or May when the weather settled. The stove was taken down in the parlor and the pipes cleaned and all stored in the back bedroom, attic or in the shed until fall. Sometime the kitchen stove would be taken down and put out in the summer kitchen, one large room attached to or near the house, so the house would be cooler in the summer. Carpets were taken up and hung over the clothes line and beaten with a wire beater, until all the dust was gone. Some of the teen-agers could beat off their frustrations this way, taking some of their time away from them for this chore. Under these rugs a lot of the time there was straw or several layers of paper, to keep the floors warm in the winter, this would have to be cleaned up, while the carpet is up. Old floors were made out of the rough lumber so as it dried out big crack would

form and would let a lot of air in.

Fall cleaning was not as strenuous. The stove had to be brought in and blacked and the elbows had to be fit together, pinched fingers, and language that children should not hear. Believe it or not! there were hand operated vacuum cleaners in the early 1900's both canister and upright types. They were pumped by a handle, and it took between three to four hours to clean one small carpet, but the amount of dirt that was in the bag, showed that even slow they were efficient.

Now we have the electric vacuum and all we have to do is to go to the store and buy our soap, our heat is in a furnace with forced air, and then we think we have it bad.

Canning and preserving food for winter took much of the housewives time in summer beginning with rhubarb in the spring, strawberries and cherries in June and winding up with meat. In log cabin days everything was strung up and dried. All fruits and tomatoes could be open kettle cooked, and tasted almost fresh all winter. Before World War I sugar was cheap, twenty-five pounds for one dollar, but in 1919 it jumped to twenty-five dollars a hundred pounds, then again it dropped down to eight and ten cents a pound. After the turn of the century and after the World War I, if you bought a lot of canned goods, you were considered shiftless. Some people lived near the cities where they could get ice and have fresh.

Butchering came after the weather was cold enough for the meat to keep and neighbors often helped each other in the dreaded task, and was glad when it was all done. The hogs were drove to the neighbors or brought to your place and penned up. Then one of the farmers would stun or shoot the hogs and cut the throats and let them bleed out good. Then the carcasses were dipped in a barrell of scalding water and the hair was scrapped off. Then hung on a tree limb and the viscera removed. The liver and hearts were saved and sometimes the small intestine were cleaned and scraped for sausage casings. All the fat cut off and put in a large iron kettle to be rendered for lard, when the cracklings were brown the lard was poured off into large stone jars. Hams, shoulders, and side were cured with salt and then later smoked. Everyone had a smoke house, a small building with a brick or dirt floor, and the meat was hung from the rafters and a fire was built in the center of the room. It was built out of hickory chips as a rule.

The work week ended with Saturday, when the whole house had to be cleaned and enough food cooked for Sunday and Monday. Pies and cakes had to be baked and with no oven regulator or thermometer. Saturday night was bath night unless the family went to town to trade, then Saturday afternoon was bath time. Water was heated on the cookstove, and the family took turns bathing in the washtub in the kitchen.

Sunday was not a day to sleep late but to rise early and get the chores done, the chicken dressed, and get ready for church and Sunday School. Sunday dinner was cooked after returning home and was usually eaten about 2:00 o'clock. Sunday was a day for family visiting. The afternoon was spent sitting in the parlor while the children played in and out of the house. Teen-agers gathered around the parlor organ and sang. Many people did not cook supper on Sunday evening as this was the only Sabbath the housewife had. After this day of rest everyone was ready for the next work week.

"Waste not, want not" was a favorite motto in the old days. Everything found a use. Clothes were made over and wore until they were wore out and in rags. Outgrown baby clothes were put away for the next arrivals. Flour and sugar sacks were used to make underwear, and little girls were learned to hem salt sacks for hankies. Nearly all food that was consumed was raised and processed on the farm. Hogs and chickens took care of the garbage, and there were no dumps for a problem that we have today. If depression should return again, we wonder if we would return to the level-headed thriftiness of our forefathers.

## FARMING

Any time after March 1, weather permitting, we would start three 1-row cultivators to stir the soil. Next the oats would be sowed broadcast, and then covered by 12foot harrows, each pulled by horses. Usually one harrowing would not cover the oats, so we would criss cross until they looked like they were covered. The farmers always walked behind the harrows, they would never think of riding. Clover seed would be broadcast between the harrowings. Not a cornstalk was ever burned or removed, they were turned back into the soil. They were broken off by dragging a pole over them in the winter time, the colder the better.

After oats, corn plowing began. The farmers would get very tired following the walking plows and walking in those narrow rows. Then work down the ground with a harrow, disc had not appeared yet. The corn planter was sort of crude, it would drop the corn then you would have to go along and cover it up. Then when you would get through it was time to harrow the first field. When the harrowing was done and the corn would just be peeking through the ground, you would walk with the one row cultivator. Then they came out with a riding cultivator, and that was a treat.

As soon as the corn was laid by came oats cutting time. The oats were cut and tied in what we called a shock of oats or wheat.

There was a machine used for threshing it was fed from one side and powered by eight horses, which were hitched to the ends of long poles in teams of two. A man stood on the center of the power mechanism and drove the horsed round and round, stepping over the trundle rod each time. This rod, usually called "tumbling rod" carried the power to the cylinder of the machine which separated the grain from the straw. It also cleaned and emptied the grain into half-bushel container and this was the way they told how much they had harvested. The machine had no stacker, so the straw was hauled away from the machine with a pole, with horses at each end, and two men pitched it on a stack.

After threshing came corn cutting. They would cut the cornstalks with a corn knife and stalked or shocked the corn. Then hauled into where they would feed. Some of them would shuck by hand and the horses would follow along with the farmer, as they seemed to know what to do. It was stored in corn cribs and fed out of there. Where ever you fed the cattle there would be hogs and they got what the cattle dropped, so nothing was wasted. The stalks were even used for bedding. Corn husking was usually finished by Christ mas if at all possible.

If you had very many head of cattle, and sold them, the day after they were shipped you were kept busy cleaning out the barn and hauling manure. This was spread on the fields and gardens.

Even the chicken houses had to be cleaned and the manure taken out too, but hauled to the fields and not the gardens as it would burn the garden, as the old saying was. I have seen this happen, the garden look real good and then the leaves would turn just like they were burned.

Now everything is so modern that I'm sure if our ancestors could see they would not believe the changes and really would not know how to do or run the machinery we have.

Broomcorn, from the very beginning found its way into industry as it was badly needed in the making of brooms. The broomcorn was drilled in rows similar to that of corn, with the seed growing in a cluster at the top. Just before the ripening of the seed the broomcorn was tabled. This was a process whereby two rows were broken about four feet high and lapped over each other, with the heads hanging down on the outside of the row. The corn stayed in this position until it was cured dried, at which time the heads were cut off, taken to a machine where the seeds were knocked off and the broom saved for broom making.

Practically every farm, at one time or another, would raise sorghum cane. This was planted in rows in the spring and cared for similar to corn. Before the frost came, while still green, the cane was stripped, cut, headed, and taken to a cane mill.

The juice from the stalks was extracted by big presses. The juice was then put in a large vat and cooked until

its density met the requirements of those owning the cane or the one cooking it. Often this took many hours and the old saying that when the bubbles got a big as a cows eye, it was ready to set off and cool. This was ready to put into containers, when cooled. The pans were 8 feet long 4 feet wide and 18 inches deep, and before they got them ready for another batch, everyone gathered around and "licked" the pan which was a treat.

Tabacco, usually of the long green variety, was sowed on the spot where a brush pile had been burned. Two months later the young plants were set in rows in the fields. In another two months the first leaves were ready to harvest, and in some cases there would still be leaves to harvest after another two months period. The tabacco season, therefore, was almost a year around job. Caring for the crop usually had to be hoed and as soon as the worms appeared they had to be taken off. When the tabacco reached a certain stage it was harvested and hung in the barn, where it was made into long twists and could be used for pipe or chewing. Women sometimes purchased the tabacco to put under the rugs to keep the moths away. By many of the older, they thought tabacco had a medicinal purpose, and when you had a wound in the flesh, often times would take a Chew and lay it in the wound, to help healing.

The raising of flax was a must if the women were to have their linsey dresses and the men their jeans. The spinning wheel was used to spin flax and wool. The men breeches were made out of the left over material after the better was taken out for the women. Both the linen and the wool was dyed. The wool had to be dyed with a liquid made from the bark of the walnut or butternut trees. The familiar color of the clothing was brown. The flax had more of a variety. Warm reds were made by boiling sumac berries the browns from bark of the walnut chestnut, or black oak, and yellow from peach or hickory bark. Oak and Maple made shades of purple, cedar berries a delicate gray, indigo for the blues. A great deal of labor went into making clothes years ago and was taken care of.

Honey was found in almost every home and used a great deal in cooking. The first settlers obtained a great deal of their honey by cutting a bee tree in the forest and placing the swarm in a wooden container, sometimes a large hollow log, where the honey could be harvested annually. By the late 1880's beehives and swarms of bees were part of every farm. Today our farmers that have bees rely on Dandant Bee Apiary of Hamilton, Illinois, which is one of the largest in the world.

Horses and Mules today have largely disappeared from the fields and on the roads. Ponies and riding horses may be seen in riding areas or in the fields, but "Old Faithful Dolly" which helped clear our soil

and bring happiness to the settlers will soon be forgotten animal.

The milk cow has been and is today an important animal in our way of life. To the early settler she served a 3-fold purpose. She produced milk and butter for the table, meat, beast of burden and leather for shoes and boots. Many a farm girl when married, was given a cow as a present from her family. The cows in early days were turned out to graze and would go far, so one would have to wear a bell, which helped the farmer find the cows and knew when something was bothering the herd.

The sheep served a 2-fold purpose, furnishing meat for the table and wool for the clothing, which was so greatly needed. Sheep required a lot of care and the preparation of the wool for clothing included shearing, combing, and carding of the wool, and spinning it into the yarn. There were wolves and wild dogs, so the sheep could not be left alone, so a trusty stock dog was part of the farm. Until the coming of the sheep, men's clothing came from the skins of wild animals such as deer, buffalo, racoon and others.

Goats, although not too plentiful, was used for milk and meat, and keeping the brush down. The goat having horns could protect from the wild dogs and cost much less to feed than a cow so it held high priority in poor families. It was also a pet for the children, who could hook it to a homemade cart or wagon and have lots of fun.

Ducks and geese were a very good asset to the farmers, for food

and the feathers were used for the feather-ticks for the beds. They would hide their nests out and take the young to the pond, before you knew of the little ones. Some times the turtles would get the young ones.

Guineas were a good watch dog. They would roost in the trees and if anything different would come around they really squaked, day or night.

