

COVERED BRIDGES SCENIC BYWAY Interpretive Plan



span added to each end thereof, under direction of
Miss Browne and a sufficient amount is hereby
appropriated from the Bridge fund to pay the cost of same

COVERED BRIDGES SCENIC BYWAY Interpretive Plan

Ordered that Mrs Eva Thingensmith be appointed
County Recorder, to fill the vacancy caused by the
death of J. W. Thingensmith, County Recorder

Ordered that H. P. Jones, make out bills of lumber
for the immediate use of the County, in bridge work
the Auditor is hereby instructed to advertise for bids
and contract with the lowest responsible bidder

Prepared by:

Teddi Yaeger

Project Manager

Covered Bridges Scenic Byway

Ordered that a sufficient amount be appropriated from the
fund to rebuild the Wright bridge Webster Township

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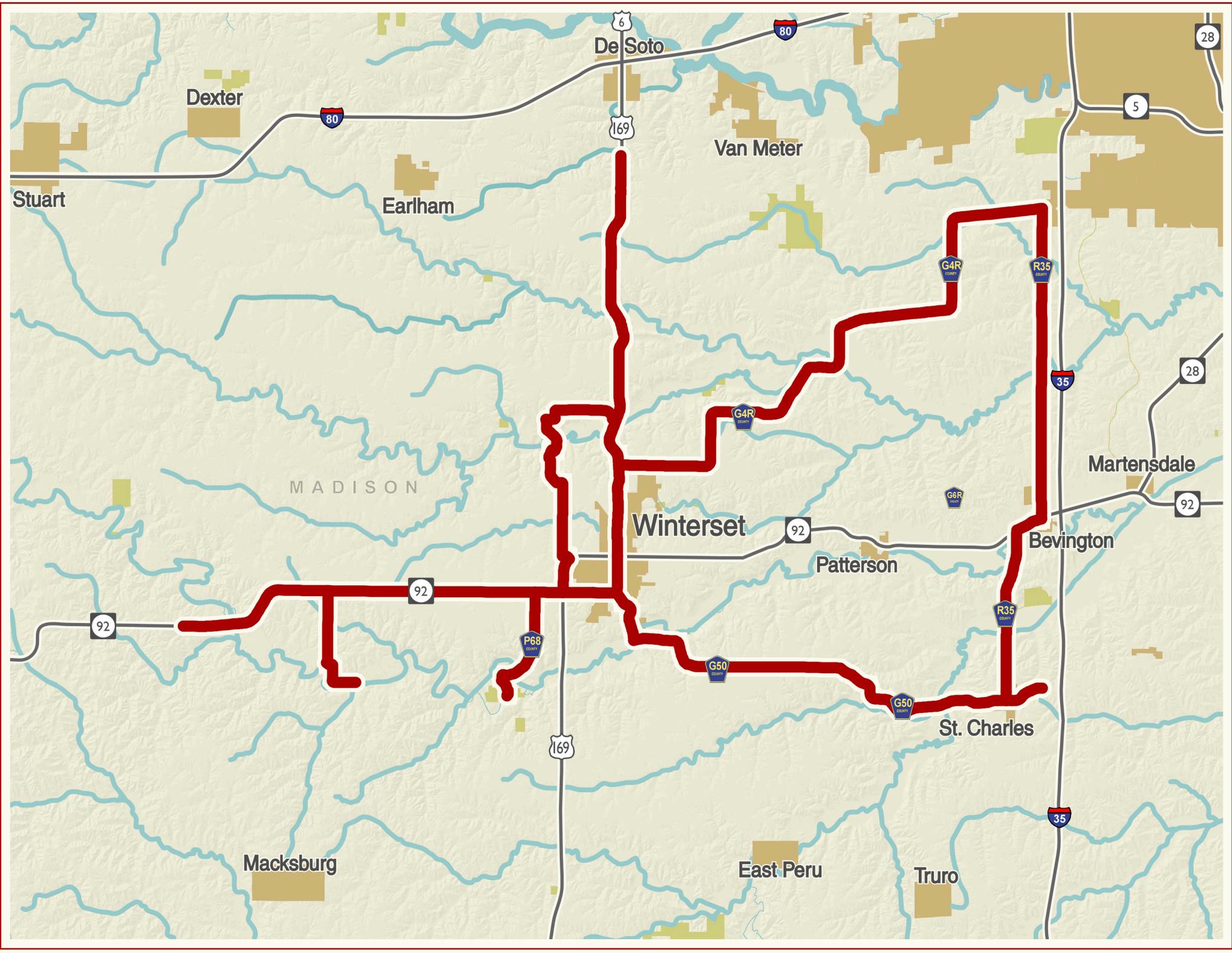
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Prepared for: The CBSB Council as well as the stakeholders, residents, and visitors that frequent the communities and roadways within the Byway Corridor.

Prepared by: Teddi Yaeger, Byway Coordinator and Project Manager for the CBSB

Photo Credits: Most of the photos presented in this document were taken by Teddi Yaeger on behalf of the Madison County Chamber of Commerce. Additional photos were provided by the Madison County Historical Society and the Allen family, as well as the Madison County Heart and Soul Committee.

Acknowledgments: This project was funded by the Iowa Department of Transportation. The word mark Iowa Byways® and Iowa Byways design mark are registered trademarks.



Stuart

Dexter

Earlham

De Soto

Van Meter

MADISON

Winterset

Patterson

St. Charles

Bevington

Martensdale

Truro

East Peru

Macksburg

MADISON

Macksburg

East Peru

Truro

De Soto

Van Meter

Winterset

Patterson

St. Charles

Bevington

Martensdale

SECTION I: INTRODUCTION

BEN,
Andrew
Carina
July 23, 2017
Omaha, NE

We love you
Nichole
Tim
KC
Tammy
Winters
2020

Amelia
12-1-2020

Amelia
12-1-2020

Holliwell Covered Bridge

INTRODUCTION

The Covered Bridges Scenic Byway offers visitors a journey into iconic America. Dotting the classic Iowa landscape are the famed covered bridges of Madison County, immortalized in the novel, movie and musical, *The Bridges of Madison County*. At the county's center is an authentic and thriving historic town square. Tour the birthplace of legendary actor John Wayne and the only museum in the world dedicated to The Duke. Or explore the Iowa Quilt Museum and quilt shops in the town where Fons & Porter's Love of Quilting was created. Madison County was once home to George Stout, who rescued precious artworks during World War II, and it served as a starting place for famed horticulturist George Washington Carver. Experience life on the plains, and enjoy the abundant natural resources which made Madison County so desirable for settlers, at the Madison County Historical Complex or at one of the county's many recreational parks.

All 82 miles of the Covered Bridges Scenic Byway are located within Madison County. The route is not a single loop or a linear route, but a combination of one primary loop, two connecting linear routes, and a few spurs. The route offers scenic views of rolling hills and valleys covered in native grasses, native stands of oak and hickory forests, and beautiful farmland punctuated with century farms and cultural landmarks. The CBSB region marks the beginning of the Southern Iowa Drift Plain. In the late 1800s, it was known locally as "Three River Country" which was derived from the beautiful valleys formed by the North River, Middle River and Clanton Creek. No other county in Iowa can boast as many river valleys. North River, Cedar Creek, Middle River, Jones Creek and Clanton Creek run west to east across the county creating picturesque timbered valleys, and rolling grasslands and prairie.

Establishing the Byway

The Iowa Scenic Byway Program was developed by the Iowa Department of Transportation (DOT) in 1988 to identify, protect and enhance roadways in Iowa which exemplify the state's scenic, natural, historic, cultural, archeological, and recreational resources.

The program goals are:

- To identify and designate roads that are uniformly high in visual and/or heritage quality, and represent the scenic and historic character of Iowa;
- To preserve, protect, and enhance the naturally scenic vistas and resources along the route.

This effort is carried out through volunteer work and cooperation between interested citizens, organizations, local governments, and the DOT. Individual byways are responsible for creating a Corridor Management Plan and an Interpretive Plan, managing the byway, recruiting stakeholders, and funding tourism and promotional plans.

Covered Bridges Scenic Byway Designation

In 2016, the Iowa DOT awarded the designation of three new scenic and/or heritage byways in the state, including the Covered Bridges Scenic Byway. The Iowa Byways Advisory Council commented that "the proposed Madison County byway seems to be a natural fit for inclusion into the state byway program because of the wealth of scenic and historic qualities along the route. The bridges provide ready-made links to rural sites and amenities along the proposed byway and tell a compelling story to the traveler. From our site visit, it was noted that all the historic bridges are well marked and maintained. The route is suitable in length to encourage day trippers from the Des Moines metro area and can easily be made into a fun, weekend excursion."

The council also expressed that the main theme of the bridges was "strong enough to promote and enhance travel through Madison County." They felt that the route was "well-considered" and provided a "nice assortment of traveler experiences – from wineries to historic sites to gardens and farmsteads." They added that the "viewshed traveling south through the rolling hills of Cumming Road/Highway 35 is stunning." The council felt that the city of Winterset and the downtown historic district were "really the crown jewel of the proposed route."

SECTION 2: MISSION, VISION & GOALS

Hogback Covered Bridge

VISION, MISSION AND GOALS

Our Mission

The purpose of the Covered Bridges Scenic Byway Council is to guide the development of the Corridor Management Plan and oversee its implementation through expanded outreach, education, marketing, and enhancement of the Byway Corridor, to and for its stakeholders and visitors.

Our Vision

The vision of the Covered Bridges Scenic Byway Council is to enhance the experience of visitors, the quality of life for residents, and the economic vitality along the Covered Bridges Scenic Byway, by preserving and promoting the byway corridor's diversity of resources, and by offering extraordinary experiences.

Goals & Objectives

Goal 1: Develop a sustainable byway organization.

- Partner with local, state and federal public and private partners to increase technical and financial support for the CBSB Council, including but not limited to, the assistance of a part-time Project Manager through the Madison County Chamber of Commerce, and funding for implementation of necessary organizational projects as recommended by the CBSB Council.
- Foster an atmosphere of collective planning and implementation between the CBSB Council and local, state and federal private and public entities, during planning and implementation of the CMP, in order to foster collaboration and cooperation, and to eliminate any duplication of efforts.
- Select and secure CBSB Council members that individually and collectively represent the cities, counties and businesses within the CBSB corridor, ensuring a wide range of expertise, insight and support for the byway and its communities.

- Maintain a regular schedule for well-planned, well-attended and productive council meetings, and work individually and collectively to ensure participation in those council meetings by a majority of the CBSB Council members.
- Seek out and involve public and private stakeholders in all aspects of the CMP implementation through small and large group public meetings and input sessions, public and private committee or service group meetings and presentations, project and community meetings, and one-on-one meetings.
- Invite both public employees and private business owners to serve on the CBSB board.
- Develop and maintain a web presence through social media and use other forms of communication to keep the public informed and engaged. Provide opportunities for public input at the local level and on a broader scale to include the traveling public.
- Provide opportunities for feedback, input and for new ideas to be brought to the CBSB Council's attention so that the CMP is a living document that is owned and influenced by the public over time.
- Seek out and foster local partnerships for implementation of art, history, cultural, recreational and other infrastructure and non-infrastructure projects as identified in this CMP.
- Develop and implement programs that build support for the CBSB within and between our byway communities.
- Ensure that this CMP integrates and supports local community visions, plans, programs and objectives relevant to the byway corridor now and in the future.

Goal 2: Protect and preserve the CBSB's intrinsic resources and local quality of life.

- Endorse programs and projects that preserve and protect the following: scenic qualities, view and vistas; agricultural lands and resources that exemplify the rural character of the region; sensitive, threatened and endangered vegetation and habitats; natural resources in and adjacent to the byway corridor's woodlands, prairies, wetlands, rivers, lakes and forest environments; historic sites, museums, structures, objects and collections; archaeological sites; cultural resources and traditions.
- Ensure byway programs and projects will not detract from, but rather complement and enhance the corridor's resources.
- Limit signage so as to protect the corridor's view sheds, natural character and scenic value, while still principally providing for traveler's safety and wayfinding.
- Provide information to local public and private entities and policy makers about advertising and billboard restrictions, and other state or federal regulations as they relate to Iowa's scenic byways and corridors.
- Inform and provide the highest quality technical resources for county and city planning and zoning committees, city councils, and county boards of supervisors regarding decision making associated with the CBSB corridor and its viewshed.
- Increase awareness of the need for conservation, protection and stewardship of the byway's sensitive and unique resources and intrinsic qualities.
- Ensure that byway programs and projects respect local interests and enhance and retain the local quality of life.
- Support sustainable visitation and tourism that does not diminish the byway's intrinsic qualities.

- Promote and manage visitation and tourism to minimize their impacts to public safety infrastructure, residents' daily routines, cultural traditions, favorite locales, and lifestyles.
- Work with public and private partners to restore native vegetation, to control invasive species and weeds, document native plant communities, and manage roadsides and adjacent lands in a manner consistent with the Iowa Integrated Vegetation Management Program in the CBSB right-of-way or in key locations adjacent to the byway.
- Partner with public and private entities to control and remove litter, and stop illegal dumping along the byway.
- Encourage public and private entities to work together to improve or remove visually intrusive or environmentally hazardous sites along the byway.
- Work with local, state and national private and public partners to expand and enhance opportunities for travelers to enjoy the scenery and views along the CBSB and in the byway corridor.

Goal 3: Foster economic development in individual community downtowns and business districts within the byway corridor.

- Invite representatives from each byway community to serve on the CBSB Council and the Byways of Iowa Coalition so they can provide specific input and ideas for promotion of the byway and byway communities.
- Work with the byway's communities individually and collectively to identify, promote and enhance their distinct character, attractions and services within the larger context of the CBSB brand.
- Support branding efforts for each community and encourage all branding to tie back to the byway and/or connect with the other communities located in the CBSB corridor on some level.
- Work with public and private, local and state, partners to develop opportunities for multi-community and multi-byway partner-

ships that collectively promote the CBSB communities as part of the CBSB or Iowa Byways experience.

- Explore funding sources to help with downtown revitalization projects in the byway corridor's anchor communities.
- Develop ways to mentor byway businesses through shared information and training opportunities, to help ensure their success.
- Support tourism initiatives that increase business opportunities in the byway corridor and in each of its communities.
- Develop and promote year-round experiences to byway visitors in order to spread tourism out and increase economic benefits across all seasons.

Goal 4: Create an easy-to-navigate byway experience.

- Welcome visitors and help orient them to attractions, services and facilities in the area.
- Develop a unified and cohesive system of wayfinding through driving directions, maps, and signage.
- Keep wayfinding tools up-to-date to ensure that travelers have access to the most current travel information at a variety of locations.
- Provide wayfinding tools in various mediums, including print and digital (desktop and mobile) and ensure that those tools are readily available and accessible to all.
- Work with and empower CBSB stakeholders on how to work with public and private entities that inform travel decisions, route planning, and selection and wayfinding at the local, state and national level.
- Conduct an annual byway signage inventory and work with cities, counties and the Iowa DOT to replace or repair byway signage as needed.

- Work with local partners to ensure that local way finding to CBSB attractions is implemented at the highest standards through a coordinated effort.

Goal 5: Ensure the safety of byway travelers.

- Work with byway partners and organizations to ensure that the byway roadway, shoulders, bridges, and intersections are well-designed and maintained.
- Work with byway partners to ensure there are safe alternative transportation routes for pedestrians, bicyclists, watercraft, snow-mobiles and other forms of transportation.
- Work with state, city, and county road jurisdictions to ensure the byway has adequate byway and traffic signs.
- Regularly review accident history information to understand and address high accident areas along the byway. When safety concerns arise, pursue traffic safety funding.
- Improve safety by actively working with byway partners to provide adequate sight distances by controlling unwanted trees, shrubs, and other vegetation.
- Provide opportunities for travelers to safely stop and enjoy the scenery.
- Provide a travel environment where visitors can conveniently access pull-offs, scenic overlooks, attractions, interpretation, restrooms, rest areas, parking, and other services and amenities in a safe and enjoyable manner.
- Encourage inter-agency cooperation and legislation that supports safety improvements along the corridor.

Goal 6: Strengthen the byway's identity and promote its value as a tourism destination.

- Become a fundamental part of tourism activities in the region by working collaboratively with partnering organizations to cross-promote the byway in regional marketing efforts.
- Provide technical and financial support for high quality marketing of the CBSB at the local, state and national level.
- Develop a cohesive “brand identity” for the CBSB through the use of design standards (for all Iowa byways and our individual byway) for signage, publications, kiosks, and all other marketing features.
- Develop byway-specific marketing material such as brochures, newsletters, trade show banners, social media sites, website content, videos, apps, audio tours, maps, and other materials.
- Collect and analyze information about CBSB travelers and online visitors, including user statistics and demographics, areas of interest, etc. Sources include research collected by the Iowa Tourism Office/Iowa Economic Development Authority, Google Analytics, Facebook statistics, and welcome center surveys.
- Educate byway stakeholders and partners about the demographics of the byway traveler in general, and specific targeted subgroups of byway travelers, so they can target their resources appropriately.
- Develop, conduct and market programs, events and other byway experiences through social media, conferences, mass media, and other venues that maximize visual interaction and one-on-one outreach to targeted byway audiences.
- Identify and secure partnerships, grants and contributions for the CBSB Council and partners to fund development and distribution of marketing materials that reach audiences of all ages and

demographics.

- Keep the media and the public informed of CBSB activities.
- Coordinate with, and support, CBSB festivals and celebrations.

Goal 7: Enhance the visitor experience through interpretation - the sharing of our byway stories.

- Develop and implement Interpretive Plans for main attractions along the byway.
- Develop a main interpretive theme, sub-themes and storylines for the byway.
- Identify, collect and develop the stories unique to the byway's corridor - the people, places, features and histories - in order to share them with visitors.
- Develop interpretive and educational opportunities for visitors through informational signs, audio tours, brochures, interpretive panels, wayside exhibits, kiosks, thematic art, information hubs, plaques and place markers.
- Provide interpretation that is accessible to all, and engages all age levels, ability levels and learning styles.
- Support and develop programs, projects and publications that educate both residents and visitors about the intrinsic resources of our byway.
- Enhance or provide support for programming related to the byway's resources at other venues (such as museums, parks, etc.) through shared information or resources.
- Keep interpretive and educational information up-to-date and dynamic to appeal to returning visitors, and to keep them engaged throughout all seasons.
- Develop a CBSB podcast, CD or audio download for travelers with information specific to each sight or theme (such as quilting).

SECTION 3: ECONOMIC IMPACT



Visitors' Pins on World Map in Welcome Center

Economic Impact of Byways

[From a 2020 summary by the National Travel Center]

Cultural and heritage travelers stay longer, spend more and visit more locations.

A study of visitor spending along twelve different scenic byways enables us to look at just how much economic impact occurs along these roads. The economic impact revealed in the study ranges from \$41,140 per mile along Florida Byways, to a whopping \$2,396,514 per mile on the Blue Ridge Parkway with \$1.1 billion in annual visitor spending and \$3,521,300 per mile on the Journey Through Hallowed Ground, replete with historic towns and attractions. Taking these heavy hitters out of the equation, the average economic impact generated \$447,095 per mile. A number of the shorter roads taken together averaged \$305,303 per mile annually. It is safe to say that featuring and promoting the heritage and culture along a roadway, a scenic byway can conservatively generate between \$250,000 and \$450,000 per mile, per year, in visitor spending. And, since these roads are generally in rural areas, this is economic impact delivered to places where it is hardest to come by.

There are two key actions to increase the economic impact along any scenic byway, scenic road, or for that matter, any trail or other route-based experience. The first way is to attract heritage and cultural travelers. The Beartooth Highway segmented visitors into four groups: Road Tourers (motorcyclists), Active Outdoors, Passive Viewers, and Knowledge Seekers. The Knowledge Seekers, defined as “visiting a historical site and visiting interpretive sites,” spent 35% more than Passive Viewers - scenic drivers who engage in wildlife watching and nature photography. Road Tourers and Active Outdoors were somewhere in between, yet both had lower spending than Knowledge Seekers. A study of heritage travelers in Virginia revealed that they spent an average of \$994 per trip versus \$611 for general leisure travelers, an

increase of 38.6% in spending, and that 19% of heritage travelers spend more than \$1,000 per trip.

The second key action to increase economic impact is to develop itineraries and/or packaging that transforms the scenic byway into a complete travel experience. Organize the road trip into feasible days of travel (keeping in mind that this is a leisure experience), and include accommodations and dining recommendations in the correct places or better yet, package these into a full experience that can be purchased in one transaction. The more overnights that are included (within reason, of course, since most leisure trips are over a long weekend), the more economic impact is delivered to the area. Make sure to create an experience that includes the key heritage and cultural locations, with no more than three major attractions in any given day. This allows time to sleep in, enjoy breakfast, savor lunch, and relax at dinner, knowing that another pleasant day is ahead.

Travelers appreciate this. They are stressed out and want to travel, but don't have time to research exactly what they want to do, nor do they have the knowledge to determine the quality of what they discover. Assembling all the locations into a cohesive trip is an art and a skill, and one that most travelers do not have.

Road trips have become the “go to” for travelers who want to get back on the road when they feel safe to travel again. Every scenic byway has the opportunity to capture this business and the positive economic impact it delivers. Look at your road from the eyes of the traveler and feature the best story your destination – your road - has to tell.

SECTION 4: BYWAY VISITORS



Visitors at Cutler-Donahoe Covered Bridge

BYWAY VISITORS

The following information was gathered through a 2020 survey of 287 people who reported driving a scenic route or byway within the past two years. It was conducted by Corridor Solutions.

Primary Purpose of Trip

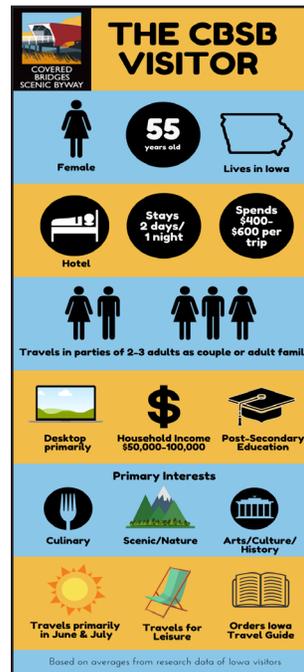
- “Vacation in the region”
 - 35.76% - All respondents
 - 27.88% - Those who did not plan their drive in advance
- “Drive the scenic route”
 - 32.99% - All respondents
 - 36.54% - Those who did not plan their drive in advance
- “Visit family or friends”
 - 18.06% - All respondents
 - 23.08% - Those who did not plan their drive in advance
- “Attend a special event”
 - 8.33% - All respondents
 - 5.77% - Those who did not plan their drive in advance

What would have made your scenic drive/byway experience more memorable or enjoyable?

- 40% - More or better road signs
- 40% - More visitor services
- 36% - Mobile app or audio tour
- 20% - Better maps or guided tours

Nearly 70% of respondents said that during or after their trip they recommended the drive to friends or family, further supporting word-of-mouth as the most effective form of marketing for byways. About half posted photos of their trip on social media during or after the

trip. Over 40% claimed to have purchased souvenirs or keepsakes to commemorate the trip, while less than 15% said they had written a review on a travel website.



CBSB Facebook Audience

- As of April 2022, there are 755 followers of the CBSB Facebook page.
- In 2021, we posted 43 times. A good goal is at least one post per week.
- 77.5% are women, and 22.5% are men.
- The majority are between the ages of 45 and 64 years (55%), with 27.7% between 45-54, and 27.3% between 55-64. 19.3% are over 65, 18.1% are 35-44, 6.5% are 25-34, and 1.1% are 18-24.
- Top States of Origin (Online): Iowa, Illinois, Minnesota, Missouri, Nebraska, and Wisconsin
- Top Cities of Origin (Online): Winterset (IA), Des Moines (IA), Omaha (NE), West Des Moines (IA), Lincoln (NE), Peoria (IL), Saint Charles (IA), Ankeny (IA), Earlham (IA), and Urbandale (IA)

CBSB on Travel Iowa Audience (April 1, 2021– March 31, 2022)

- 4,876 and 5,560 sessions
- Pages per session: 4.54 on average
- Average session duration: 5:18 minutes
- Average time on page: 1:15 minutes
- Gender: 61% are female; 39% are male.
- Age: The majority are between the ages of 55-64 years (22.8%) and 65+ years (22.8%), followed by 45-54 years (15%). So 60%

of our audience is 45 years and older. 19% were between 25-34 years and 14% were between 35-44 years. 18-24 years were only 5.9% of users.

- State of Origin (Top ten in order): Iowa (29%), Nebraska (15%), Illinois (14%), Minnesota (12%), Wisconsin (8%), Missouri (7%), Texas (6%), California (3%), Kansas (3%), and Colorado (2%)
- Devices: Mobile accounted for 45.8% of sessions, followed closely by desktop devices (42.8%) and then tablets (11.4%). Users under the age of 55 did not use tablets, but primarily used mobile devices followed by desktop computers. Users over the age of 45 used desktop computers primarily, followed by mobile devices and then tablets.



Foodies (Culinary Tourism)

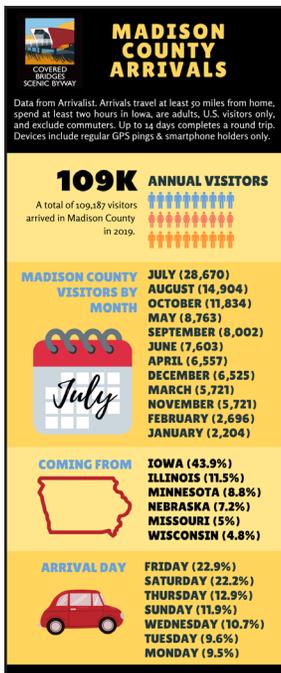
According to statistics from the Iowa Tourism Office and their 2018 Marketing Follow-Up Survey, the highest percentage of travelers (76.7%) indicated Food & Drink as their area of interest while traveling. Culinary tourism has been defined as “the pursuit of unique and memorable eating and drinking experiences,” by the UNWTO Second Report on Gastronomy Tourism. According to the International Culinary Tourism Association, culinary tourism is growing exponentially every year. “By combining travel with these edible experiences, culinary tourism offers both locals and tourists alike an authentic taste of place. Culinary tourism is not limited to gourmet food. It is about what is unique, authentic and memorable about the food stories our regions have to tell. This includes our farmers, our cheese mongers, fishermen, brewers, winemakers and everyone in between.” (ontarioculinary.com) Iowa visitors in 2019 spent 18% of their trip budget on food.

With some of the richest and most productive soil in the world (over 90 percent of the land in Iowa is used for agriculture), Iowa ranks second in the nation for ag production. Iowa is also second in total agricultural exports, with farmers exporting more than \$10 billion worth

Target Markets & Audiences

Target marketing is the selection of a group of people to direct marketing efforts towards. Research and information gathering helps select that group of individuals, and answer the following questions – what type of visitors should we target, what are their characteristics, and how do we best target them through our marketing efforts?

Knowing that our primary target market is Scenic Byway visitors, our secondary target audiences seek information and experiences related to a more specific area of interest, such as historical, cultural, or recreational.



of ag products in 2013. Leading agricultural commodities in Iowa, produced on more than 30 million acres of farmland, include corn, soybeans, hogs and eggs. Red meat is a leading product, too, and 6.6 billion pounds of red meat were manufactured in 2014. Iowa also helps fuel the nation's vehicles – over 25 percent of ethanol used in the U.S. is produced in Iowa.

Demographics:

- Average age is 51 years
- Spends 4.4 days in Iowa per trip on average
- 44% are adult families (all over 18), 27% are families with kids, and 24% are groups of friends
- Spend an average of \$424/day
- Highest percent of business travelers of any of the groups
- Least likely to stay overnight or to camp
- Make more frequent trips than other groups

Target Audience:

Women and men who are between 30-60 years old. They are looking for good food and great experiences. They may want to try something new, something cultural, or try the “best” that there is to offer. They are very persuaded by their peers and other's opinions.

Our Key Assets:

- Pammel Park Coffee Company
- Wineries, cidery & breweries
- Covered Bridges Winery
- Madison County Winery

- Winterset Cidery
- Big Rack Brewery
- 1st Down Brewing
- The Drift (Taproom)
- Midwestern cuisine - Restaurants, cafes, bakeries
- Lone Oaks Farm (Farm-to-table dinners)
- Speckled Hen Farms Store

How & Where to Reach Them:

- Instagram
- Google
- Pinterest
- Facebook
- Lifestyle and culinary magazines such as *Midwest Living*, *Martha Stewart Living*, *Food & Wine*, *dsm, ia*, etc.
- Cookbooks
- Influencers, bloggers and travel writers
- Culinary guide to the byway
- Food tours
- Farm-to-table dinners
- TripAdvisor



Adventurer (Recreational Tourism)

According to the Trip Planning Survey (2018 & 2019) administered by the Travel Iowa office, traveler interest areas included Scenic/Nature (89% - the highest percentage of all areas), and Outdoor Adventure (68%).

17.2% of travelers surveyed chose Camping as their choice of lodging and another 5.8% chose Resorts/Cabins.

According to a recent survey by the Travel Industry Association of America, outdoor activities ranked third for American vacation destinations, just behind shopping and family events. Recreational and outdoor activities give individuals a chance to unplug and unwind, and families or couples a chance to reconnect to each other and to nature.

Demographics:

- Average age is 50 years old or younger
- This group tends to stay fewer days than other groups
- 47% are adult families (all members over 18); 26% are families (with children under 18), and groups of friends make up 24%

- This group is most likely to camp, RV, or stay overnight in a personal vehicle
- This group is the most likely to extend their trip

Target Audience:

Men and women who are Gen-Xers or slightly younger, who travel as an extended family, with their spouse and kids, or with a group of friends. They are physically active and want to spend the majority of their trip outdoors.

Our Key Assets:

- Pammel State Park
- Middle River Water Trail
- City Park
- Middle River Park
- Badger Creek Recreation Area
- Jensen Marsh
- Fishing/Channel catfish
- Hunting
- Camping/yurt cabins
- Gravel/dirt roads for fat tire bikes, motorcross, etc.

How & Where to Reach Them:

- Recreational guides to the byway
- Travel writers/bloggers who focus on outdoor recreation

- Outdoor Living/Recreational magazines, such as *Iowa Outdoors*, *The Iowa Sportsman*, *Iowa Game & Fish*
- Instagram
- Sporting trade shows
- Recreational groups and events (such as gravel bike rides)



Arts & Culture Seekers

According to the Trip Planning Survey (2018 & 2019) administered by the Travel Iowa office, traveler interest areas included Arts, History & Culture (71%). Over 60% of travelers who visited one of the Iowa Welcome Centers used in traveler surveys indicated that they were interested in Arts, History and Culture.

Demographics:

- Oldest of the groups - Average age of 54 years
- Spends an average of 3.7 days per trip
- 46% are adult families (over 18), groups of friends (25%), and

families with kids (22%)

- Spends an average of \$389/day
- Stays mostly in hotels; least likely to camp or stay in cabin
- Plan the fewest number of trips
- Smallest size per party

Target Audience:

Empty nesters, Gen-Xers and Baby Boomers; women primarily. They seek cultural and educational experiences, and artistic endeavors. Most likely to have read books, seen movies, gone to the theater, and have a creative hobby. Likely to be members of museums or other cultural groups. May serve on boards of artistic organizations. Highly educated.

Our Key Assets:

- *The Bridges of Madison County* (book, movie, musical)
- Quilting (Iowa Quilt Museum, Piece Works Quilt Shop, Ben Franklin, Quilts of Valor, Marianne Fons)
- Artists/Galleries (Delirium Gallery, Winterset Art Center, Heartland Fiber, Madhaus Gallery, etc.)
- Covered Bridge Festival
- The Iowa Theater
- The Winterset Stage

How & Where to Reach Them:

- Cultural/Artistic websites and blogs
- Facebook
- Instagram
- Pinterest

- YouTube
- Magazines such as *Midwest Living*, *Martha Stewart Living*
- Partner with museums, maybe universities/colleges
- Hobby-specific, such as quilting (magazines, tradeshow, events, websites, etc.)



History/Heritage

According to the Trip Planning Survey (2018 & 2019) administered by the Travel Iowa office, traveler interest areas included Arts, History & Culture (71%). Over 60% of travelers who visited one of the Iowa Welcome Centers used in traveler surveys indicated that they were interested in Arts, History and Culture. The National Trust for Historic Preservation in the United States defines heritage tourism as “traveling to experience the places, artifacts and activities that authentically represent the stories and people of the past.”

Our Key Assets:

- American Icons
- John Wayne Birthplace & Museum
- Covered Bridges

- Winterset Courthouse Historic District
- Madison County Historical Complex
- Iowa Quilt Museum
- George Washington Carver
- George Stout
- St. Patrick’s Irish Settlement
- Monumental Park
- North River Stone Schoolhouse

How & Where to Reach Them:

- Historical interest websites and blogs
- Magazines such as *Iowa History Journal*, *The Iowan*, *Our Iowa*
- Facebook (especially pages that are linked to Iowa or local history, or topics such as covered bridges)
- Instagram
- Pinterest
- Museums
- Preservation Groups
- Newspapers
- Travel writers/bloggers who focus on history
- YouTube



Agritourism

Agritourism, as it is defined most broadly, involves any agriculturally based operation or activity that brings visitors to a farm or ranch. According to author Robert Lamb, agritourism often attracts urban and suburban baby boomers and senior citizens who may feel nostalgic about local farm life. He states that if they can trace their family tree back to agricultural activities, many even feel that they're learning something about their own past. Additionally, tourists visiting foreign destinations are often more interested in the country or region's agricultural history than its mainstream tourist destinations. As more families move away from typical one or two week vacations toward shorter weekend trips, local or nearby agritourism destinations often offer a good value. According to an article in the *Telegraph Herald*, Wisconsin Department of Tourism research shows that 33% of travelers who stayed overnight in the state in 2016 included stops at farmers markets in their visits. 20% toured a brewery, and 13% took a cheese-making tour. Interest, or even nostalgia, for farms seems to have expanded as fewer people now have ties to agriculture.

States have experienced growth in the agritourism sector. The number of farms deriving income from agritourism and recreational activities expanded from 2007 to 2012, according to the most recent survey data available from the National Agricultural Statistics Service. About \$4.3 million was generated at 275 Iowa farms in 2012. The Iowa State University Extension system recognized agritourism as a meeting between agriculture and tourism and views it as “a growing segment of the rural economy in many areas of Iowa” (Iowa State University Extension, 2009).

Consumers with an interest in agritourism prioritize experiences that allow them to spend time with family and friends and support local farmers, according to a study published in the Iowa State University Journal of Extension. The results of a study published in the *Journal of Extension* in October 2012 titled “Iowa Consumer Motivations and Preferences for Agritourism Activities” revealed the following: 1) consumer motivation behind participating in agritourism activities was influenced by the opportunity to purchase fresh products and support local farmers; 2) when participating in agritourism activities, consumers placed considerable importance on a convenient location and on-site restrooms; 3) consumers ranked availability of fresh products at agritourism activities as very important. Less importance was placed on whether or not the products were naturally raised, and even less importance was placed on whether or not the products were certified as organic; and 4) consumers were very interested in purchasing Iowa products, particularly fresh vegetables and fruits. Consumers in the study also placed emphasis on spending time with family and friends as a motivation to participate in an agritourism activity.

Agritourism is beneficial to rural areas: it provides alternative use of farmland, increases revenue of on-farm activities, and improves business sustainability (Geisler, 2008; Jensen, Lindborg, English, & Menard, 2006). In a similar 2005 study of visitors to Tennessee Agritourism attractions, the most important amenities were freshness of the farm's products, on-site restrooms, adequate parking, learning about how the products are grown/made, and pricing of the products. Less important were product samples, seating, picnic areas, opportunities to pet/care

for animals, food and drink for purchase and crafts/souvenirs to purchase.

Examples of agritourism include: nature centers, farm tours, country/farm overnight stays, bird and wildlife watching, hunting expeditions, corn mazes and pumpkin patches, petting farms, u-pick, equestrian, wineries/vineyards, farmers markets, rural weddings, etc.

As a predominantly agricultural state, Iowa is in an ideal situation to grow and develop the agritourism industry. Over 90% of the land in Iowa is used for agriculture, Iowa ranks second in the nation for ag production. Iowa is also second in total agricultural exports, with farmers exporting more than \$10 billion worth of agricultural products in 2013.

Leading agricultural commodities in Iowa, produced on more than 30 million acres of farmland, include corn, soybeans, hogs and eggs. Red meat is a leading product, too, and 6.6 billion pounds of red meat were manufactured in 2014. Iowa also helps fuel the nation's vehicles – over 25% of ethanol used in the U.S. is produced in Iowa.

Our Key Assets

- Farms
 - Howell's
 - PepperHarrow
 - Rusty Stars Alpacas
 - Speckled Hen Farms
 - Kaysen Family Farms
 - Simple Life Farms
- Pammel Park Coffee
- Lone Oaks (Farm-to-table dinners)
- Wineries, cidery and breweries

- Madison County Farmer's Market
- AgriVision/John Deere
- Wildwood Retreat Center
- Madison County Conservation Center



Family Fun

Family and multi-generational tourists are made up of a group of travelers looking for kid-friendly experiences and adventures that can be enjoyed by the entire family, from toddlers to grandparents. Opportunities for experiential learning are a plus. These travelers often seek out resources that include itineraries with a wide variety of activities such as canoeing and kayaking, geocaching, fishing, educational exhibits, playground equipment, wildlife watching, and entertainment. Family trip planners often look for different lodging options such as hotels, cabins, or Airbnb facilities. The family and multi-generational tourist is most likely to upload photos and videos, and share their positive experiences via social media.

Demographics:

- The average age of this traveler is 50 years old

- Spend an average of 3.8 days in Iowa per trip
- 42% are families with kids; 40% are adult families
- This group spends the most money per trip, an average of \$444 per day
- Visiting family and friends is nearly as important as vacation/leisure
- Most likely to stay with family or friends, or in a hotel

Target Audience:

The target audience for Family Fun is women who are Gen-Xers (born between 1965-1980) and have children in their homes, and grandparents who are likely Baby Boomers (born between 1946-1964).

Our Key Assets:

- Farms & Pumpkin Patches (that allow for hands-on or educational experiences)
 - Howell's
 - Rusty Stars Alpacas
 - Simple Life Farms
- Parks and Recreation Areas
 - Pammel State Park
 - Madison County Conservation Center
 - Middle River Water Trail
 - City Park
 - Middle River Park

- Badger Creek Recreation Area
- Jensen Marsh
- Fishing/Channel catfish
- Hunting
- Camping/yurt cabins
- Swimming/Aquatic Center
- Skate park/Rollerskating Rink

• Festivals & Entertainment

- Covered Bridge Festival
- The Iowa Theater
- The Winterset Stage
- Hinterland Music Festival
- Festival of Lights

How & Where to Reach Them:

- Explorers Program
- YouTube
- Partner with local venues
- Local parenting/family fun websites
- Magazines such as *Midwest Living*, *Our Iowa*, etc.
- Travel Writers/Bloggers/Influencers with family focus



Shoppers

41% of travelers surveyed chose shopping as an area of interest. Iowa visitors in 2019 spent 17% of their trip budget on shopping. Shopping has become a main tourist activity and accounts for a considerable amount of tourism expenditure. Research has found that shopping tourists stay longer at a destination and spend approximately three to four times more than leisure tourists.

Our primary shopping tourists are “Souvenir shoppers” -- individuals who shop for mementos of their trip and/or gifts to take back to family and friends. They are looking for local items directly related to their destination.

Demographics:

- Average age of 52 years
- Spends the most money per trip (an average of \$442/day)
- Spends 4.6 days per trip
- 43% are adult families (all over 18), 29% families with children under 18, and 24% are groups of friends
- 60% are motivated by Vacation/Leisure (highest percentage)

- Least likely to stay overnight, but most likely to use Airbnb

Target Audience:

Women between 25-65 years old who love to shop. Looking for a shopping destination with lots to offer (including culinary experiences). Looking for specialty stores as well. Highly influenced by social media and recommendations from others. Will make a road trip for shopping, and invite a friend or two. Shopping is a social experience, and they want to share their finds with others.

Our Key Assets:

- Award-winning Winterset Historic Courthouse Square retail district
- Small boutiques
- Handmade/artisan items
- Winter Solstice Market

How & Where to Reach Them:

- Facebook
- Instagram
- Targeted social media marketing (product-focused)
- Magazines such as *Midwest Living*, *dsm*, and *ia*
- Websites like catchdesmoines.com
- Travel guides
- Travel writers/bloggers/influencers with shopping focus
- Shopping maps
- Gift guides

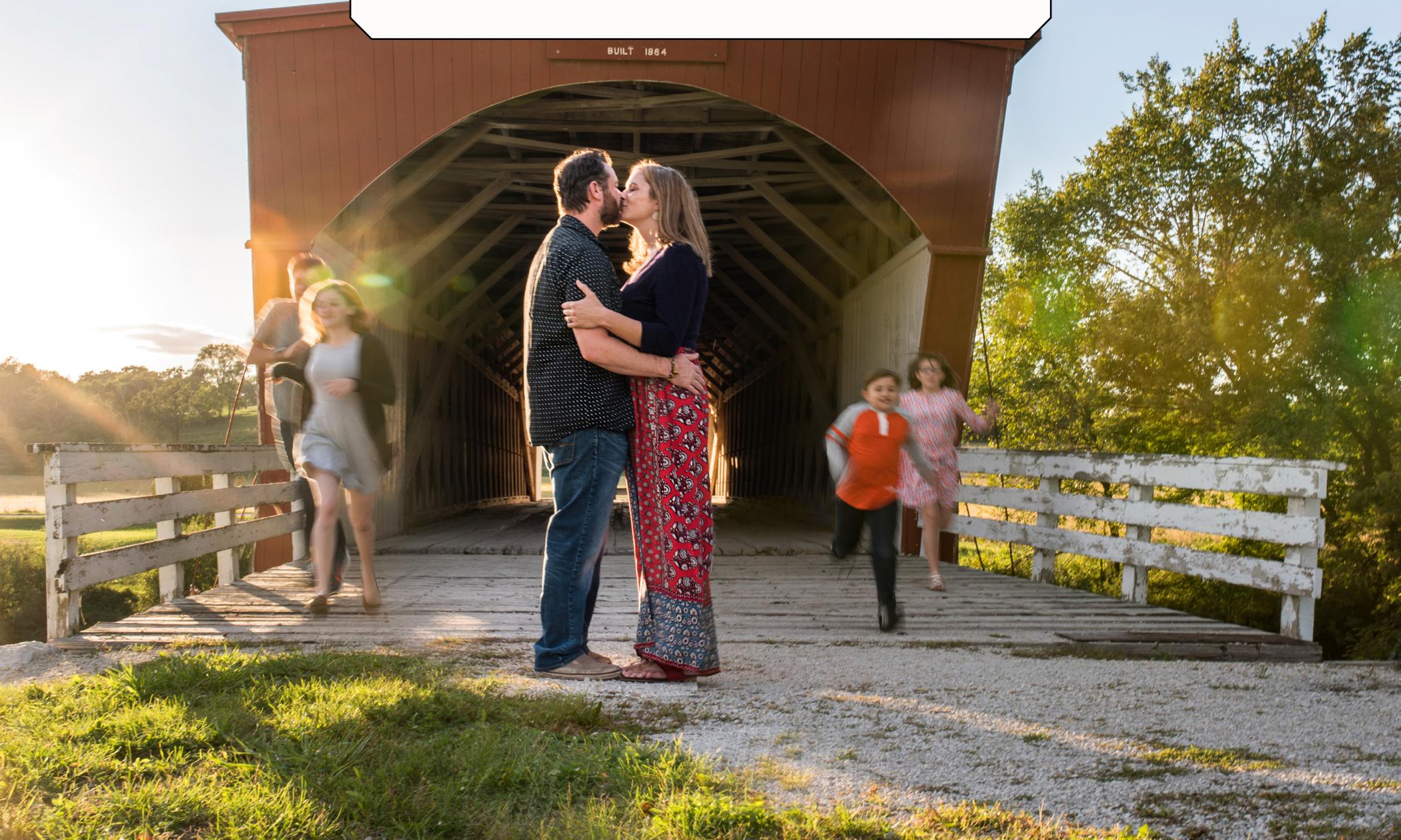
Low-Cost/No-Cost Ways to Market the Byway

- Drive the byway to seek out the best views. Take new images and even some selfies at each great attraction and viewpoint.
- Find out what potential visitors are seeking and where they look for information. Free Google Trends illustrates the search strength and trends for any keywords you want to use. SparkToro, free for 10 searches a month, shows you where customers who are researching specific keywords are looking for information. If you have existing customers, you can get the answers to as many as ten survey questions with the basic free version of Survey Monkey. Think with Google, also free, collects consumer trends and market research to capture a longer term view and think bigger.
- The hub of all byway marketing is usually a website. WordPress is the most common platform in use. There are a series of free WordPress themes to create a consistent visual look. Google Analytics, the best website visitor analysis program is free, and Mautic, a program that tracks the path of visitors through websites, is also free. Yost is a free WordPress plug-in that assists with getting SEO right. Consider adding a blog to your website to increase the reach of your story.
- Use MadMimi or Mailchimp to send out mass-emails for free or a limited amount. Hubspot, a completely integrated customer relationship management system, also has a free version but is limited to fewer contacts.
- All social media platforms are free - Facebook, Twitter, Instagram, Pinterest and You Tube. LinkedIn, with 690 million users, is no longer a job board - the daily feeds of millions are filled with destination marketing organizations sharing images and videos of their locations. All the platforms have analytics, which can be used to create a demographic picture of your followers and visitors. Use Tweet Deck to analyze Twitter activity. When you conquer

all these programs, extend your reach with Facebook Events and other customer interaction. A free version of Hootsuite lets you pre-schedule posts to three social media platforms. And don't forget hashtags – one of the most effective free ways to get social media attention where your visitors are looking.

- Put the search words “scenic byways” into Reddit and join a forum discussing byways in real time. There are also scores of other categories related to road travel, scenic drives, each state in the US, and more. Tumblr is a blog extender on which to place your blogs to make them available to millions of people at once. Medium is another blog placement platform. Wikipedia, the massive worldwide online encyclopedia should have a page for every byway.
- Use Canva.com to prepare great graphics and presentations. There is only a charge if you order a product.
- Register your byway on Google My Business and sign up for Google Alerts when your byway is mentioned on social media.
- Communicate with Google Maps to get your byway listed on their maps.
- If you need to share large documents, there's a free version of Dropbox.

SECTION 5: INTERPRETATION



Interpretation

Interpretation is defined as a communication process that guides visitors in their search for meanings in objects, places, and landscapes.

“Interpretive planning is an initial step in the planning and design process for informal learning-based institutions like museums, nature centers, heritage sites, parks and other cultural facilities where interpretation is used to communicate messages, stories, information and experiences. It is a decision-making process that blends management needs and resource considerations with visitor needs and desires to determine the most effective way to communicate a message to a targeted audience.”

While the CBSB strategic marketing plan identifies strategies on how to entice visitors into traveling and exploring our byway, effective interpretation addresses how the byway stories get told to visitors in an interesting, concise, relevant and memorable way. Interpretation is defined as “a mission based communication process that forges emotional and intellectual connections between the interest of the audience and the meaning inherent in the resources.” (National Association for Interpretation)

As Heritage Interpretation & Tourism Planner John Veverka states, “It is the interpretive communications strategy that will help each visitor understand the unique and special stories associated with each unique byway. Interpretation reveals the story of the people, places and events that have occurred, or are occurring along the byway, and help guide visitors through a living museum of regional natural and cultural heritage.”

According to the National Scenic Byway Foundation, a byway story is “the intentional, coordinated message that the byway conveys to visitors about the resources and qualities that it promotes. This message may be interpreted through written materials, signs, information

kiosks, guides, videos, and other media. Most importantly, the byway story is conveyed through the direct experiences that the visitor encounters along the trip...Simply inventorying these historic features and describing the events that occurred there are not sufficient for promoting the byway. These separate elements must be pulled together into an engaging story that will serve as a unifying message.”

Benefits of Interpretation

Sharing interpretation instead of just information can:

- Inspire visits to other nearby attractions, thereby increasing local tourism
- Increase use of the byway route
- Educate visitors about the byway’s intrinsic resources
- Enable visitors to understand more clearly the messages of history, the environment, or a nearly forgotten culture
- Help residents gain a greater appreciation of those resources and their own local heritage, inspiring them to take a more active role in protecting and preserving those resources
- Increase the marketability or use of the byway by more diverse target market groups
- Present new perspectives on familiar topics
- Evoke a much stronger connection to the location
- Evoke emotional responses, creating memories and an experience
- Serve as a “heritage tourism” draw

OUR INTERPRETIVE THEMES & STORIES

An interpretive theme (or story) creates a framework for planning, and places resources and events into meaningful contexts for visitors. Once identified, decisions can be made about which resources and types of media are most appropriate to tell these stories. The theme should contain universal concepts - it has significance to almost everyone but may not mean the same thing to all people. Universal concepts are the ideas, values, challenges, relationships, needs, and emotions that speak to the human condition. They link a tangible resource to visitors' interests.

A primary theme expresses the main idea that ties together the stories of the byway. All interpretation should relate to this holistic theme.

Sub-themes split the primary theme into several more specific and workable ideas. These broad storylines guide visitors to discover deeper meaning and relationships with the byway's resources.

Stories break down the broad sub-themes into specific, discrete stories that can be told with interpretive media and programming.

Our Primary Theme

Madison County is part of the Southern Iowa Drift Plain and its abundant natural resources made it highly desirable for early settlers, farmers, innovators, and builders, and continues to appeal to artists, storytellers, and adventurers. The most classic example of Iowa landscape, the county is characterized by rolling hills and valleys formed by hundreds of thousands of years of erosion and stream development, as well as timber, limestone bluffs, rivers, and streams. Of course the highlights of the county are the remaining six covered bridges, which tell of our history, industry and culture, while inspiring artists, writers, photographers, and even film makers, and crown the area's beautiful landscapes.

Sub-Themes 1 & 2: Resourceful Land & Productive People

The abundant natural resources of the county, including water, timber, limestone, native wild grasses, fuel, soil, and food sources, drew early settlers in the mid-1800s. Madison County's proximity to Des Moines, its moderate climate, beautiful landscapes, and affordability continue to entice people to settle here.

"Most settlers were looking not only for land to farm but for conditions of convenience and safety." In Madison County, settlers found numerous water sources, timber for building houses, stables, and barns, native wild grasses to cover barn roofs, fuel for fireplaces to aid both cooking and heating, corn (one of the most useful of crops), a grist mill, and a woolen mill. Land was more affordable than in other counties in Iowa, the climate was more moderate, the soil was fertile, and there were thousands of deer, wild turkeys, and prairie chickens for food. As Des Moines was about to become the state capital around this time, and as the lands within several miles of Des Moines were nearly all owned and held by eastern spectators, people wishing to purchase farms were compelled to move out from the city.

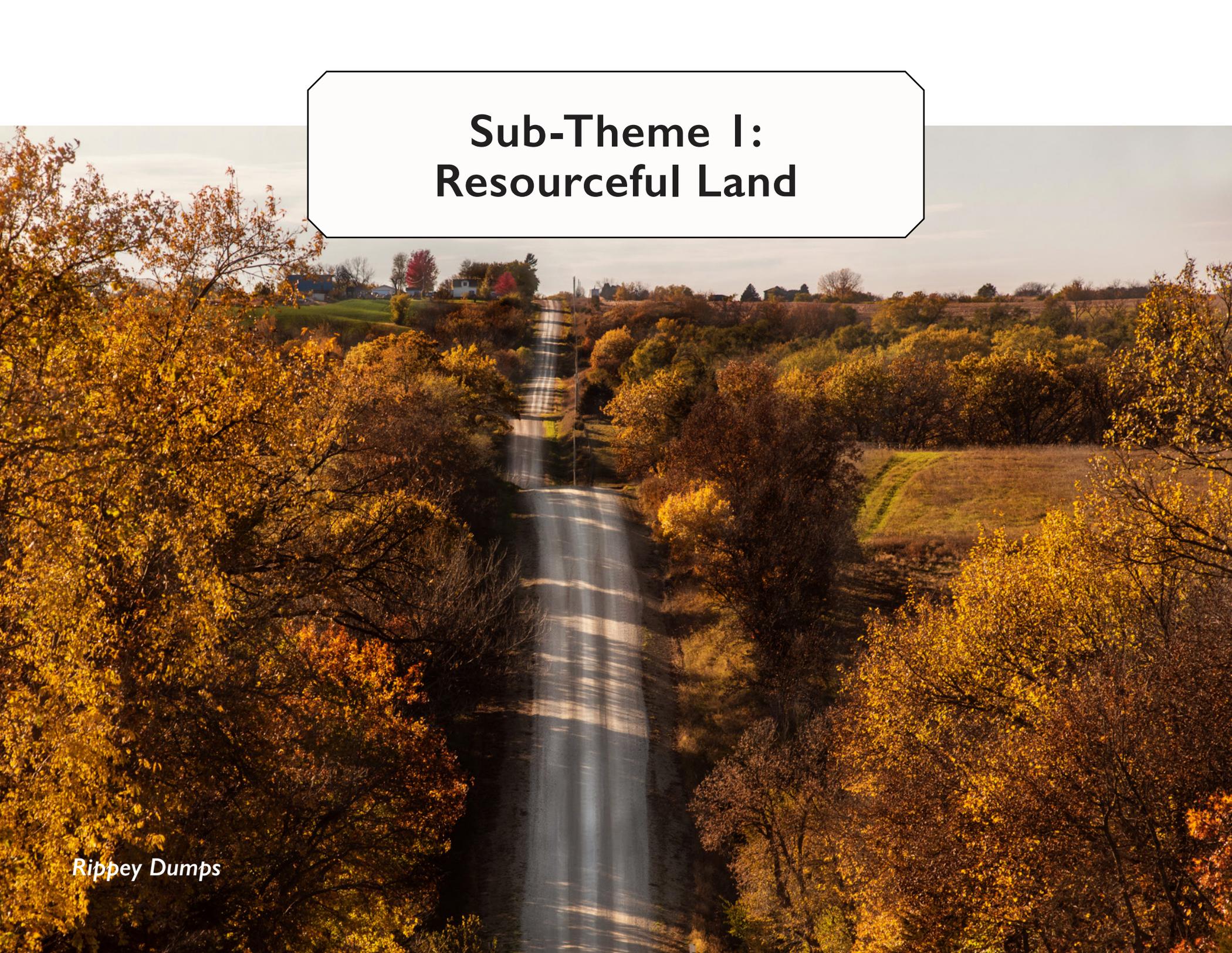
The 1889 publication entitled "Three River Country" was printed and distributed to entice immigrants to settle in Madison County. It was published by the Three River Blue Grass League of Madison County, "an association formed by the citizens of Madison County, Iowa, for the purpose of letting the outside world know what grand opportunities this county offers to men who desire to invest their money in lands where crops never fail, or to possess themselves of good homes at a very low price." As printed in the booklet, "This association is well satisfied that there are every year thousands of men rushing past this county to the far west, who will pay more for lands that are not now and never will be, half so valuable for agricultural and stock raising purposes as those that can be bought in this county."

The association was able to boast that the county's public buildings were paid for, its streams well bridged, its schoolhouses were built

and paid for, its churches out of debt, that there was not a single saloon in the county, and few people in trouble with the law. The county's farmers were described as "intelligent and public spirited," its business men "active, enterprising and thrifty," its mechanics "skilled, industrious and wide-awake," and its professional men "stand high and some of them have become eminent in their profession."

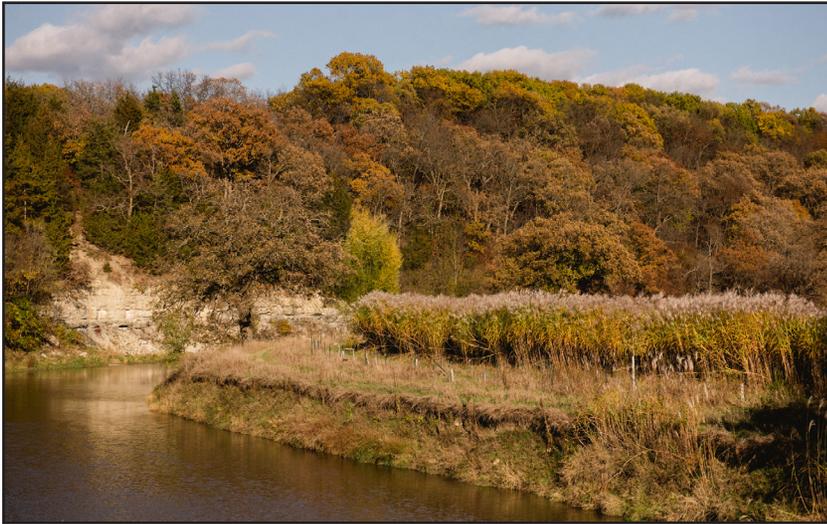
Sub-Theme I: Resourceful Land

Rippey Dumps



SUB-THEME 1: RESOURCEFUL LAND

The abundant natural resources of the county, including water, timber, limestone, native wild grasses, fuel, soil, and food sources, drew early settlers in the mid-1800s. Madison County's proximity to Des Moines, its moderate climate, beautiful landscapes, and affordability continue to entice people to settle here.



The Southern Iowa Drift Plain

Madison County is noted for its handsomely timbered river valleys punctuated with prominent limestone bluffs and outcroppings. The unique geography of Madison County is often compared to similar geography found only in far northeast Iowa. This region marks the beginning of the Southern Iowa Drift Plain.

The Southern Iowa Drift Plain is the largest landform region in Iowa, extending through most of the southern half of the state. It is the most typical representation of Iowa's landscapes. It has a moderate cover of Loess, and is almost entirely covered with glacial drift. The area is

interrupted by many streams, providing a landscape of rolling hills. Streams have had much to do with the molding of the Southern Iowa Drift Plain landform.

The landscape of Madison County has taken on many forms over the last several million years. From shallow sea to ice, from flat terrain to rugged hills, the local landscape has been figured, and then re-figured, by time. Over 350 million years ago, like much of the Midwest, Madison County was covered by a shallow sea. This carboniferous sea covered most of the United States with either swampy regions or shallow seas, becoming deeper toward the west coast. During this time, the sea fluctuated periodically, probably due to glacial conditions to the south, and as the sea depths rose and fell, layer after layer of materials was deposited in a horizontal manner. Over time these layers became sedimentary rock and, today, can be observed in the form of the limestone and shale layers which are visible in Madison County.

After the carboniferous sea finally receded for the last time, the whole of Madison County was as flat as any cornfield. But to the north, the leveling ice glaciers of the Pre-Illinoian period inched slowly toward Madison County. Over a period of two million years, glaciers advanced and receded over Iowa, gouging out valleys and filling them in again with glacial drift. Foreign rocks, soil, and sediment from Canada, Minnesota, and Wisconsin were slowly pushed across the state and remained as the glaciers finally receded. It has been said that any rock found in Madison County not made of limestone was brought here by the glaciers.

Over 10,000 years ago, the Wisconsin glacier was the last wall of ice to move over Iowa. However, it did not reach Madison County, stopping just short in northern Dallas and Polk Counties. The difference of a few million years of erosion can be easily observed by comparing the landscapes of I-35 north of Des Moines with that of I-35 south of Des Moines. Here in Madison County, free from the leveling glaciers of the Wisconsin period, erosion was left to its own devices and, over millions of years, created what has become the beautifully rugged landscape of southern Iowa.

In the late 1800s, Madison County was known locally as “Three River Country” thanks to the North River, Middle River, and Clanton Creek. There are actually four rivers within Madison County’s boundaries - North River, Middle River, South River, and Grand River. No other county in Iowa can boast of the number of river valleys that crisscross the county, creating picturesque meandering timbered valleys and rolling grasslands and prairie.

The rivers of many large valleys throughout the Southern Iowa Drift Plain have eroded completely through the sequence of loess, paleosol and glacial drift into the sedimentary bedrock units beneath.

Layer upon layer of fossil enriched limestone were formed in this area during the Carboniferous era and remain as the dominant natural landscape feature of the country. Limestone has been quarried and used in building a number of our historic homes, barns and other buildings.

The most prominent feature of the Missourian supergroup in Madison County is the Bethany limestone. These strata are well exposed along the Middle River. Other limestones present in the Missourian are Fragmental, Winterset, and Earlham limestones. Fragmental limestone exposure can be found near Clanton Creek. Winterset limestone exposures are best observed southwest of Winterset along the Middle River (Wilson, 1992). Earlham limestones are commonly exposed near the town of Earlham (Mueller, 1915). Due to the abundance of limestone, there is a large number of fossil species that can be found within the Missourian supergroup. About the Missourian and the Des Moines strata we see Pleistocene deposits. Most of these deposits are composed of rich clays, sands, and loess. Thinner layers of this glacial drift are found in the northwest part of the county. This thinning is most likely due to glacial movement and ultimately erosion.

Geologically the county is of special interest because of the fact that the Bethany limestone, forming the base of the Missourian formation, extends across it. Winterset, the point at which the Bethany limestone was first studied in detail in Iowa, is the county seat and is located near the center of the county on the border between the Missourian

and Des Moines stages of the Carboniferous. The bedrock immediately underlying Madison County is entirely Carboniferous, responsible for the abundance of limestone and shale. More recent deposits from the Pleistocene overlay the Carboniferous, contributing clay, sand and loess.



Natural Resources

Running Water

“Three River Country,” in which the North, Middle, South, and Grand Rivers cut through the county, offered numerous streams, creeks, and springs that provided clean drinking water for both human consumption and livestock. Running water provided settlers another important benefit as well - the ability to harvest water to power grist and saw mills.

“There is perhaps not a county in Iowa or the entire Mississippi Valley with such an abundance and finely distributed supply of water.” -*Three River Country*

“...water may be obtained almost anywhere (in wells of moderate depth)” - A.T.Andreas, *Illustrated Historical Atlas of the State of Iowa*, 1875

Madison County is part of the Upper Mississippi River region and the Des Moines Sub-Region, as well as the Des Moines Basin. Our Sub-Basin is Lake Red Rock. Surface water drainage in Madison County is brought about by Middle River, North River, South River, and their tributaries. Middle River and North River drain a major portion of the county, especially to the north. In addition, Clanton Creek, with its tributaries, drains the majority of the southern portion of the county. Grand River flows through the southwest corner of the county and drains about five percent of the area. Cedar Lake is the one major water impoundment in Madison County.



Timber

According to the Iowa DNR, Madison County ranks #14 among Iowa's 99 counties in percentage of county in forest, at 16.81%.

The forests of the Southern Iowa Drift Plain, which the CBSB corridor

is part of, are upland forests similar to the Ozark forests of Southern Missouri. Groves of fine timber allowed settlers to build homes, barns, and other essential buildings, and provided wood for fuel to heat their homes and cook food. Native walnut was often used for woodwork such as trim, cupboards, staircases, and fireplaces. The area's forests provide abundant areas for game and non-game wildlife.

Iowa's oldest oak tree (as of 2018) is located in Pammel Park along the CBSB. John Pearson, the state's ecologist at the Iowa DNR, keeps a list of the state's oldest oaks. There is a stand of several white oaks near 300 years old, likely the largest concentration of such age anywhere in Iowa, in the park. Tree #9, as it's referred to on the list, is currently the oldest oak in the state. Thought to date back to 1634, it is nearly 400 years old.



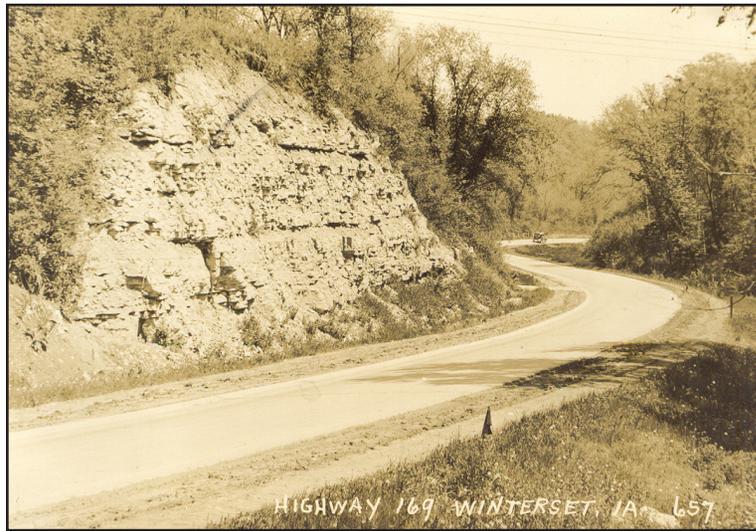
Native Wild Grasses

The county's native wild grasses, particularly blue stem and slough grass, were very useful to settlers for covering barns. Today, they provide feed for livestock.

Corn & Other Grains

One of the most useful crops in pioneer days, corn was ground into

cornmeal for baking, provided feed for livestock, and much more. Today, Iowa is the nation's largest producer of corn. Other grains include oats, rye, barley, and buckwheat.



Limestone

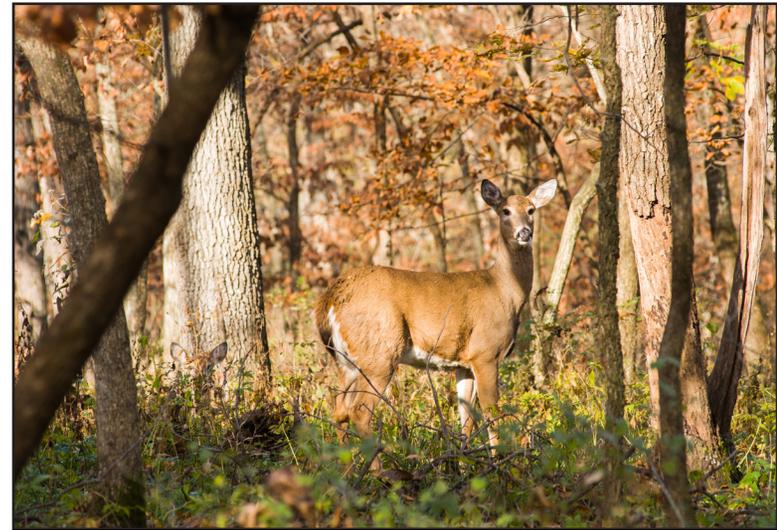
Of good quality and plentiful, limestone was very useful for building homes, barns, and other buildings. The Madison County Courthouse, which stands at the center of the Winterset square, was built of limestone quarried in the county. Today limestone is still used for building projects, but mostly for laying gravel on unpaved roads.

“The rocks of the upper coal measure abound in excellent building stone, and the quarries of the county have become famous. Some good sandstone is procured, but the limestone is by far the most abundant and valuable.” *A.T. Andreas Illustrated Historical Atlas of the State of Iowa, 1875*

“Large quantities of Madison County building stone are taken to Des Moines and other places.” *A.T. Andreas Illustrated Historical Atlas of the State of Iowa, 1875*

Native Crops

Crops native to Madison County included currants, gooseberry, rhubarb, wild plums and grapes, apples and crab apples, wild strawberries, raspberries, and blackberries, as well as black walnuts, butternuts, hazelnuts, hickory, sugar maple trees, and sorghum. Fruit trees, such as apple, grew well here without the threat of diseases. (In fact, the first Red Delicious apple was discovered in Madison County in East Peru.)



Wildlife

Madison County is blessed with a variety of wildlife species that are primarily classified as upland. Wetland wildlife species' diversity is lacking due to small quantities of wetland type habitat. Game species populations can be considered good to excellent. Non-game species found in Madison County are typical of Midwest region indigenous species. Much of the county's natural wildlife habitat is along major streams. More level areas that are farmed provide only limited shelter and nesting areas for birds and other wildlife, but corn and small grain are a source of feed.

Some of the birds found in the county include pheasants (introduced

in the county years ago), wild turkey (150,000 recorded by the Iowa DNR in 2013), bald eagles (3,200), quail (though numbers have been getting smaller due to roadside clearing, spraying of weeds, and more intensive farming that reduces their cover), and waterfowl (including ducks and geese). There were a recorded 74,000 Canadian geese in 2013. White-tailed deer are plentiful (the Iowa DNR estimated that there were nearly half a million in Iowa in 2013), as are squirrels, woodchucks (groundhogs), and cottontail rabbits. Foxes and coyotes are definitely present. Muskrats, mink, river otters (an estimated 8,000-10,000), and some beavers frequent the streams (though they are not numerous). Skunk, opossum, and raccoon are very common. Hawks, owls, snakes, and other predators are beneficial in controlling rodents. There were an estimated 4,000-5,500 bobcat here in 2013. Along with many harmless snakes, the county does have one poisonous species, the timber rattlesnake. They tend to inhabit limestone ledges and areas along rivers and creeks.

Fish, mainly channel catfish, bullheads, and carp, are fairly numerous in the major streams. Some ponds are well managed and provide excellent fishing of bass, bluegill, and catfish.

Recreational Resources

Economic Impact of Recreation

The Bureau of Economic Analysis released statistics measuring the outdoor recreation economy for the nation. The Bureau calculates the economic output of outdoor recreation to be \$689 billion, surpassing industries such as mining, utilities, farming and ranching, and chemical products manufacturing. Outdoor recreation, which includes state parks and forests, generates more than \$6.1 billion in annual consumer spending in Iowa, and creates 75,000 jobs, \$1.7 billion in wages, and \$433 million in state and local tax revenues, according to the Iowa Natural Heritage Foundation. Outdoor recreation accounted for 1.8% of Iowa's GDP in 2020, ranking it 33rd in the country.

“Outdoor recreation activities fall into three general categories: conventional activities (including activities such as bicycling, boating, hiking, and hunting); other core activities (such as gardening and outdoor concerts); and supporting activities (such as construction, travel and tourism, local trips, and government expenditures),” the Bureau explained. In 2019, conventional outdoor recreation accounted for 30 percent of U.S. outdoor recreation value added, other outdoor recreation accounted for 19 percent, and supporting activities accounted for the remaining 51 percent.

At the Outdoor Industry Association, Lise Aangeenbrug stated that, “The BEA release of economic data comes at a time when the health and wellness benefits of recreation cannot be overstated. A recent poll showed 69 percent of Americans have gained a renewed appreciation for the outdoors during the COVID-19 pandemic. People want to get outside for their physical and mental health.”

A record 16.6 million visitors frequented Iowa's state parks in 2020, according to data from the Iowa Department of Natural Resources.

Boating/fishing was the largest conventional activity for the nation as a whole at \$23.6 billion in current-dollar value added. RVing was the second largest conventional activity nationally at \$18.6 billion in current-dollar value added. In 2011, 91.1 million Americans (38% of the U.S. population ages 16 and older) enjoyed some form of fishing, hunting or wildlife-association recreation (2011 National Survey by the U.S. Fish and Wildlife Service). Expenditures by hunters, anglers, and wildlife-recreationists totaled \$145 billion. On average, each sportsperson spent \$2,407 in 2011 on recreation-related expenditures.

The average percentage of Iowans who engage in wildlife-related activities is significantly higher than that of the country as a whole. In 2011, the participation rate of wildlife viewers (those that observe, feed or photograph wildlife) in Iowa was among the highest in the nation at 44%, exceeding one million people and making it the most popular wildlife activity in the state.

The next most popular wildlife activity in Iowa was fishing, which was enjoyed by more than 800,000 people fishing from shore, 534,000 people fishing in boats, and 750,000 people fishing from lakes and ponds.

The third most practiced activity was hunting, with more than 386,000 Iowans engaging in big game hunting, and 350,000 in small game and waterfowl hunting.

According to a Madison County Resource Enhancement and Protection (REAP) Plan, there are over 3,000 public acres of wildlife and recreation land in the county. Of the total 356,602 acres of land in Madison County, there are 59,943 acres of accessible forest, or 16.81% - the 14th highest in the state.

The number of estimated visits and spending at Madison County parks in 2011 totaled 126,780 visits, for estimated expenditures of \$3,216,404.

Recreational Activities Along the Byway



Biking

Each passing year, Madison County becomes more bike-friendly as

progress is made on the Cedar Lake Community Trail Project. The trail plan provides the City of Winterset with a comprehensive map of on-street shared bike routes, pedestrian paths utilizing city sidewalks, and a new multi-use trail that will connect the city with Cedar Lake. Biking is allowed on all city streets, but painted “sharrows” have been added to suggested routes for added visibility and safety.



Birding

Birding is the second most popular hobby in the United States (gardening is first). More than 45 million people birdwatch, and 20 million take birding-specific trips.

Iowa is part of the Mississippi Flyway. “The Mississippi River is one of the major migration pathways, both spring and fall, through North America,” said Doug Harr, president of Iowa Audubon. “We get a lot of birds that stop here in Iowa on their way north or south.”

The Iowa Ornithologists’ Union has identified 426 species of birds that can be spotted in Iowa in a given year, including around 200 species that nest in Iowa during the spring and summer, another 100 that

spend winters in the state, and more than 100 bird species that spend short periods in Iowa during their annual migration.

There are three active birding trails in Iowa - the Siouxland Trail in western Iowa's Loess Hills, the Great River Birding Trail paralleling the Mississippi River, and the Makoke Trail, which debuted in 2009, covering a four-county region in Central Iowa with specific birding sites in Madison County at Pammel Park and Jensen Marsh. These sites provide refuge for more than 300 bird species as they migrate, nest and winter. The rivers, lined by hardwood forests along their banks, offer habitat for many migrating warblers, including nesting species such as Yellow-throated, Prothonotary and Cerulean. Oak savannah, one of Iowa's most endangered natural communities, still exists in small pockets of Madison County and supports Red-headed Woodpeckers, Eastern Bluebirds and Orchard Orioles. The birding trail was named Makoke (MAh-koh-kay) because it means "bird" or "owl" in the language of the Iowa tribe.

Birds to look for at Pammel Park include American Woodcock; Bald Eagles (in March and November); Broad-winged Hawk; Wild Turkey; Whip-poor-will; Red-headed Woodpecker; Eastern Bluebird; Wood Thrush; Scarlet and Summer Tanagers; Yellow-throated Vireo, Northern Parula; and Ovenbird. This park features hiking trails, a nature center, a campground, and is managed by the Madison County Conservation Board. The widest variety of birds can be found by walking trails along the river, especially during migration time in early May and late August to early September. Over 70 bird species nest here; another 100+ species migrate through the park.

At Jensen Marsh, the best birds to look for include Short- and Long-billed Dowitchers, Dunlin, Rusty Blackbird, Green Heron, Black-crowned Night-heron, Northern Pintail, Wood Duck, and Rough-legged Hawk. There are over 90 acres of wetland habitat. Walk-in access is provided by an abandoned railroad bed with a well-maintained gravel surface trail that parallels the entire south edge of the marsh, with

good parking areas on both east and west sides. It is an easy short walk to good birding. Best times to visit are March through June, and late August through November.



Camping/RVing

RVing has a \$114 billion economic impact on outdoor recreation in the United States, and RV ownership is now at an all-time high. 40 million Americans go RVing, and 10.5 million households own an RV.

The average age of RVers is 45 years and getting lower all of the time. RVing provides a flexible platform for traveling - RV travelers have freedom and flexibility in scheduling trips and making changes to their itinerary. RV travel doesn't require much pre-planning, making it ideal for mini-vacations or weekend getaways. RVers are in control of their environment, have privacy, and often save money on travel. RVers enjoy sightseeing (79%), visiting national and state parks (73%), historic sites (66%), hiking (63%), fishing (48%), visiting friends and family (54%), and attending festivals and fairs (49%).

Madison County has four RV campsites - Pammel Park, Criss Cove, City Park, and the Madison County Fairgrounds.

Winterset's City Park Campground includes 34 sites with 50/30/15 amp electric service, water, sewer hook-ups, fire rings, picnic tables, a shower/restroom building, and 12 primitive tent sites. Over 82,000 overnight stays have taken place at City Park Campground since it opened in October 1995, an average of 3,417 bookings per year. It has generated over \$1.1 million in that timeframe.

With 36 modern sites and five primitive sites, Pammel Park is a popular camping spot for visitors and locals alike. The campground is divided into two loops with the bathhouse located in the middle. The first loop has very few trees and a playground in the center. The second loop is heavily forested and houses the primitive sites. All pads are rocked and dump service is available.

We can ensure that our byway is RV-ready by taking the following actions:

- Provide RV/Camper parking spaces with adequate turnarounds at our most popular attractions, including our Welcome Center. Parking spaces should be 12 feet wide and 65 feet long.
- Provide RVers information on RV-friendly routes/roads. Alert them to low overhangs (most RVs are 10 feet tall or higher) and keep overhangs and branches trimmed. Indicate unpaved roads as well.
- Inform RVers of pull-through stations for fuel, dump stations, and car washes that can accommodate an RV.
- Consider offering a shuttle service from campgrounds to our downtowns or major attractions.
- Provide Wi-Fi. Many RVers work from their RV or want to stay connected on social media.

Canoeing/Kayaking/Tubing

According to "Economic Impact of Outdoor Recreation in Iowa (2011)," Iowa's rivers received 18,780,745 visits in one year, amounting to \$823,847,666 in visitor spending.

Outdoor recreation participants in the United States spend \$86 billion per year on water sports (kayaking, rafting, canoeing, motorized boating, and stand-up paddling), making it the second highest revenue stream (with camping in the lead at \$142 billion). Water sports directly support more than 800,000 jobs annually.

The Outdoor Industry Foundation found that in 2002, Iowa ranked #23 out of the 50 states for Recreational Kayaking (and #24 for Whitewater Kayaking).

Paddling is most popular along the Middle River, with the North River being a less-popular alternative. Canoeing appeals to multiple age groups—the highest percentage (21%) were under the age 25, while 16% were between the ages of 35-49, and 12% each between 26-34 years and 50-59 years.

A symposium on measuring the economic impacts of long-distance recreation trails provides an overview of recent studies of spending associated with water trails in different parts of the U.S. (Pollack et al. 2007). Pollock's study of the Northern Forest Canoe Trail in Northern Maine to northern New York estimated each visitor spent \$46 per day on their recreation (Pollock).

A 1992 study of the Upper Mississippi River Water system estimated average general spending per visitor day was \$15.84, or \$25.99 in 2009 dollars (ACE). In addition, visitors engaged in fishing and boating recreation spent an additional \$12.54 per person, for a combined total of \$28.38, or \$46.56 in 2009 dollars.

A 1989 National Park Service study of River Trails in the NE United States estimated canoers spent \$15-\$20, or \$24.90-\$34.60 in 2009, dollars per visitor on their river recreation (National Park Service).

Closer to Iowa, a 2002 case study of water trails on the Kickapoo River in Wisconsin and the Superior Trail in northern Minnesota estimat-

ed visitor spending ranging from \$34.50 to \$87.94 per visitor per day (Johnson, 2002).

According to “Economic Impacts of River Trail Recreation in Iowa” by the Center for Agricultural and Rural Development and Daniel Otto, as reported in March 2012, North River and Middle River had the following estimated economic impact:

North River (DNR River Segment #29) received 127,236 visitors and 51,437 households over 175 trips in 2010. Total spending by these visitors was estimated at \$3,495,142.

Middle River (DNR River Segment #30) received 75,614 visitors and 30,568 households over 104 trips in 2010. Total spending by these visitors was estimated at \$2,077,113.



North River

The North River, with its tight curves and fast flow, is a challenging stretch. Paddlers should beware of fallen branches or trees and river-wide fences that can create obstacles when swinging around the

sharp bends. This 12-mile stretch takes about three hours to complete, and covers one of the most wild, scenic areas with varying landscapes of meadow, forest, and limestone bluff. The North River averages around 40-feet wide but is quite shallow. Paddlers are urged to call the Conservation Board to verify that there has been sufficient rainfall to paddle this course.

The North River can be accessed by the Elmwood Avenue Access. Take Highway 92 west to the Earlham Road, turn north and follow to 170th Street, turn right on 170th then north on Fieldstone Avenue, turn west on 165th Street and follow to Elmwood Avenue, then turn south. The put-in spot is downstream from the first bridge on Elmwood, at a carry-down on river-right. There is no designated parking area, so paddlers must park alongside the road. The take-out site is just after the Hogback Bridge on river-left.

Middle River Water Trail

“Central Iowa Paddlers group members love this river that’s a short distance from metro Des Moines. A good segment begins at one of the first of the famed Covered Bridges of Madison County, Roseman Bridge (1883), southwest of Winterset. The steep 5.9-degree gradient takes the river on twists and turns for nine miles through forest and past limestone bluffs until you reach the pretty Pammel State Park, home to the state’s oldest grouping of oak trees.” - *Des Moines Register*, May 26, 2018

The Middle River, averaging 50-feet wide, is the most popular river for paddling and tubing and also has five access points, each with parking available.

It is possible to access the Middle River at the Schildberg Access (ten miles west of Winterset on Hwy. 92) and then paddle to the last access point at the Holliwell Bridge. Paddlers will have to take-out at the Pammel Park Ford and put-in again just south of it. The entire trip is approximately 28 river miles and takes between eight to nine hours.

For those looking for a shorter expedition, there are five different ac-

cess points offering multiple options. The Schildberg Access features an improved walk-down ramp and parking area. Paddlers putting in here can travel seven river miles (one hour, 45 minutes) to the Roseman Bridge Access. This stretch of river passes through mainly agricultural terrain with interspersed sections of timbered valleys and limestone walls.

The Roseman Bridge Access (follow signs on Hwy. 92 west of Winterset to bridge) is seven miles southwest of Winterset. This is an unmaintained access located at the southeastern corner of the bridge. The Middle River is at its most scenic on this 8.6 river mile (2.5 hours) stretch to the Middle River Ford. With towering limestone bluffs, swiftly moving bends, and densely timbered valleys, this section of the Middle River is the most popular. Paddlers will need to take-out on the river-right, upstream from the ford.

The Pammel Park Access is located four miles southwest of Winterset (take Hwy. 92 west, follow Pammel Park signs). This is a modern access with ample parking and walk-down ramp. From this access point the river flattens and widens and can become quite shallow. This section stretches 8.7 river miles (3.5 hours) to the Middle River Park Access.

The Middle River Park Access (one mile south of Winterset on John Wayne Dr.) is located in the Middle River Park. This access point is the last put-in spot and features a walk-down ramp with ample parking. From this point, the river continues to flatten and stretches mainly through agricultural ground with areas that are tree-lined. It is a four river mile (one hour, 15 minute) trip to the Holliwell Bridge Access.

The last access point on the Middle River is the Holliwell Bridge Access (located east of Winterset on Holliwell Bridge Rd.). This is an unmaintained access site with a take-out spot directly under the bridge on river-left. There is parking for your shuttle vehicle up near the bridge. Access points beyond the Holliwell Bridge are limited due to steep and muddy banks.

The Pammel Loop, located in Pammel Park, is a popular excursion for

river tubers, especially children. Because of the ‘back-bone’ limestone bluff, the Middle River makes a large loop through the park. This loop is the main channel for tubers and short-excursion paddlers. Putting in just below the ford, tubers can enjoy a 30-minute float before taking out at the modern bridge at the park’s entrance. Then it is a mere 125-foot hike through the Harmon tunnel back to the ford.

Cross-Country Skiing

Visitors to Madison County’s Middle River Park use the hard-surfaced trail system, as well as the park road system, to hike through the park and the adjoining Winterset City Park to the north. During winter season, the road system is closed and utilized as cross-country ski trail system connecting to the road system in the adjacent Winterset City Park to provide for over 3 miles of wind-protected ski trails.



Fishing

Madison County is abundant in rivers and streams. These waterways have long influenced the surrounding landforms, and dictate what areas can be developed. Iowa’s most popular game fish, the Channel Cat-

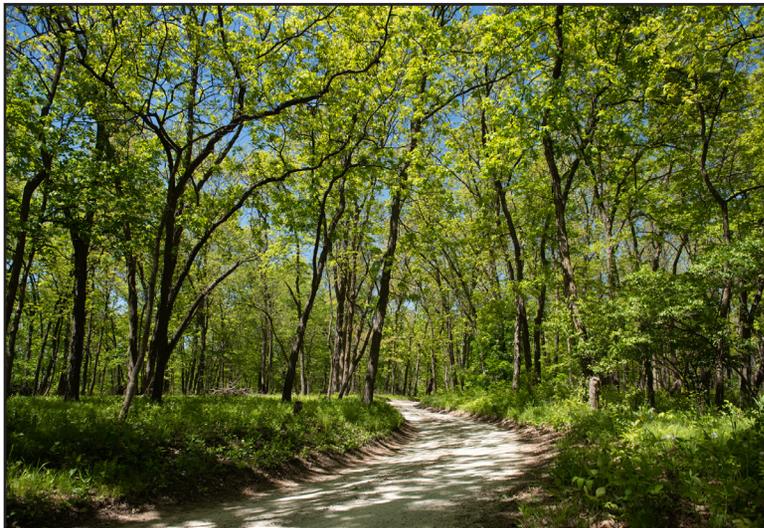
fish, can be easily caught in all of the river systems in Madison County. Excellent pan fishing opportunities (Bluegills, Bass and Crappie) also abound in each of the public ponds, lakes and impoundments found in various County, State and municipal parks in Madison County.

According to the 2009 Iowa Rivers and River Recreation Corridors Survey, fishing appeals mostly to a younger generation. 73% of those who fished on the survey were under 25 years of age. 54% were 26-34 years, and 52% were 35-49 years. The percentages decreased as the age ranges grew higher.

Not surprisingly, the longest time spent at rivers by activity went to fishing (at 21.9%), which almost tied with relaxing (at 21.1%).

Golf

Lakeview Country Club provides a beautiful golf course accessible to visitors. It is located near Cedar Covered Bridge at 3724 Lakeview Lane in Winterset.



Hiking

There are over 20 miles of groomed trails in Madison County parks. Many of our trails meander through tall grass prairies, woodlands carpeted with wild-flowers, shore-line wetlands and limestone ridges that overlook beautiful river valleys. Trails provide an excellent means to passively enjoy our county parks throughout the year. Trails are open year round for hiking and cross country skiing.

According to the 2009 Iowa Rivers and River Recreation Corridors Survey, there are more female visitors enjoying trails than male visitors. Ages were fairly evenly split, with the highest percentage of trail users between the ages of 50-59 (44%), with a slight decrease in ages 26-34 years and 35-49 years (both at 42%), followed by 40% under age 25, 38% between 60-75 years, and 30% 75 years or older.

Hunting

Most of the public hunting ground managed by the Madison County Conservation Board is comprised of high quality upland timber habitat that provides hunters with some of the best quality hunting experiences for White-Tailed deer and Eastern Wild Turkey found anywhere in the State of Iowa. Deer hunting in Madison County is very prevalent, with a reported 2,892 deer killed during the 2020-2021 hunting season - the third highest number in the state out of 99 counties.

Public Hunting is allowed at the following County Parks: Clanton Creek Natural Resource Area, Fellowship Forest, Jensen Marsh, Guye Woods and Goeldner Woods.

According to the 2009 Iowa Rivers and River Recreation Corridor Survey, hunting appealed mostly to a male audience, with 39% under the age of 25 years. 16% were between the ages of 26-34 years, 14% were 35-49 years, and 12% between 50-59 years.

Skateboarding

The Winterset Skate Park is a street-plaza style design with various transitions and features for all skill levels. This facility provides our

community a safe place for area skaters to enjoy this action sport and develop skills. Completed in May 2017, this public skate park designed by Spohn Ranch features rollers, stairs, rails, benches, and inclines. The park is located at the corner of S. 4th Avenue and Summit Drive.

Swimming

Operated by the City of Winterset, the aquatic center offers a variety of fun features for the whole family to enjoy such as slides, sprays, shade, grass area, zero-depth, and concessions. The aquatic center water is heated for added comfort. Aquatic programming includes opening swim times, lessons, exercise classes, private parties, and lots more.

Tennis/Pickleball

Located adjacent to the Winterset Aquatic Center at 1201 W. Jefferson, two courts are available most anytime except during scheduled activities such as lessons and leagues. Permanent pickleball lines are painted on the east court and two portable nets are provided. Please, no bikes, skateboards, roller-blades, or scooters allowed on the courts. For more information, visit <https://cityofwinterset.org/park-recreation-department/>

Recreational Assets



Badger Creek State Recreation Area

Badger Creek is a 1,100-acre state recreation area situated in the NE Madison County consisting of large expanses upland meadow/pasture with a 276-acre lake. The upper end of the lake and a few fingers of the lake contain some shallow water aquatic ecosystems. The diversity of flora and fauna is not as diverse as other public areas in Madison County, but it has a large sunflower field and areas of wildflowers which are very popular with visitors and photographers in the late summer.

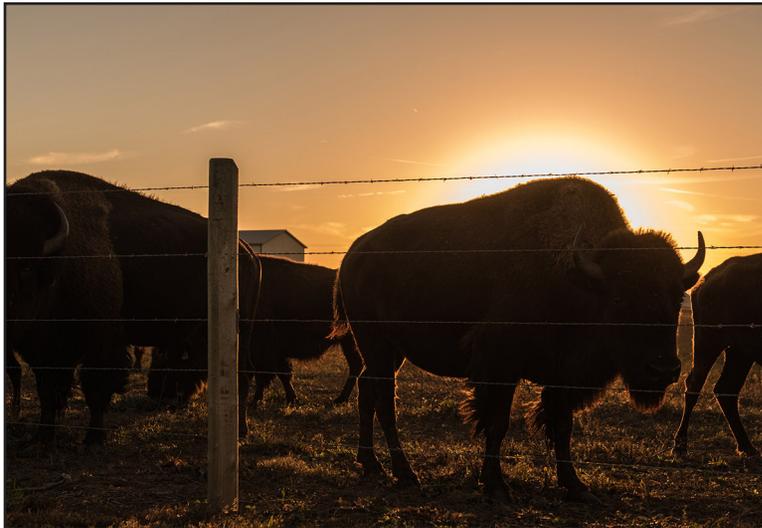
Badger Creek is a part of the Badger Creek Watershed Association and is managed as resource to reduce flooding and improve water quality in the Badger Creek Watershed which is part of the much larger Red Rock Reservoir Management zone. Although originally intended to be an intensive use recreation area with shelters and campgrounds, it is managed primarily as day-use area for passive recreation opportunities such as fishing, boating, hiking and birding. Badger Creek

is owned and managed by the Iowa Department of Natural Resources.

Badger Creek is an excellent site for pheasant, waterfowl, quail, and other small woodland game. There is no marked trail system so hunters must make use of wildlife paths.

There are two boat ramps, one on the east side and one on the west. While there are no motor restrictions, this is a 'no wake' lake. Available for anglers' convenience are two fishing jetties on the east side and several more on the west. Water species include Large Mouth Bass, Crappie, Bluegill, and Catfish.

Average visitors to Badger Creek Lake in 2011 totaled 61,190, with an estimated total expenditure of \$3,340,362. In 2009, Badger Creek Lake had an estimated 78,978 visits, resulting in \$5,366,524 direct spending, and a total income effect of \$1,340,195.



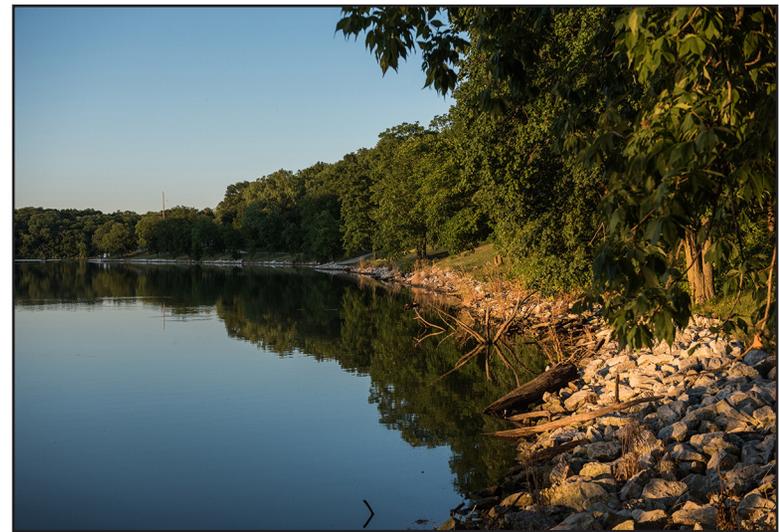
Bare Bison Ranch

Bison were once plentiful in Iowa, particularly in the northwestern and north central parts of the state. But in the late 1890s, the numbers

of bison across the continent dropped as low as 1,000 due to over-hunting. The last wild bison seen in Polk County was in 1850 and they completely disappeared from Iowa in 1870. Bare Bison Ranch is trying to help bison make a comeback here. Bare Bison Ranch is privately owned and managed by business partners Johnnie Kennell, Scott Sullivan, Nick Fiala, Josh Haufbauer and Dean Quirk.

Cedar Bridge Park

The 25-acre Cedar Bridge Park is one of the most popular parks in Madison County due to its picturesque photo opportunities, close proximity to Winterset, and, of course, the Cedar Covered Bridge. The Cedar is the only covered bridge in the county still open to vehicular traffic. There is a gazebo and shelter for picnicking, and pit/vault restrooms. This is a day-use park.



Cedar Lake

Cedar Lake is located a few miles north of the City of Winterset, directly to the west of the Cedar Bridge Park is Cedar Lake. The beautifully mown, tree-lined shore makes this a popular spot for fishing and picnicking. The 70-acre reservoir is an excellent site for hunting waterfowl, and catching Bluegill, Catfish, and Large Mouth Bass. The lake

is managed by Winterset Municipal Utilities and is the drinking water supply for the residents of Winterset. The Historic Jurgensen Bridge was relocated to this site in 2019. In 2022 with the completion of the Cedar Lake Nature Trail, users can now walk around the lake (approx. 3.2 miles). The nature trail has a unique human powered pulley system that you must use to cross the creek. Boats are allowed; however, boats are restricted to only use of electric motors. Picnic tables are located throughout the park. There is no camping allowed at this park.



City Park

Once referred to as “Buffalo Hollow,” City Park has been a popular venue for many visitors and residents of Madison County for nearly a century.

According to Mueller’s book, “The first patch of land, consisting of 2.75 acres, was purchased of Washington Cassiday and R.A. Stitt, May 21, 1869, for which the city paid \$57.50. On the 15th day of October, 1872, twelve acres was secured of C. D. Bevington and Joseph J. Hutchings, in consideration of \$2,000, and on the 17th day of September, 1875, the remaining six acres was bought of Henry Smith, and cost \$200. The total amount paid for the twenty acres comprising the city park was \$2,257.50 — a mere bagatelle as compared with the value

of the land at the present day. For a good many years this beauty spot was given over to the pasturage of cattle and it was but a few years ago that certain persons, economically inclined to an inordinate degree, and having nothing of the artistic in their souls, suggested that the park be sold, and the money turned into the general fund of the city. This alarmed that class of the citizens having an eye to the beautiful and the essential needs of a growing community and incited them to resist any movement toward the alienation of the park land. Furthermore, certain of the women persuaded the council to desist from putting the land to any use other than that for which it was purchased and obtained authority to raise funds for its adornment, beautification and preservation as a summer resort and pleasure ground. With this object in view the women went ahead, secured money by ways and means peculiar to themselves and made considerable improvements on the grounds. This revived the dormant interest of the city in its park and it is now anticipated that within a year or two the authorities will create a park commission, under whose administration, with the appropriations which will be sought, the park will not only be one in name, but also in fact.”

Indeed for many of its early years, the city council leased City Park as cow pasture at \$2.00/acre. There were also abandoned stone quarries within the park, and it had become both a dumping ground and a place to cut down trees for firewood for many residents. In 1889, Winterset News and concerned citizens brought attention to the condition of the park, calling for it to be fixed up. Many took the work on themselves.

Ray Wyrick was a landscape engineer who was hired by park commissioners to lay out the road through the park and outline a plan for park development. Wyrick was a young graduate of Civil Engineering and Landscape Architecture who loved the outdoors. He immediately recognized the beauty of City Park and laid out the roads so that visitors might see it too.

When Andrew Crawford died, he set aside \$25,000 for the park and made Harry Tidrick, Steve Hays, and Judge Cooper trustees of the fund. The land from the south part of the park to Middle River was purchased. Emil Allgeyer, a farmer and oil man who lived in Douglas Township, gave \$16,000 to the City Park for a community house. James McGlothlen, a retired farmer, gave \$1,000.

The Current Topic Club laid out its first flower beds and furnished the plants. It also gave the first fountain.

The limestone gateway to the park was a gift from the Winterset Women's Club. The stone bridge was once over a popular wading pool called Old Ten Foot, before being filled in.

There are three beds of limestone in City Park - the Winterset, Bethany, and Hertha. David Harris and Elias Stafford both opened quarries here, and it is noted in the May 27, 1925 issue of *Winterset News* that the limestone for the first courthouse was built from the quarries in the park.

Clanton Creek Natural Resource Area

This 715-acre park is entirely pedestrian only. It is made up of three adjoining management units: Deer Creek Unit (120 acres), Turkey Ridge Unit (275 acres), and Clanton Unit (320 acres). Maps are available on the Madison County Conservation Board website. The vastness of this park makes it a pristine wildlife area, excellent for both hunting and photography.

At nearly 715 undeveloped acres, Clanton Creek Natural Resource Area is sure to delight hikers with a truly wild, unspoiled expanse to explore. It is the largest area of land-locked wilderness in Madison County and, with no interior roads of any kind, hikers share the view with only the wildlife. Depending on the hiker, there is a two-mile loop, or, for the more hearty, an eight mile out-and-back. Trails are marked at every 1/4 mile, and traverse varying landscapes from gently rolling hills

to steep ravines. Two hike-in primitive campsites can make it a week-end retreat. The two-mile loop takes from two to three hours and the eight mile out-and-back takes four to five hours.

White-tailed deer, turkey, squirrel, pheasant, quail, and other small game are found in dense woodlands of the Clanton Creek area.

A six-acre pond is located on the west end of the Deer Creek Unit. As there is no access road, anglers must hike in from the west parking lot. The pond, reaching up to 26 feet deep, is an excellent prospect for Large Mouth Bass, Crappie, Bluegill, and Channel Catfish. Electric motors are allowed but not needed as shoreline accessibility is good.

The Clanton Unit offers two primitive sites that are hike-in only. If visitors are looking for a true escape from modern conveniences, this is it. The sites are located along the trail on the eastern portion of the Clanton Unit and are marked only by a small sign and fire ring.

Criss Cove County Park Pond

A small, easily accessible park located seven miles south of Winterset. Criss Cove is very popular among the locals for fishing and camping. This 45-acre natural area has a 9-acre pond and is an excellent site for nature study and photography. There is a pit/vault restroom located near the camp-ground. There is no public hunting allowed at Criss Cove.

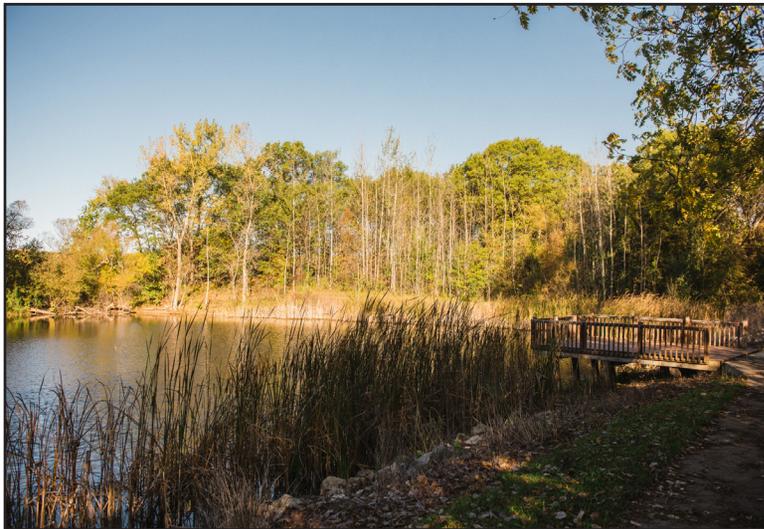
A mown path meanders along the west side of the park connecting the campground to the fishing pond. At about a quarter of a mile, this is an easy hike through the park's woodlands, native grasses and wildflowers.

Criss Cove is one of the most popular fishing holes in Madison County. It is a small 9-acre pond reaching 25 feet deep and is surrounded by a mown shoreline. The park features a small boat ramp, a boat dock, and two fishing jetties. Boats are restricted to electric motors only. The main species are Large Mouth Bass, Bluegill, Crappie, and Channel Catfish. The easily accessible shoreline makes this a popular fishing spot for children.

This park offers a small campground with 18 rock-padded, electrical sites and a grouped primitive area for tents. There is a water hydrant at each site and pit/vault bathrooms. There is no bathhouse or dump station.

Deer Creek Wildlife Unit Pond

A six-acre pond located within the Clanton Creek Natural Resource Area, a 1,115 acre wildlife area in Madison County, approximately three miles southwest of East Peru. There are no interior roads enabling the area to be one of Madison County's most pristine wildlife areas and prime public-hunting areas. The pond has a maximum depth of over 25 feet. Largemouth bass, bluegill, crappie and channel catfish are kept stocked in the pond.



Fellowship Forest Pond

Fellowship Forest was originally established as a Methodist Church youth camp, but was donated to the Conservation Board's foundation in 1988. This 60-acre park is managed as a day-use picnic area, as well as a public hunting and fishing area. Fellowship Forest consists primarily of upland hardwood forest with some bottom land timber. A beautiful meandered creek flows through the entire length of the park, cascad-

ing over numerous limestone outcroppings, creating three- to five-foot tall waterfalls.

The small half-acre pond provides good fishing for beginners and is well-stocked with catfish, bluegill and largemouth bass. Hunting for White-Tailed deer, turkey, squirrels and other small woodland game is allowed. The trailhead is located on the north end of the pond dam with trails looping through the west half of the park. The trail is approximately 1 mile in length and remains fairly level throughout.

A large variety of spring time woodland wildflowers makes this a good area to explore in late April and early May. This is also an excellent birding area throughout the year. A small creek cascades through the limestone geology of the park creating a number of small waterfalls and exposing layers of limestone, shale, slate and other unique rock formations. Visitors will need to venture off the groomed trail system to explore the unique ecology of the creek found in the valley basin. Be alert for sightings of amphibians and reptile species when exploring the creek area.

Goeldner Woods

With a cool north-facing slope, this park is a must see during the months of April and May when the woodland wildflowers make their debut. Extensive hiking trails through the woods make viewing the flowers an easy excursion, and picnic grounds and pit/vault restrooms make this the perfect secluded spot for a springtime picnic. There are no camping or fishing spots at Goeldner Woods.

At 44-acres, this park is small and very secluded. The trail system is comprised of two main trail loops. The upper loop, circling behind the picnic grounds, is about a half mile long. It is relatively level and makes for a pleasant 10-minute stroll through the woodlands. The lower loop, approximately 1 1/2 miles long, explores side slopes and river bottom leading to steeper gradients. Watch for a couple of mucky spots if there has been any rainfall. The entire trail system can be completed in

about one hour, with a nice picnic spot between the two trailheads.

Goeldner Woods is a dense woodland with both upland timber and river-bottom. The access road is nearly a mile long, making this area very secluded and an excellent site for deer, turkey, and squirrel.



Guye Woods County Park

Guye Woods' visitors are greeted by a 100-foot-long cable suspension bridge, completed in 1985, over North River that provides the only access to this densely timbered 93-acre wilderness. Once park visitors cross the bridge they encounter a lush river bottom timber that quickly gives way to steeply elevating slopes that grow some of the finest upland hardwood timber anywhere in the county. This tract was a treasured retreat of the Guye family. Margaret Guye donated the property to the Conservation Board in 1985.

Guye Woods is bordered on the north by North River. A high hill located in the southern reaches of the park is designated as the highest elevation in Madison County. This area is managed as a "wilderness"

area as a means to protect the quality of flora and fauna found in this unique location. Public hunting is allowed.

Guye Woods is located off of Cumming Road/G4R (north onto McBride Road, then west on I 60th Street).

The park features:

- A 100-foot-long cable suspension bridge over North River (no formal canoe access at this site)
- A memorial stone recognizing the Guye family as one of Madison County's original settlers
- Catfishing in North River
- Public Hunting: Excellent area for White-Tail deer, turkey, squirrel and other woodland wildlife
- Hiking Trails: No groomed trails; users are required to utilize the abundant game trails to navigate through this wilderness area
- A large variety of woodland wildflowers in the spring
- Birding, especially neo-tropical species through the summer months



Hanson Prairie

Hanson Prairie provides visitors with an excellent representation of what Iowa would have looked like to the first settlers moving into the area in the 1800s.

This 30-acre tall-grass prairie is a “labor-of-love” product of Dick and Lou Hanson who began converting a creek bottom farm field to a warm season tall-grass prairie environment in the mid 1980s. The Hansons, who resided adjacent to the preserve, donated their prairie to the Madison County Foundation for Environmental Education (MCFEE). In the summer of 2000, the Madison County Conservation Board entered into a management agreement with MCFEE and oversees and manages the area as a prairie preserve, and will continue to incorporate a diversity of wildflower species.

The prairie is divided into two segments as Cedar Creek meanders through the middle of the prairie preserve. The public is encouraged to come and explore the “tall-grass prairie” ecosystem that once covered over 90 percent of the State of Iowa. Hunting and camping are not allowed.



Jensen Marsh

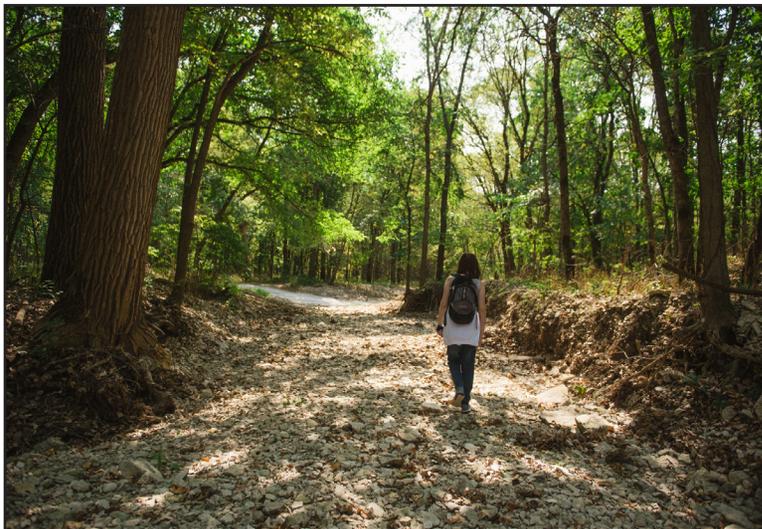
Jensen Marsh is a 190-acre wildlife area located three miles south of Bevington. The marsh serves as a year-round viewing area for various species of waterfowl, and aquatic reptiles, mammals, and amphibians. In addition to wetland animal species, there are wetland plant habitats, wooded timbers, and tall grass prairie areas. This is one of the few wetland areas in Madison County. This park allows for public hunting, non-motorized boating, and hiking at all times of the year. Jensen Marsh is part of the central Iowa birding trail known as the Makoke Trail. Jensen Marsh is one of twenty-two sites in Central Iowa that has been designated as “one of the richest areas in the state for observing birds.”

An abandoned railway runs the 1.25 mile length of the park. While it is open to hikers, the rail trail is mostly used as a vantage point to observe the many species of waterfowl and shore birds that flock to the marsh during the spring, summer, and fall. The Conservation Board encourages the use of binoculars, field scopes, and field guide books when observing this area.

Public hunting is offered at Jensen Marsh. The most popular species to hunt in this area is waterfowl but white-tailed deer, turkey, pheasant, and other small game also make use of the marsh.

Makoke Birding Trail

The Makoke Birding Trail provides for a unique and high quality passive recreational opportunities for bird and wildlife viewers. The trail encompasses parts of Jensen Marsh and Pammel Park. The Makoke Birding Trail is part of the story of the rich and diverse natural resources for birding and recreation in Madison County. The trail is home to more than 300 bird species, and provides refuge for birds as they migrate, nest, and winter. The rivers running through Madison County, lined by hardwood forests along their banks, provide habitat for many migrating warblers, including nesting species such as Yellow-throated, Prothonotary, and Cerulean Warblers. Oak savanna, one of Iowa's most endangered natural communities, still exists in small pockets throughout Madison County and supports Red-headed Woodpeckers, Eastern Bluebirds, and Orchard Orioles.



Middle River Park

Middle River Park, located on the south edge of Winterset, is managed as a recreational area that provides users with picnic and shelter facilities, river access to Middle River and a hard-surfaced trail system. Middle River Park is 80 acres of primarily woodlands made up of giant Cottonwood, Hackberry, Silver Maple and Walnut trees that grace the lower picnic grounds and two-level shelter facility, gradually giving way in the upper elevations to beautiful stands of native Black Maples and eventually Oak/Hickory forests. Middle River Park adjoins the larger Winterset City Park, with the parks connected by a trail converted from an abandoned road.

The Middle River Park is connected to the City Park by an unmarked trail. Hikers will find the trailhead on the left-hand side of the road leading into Middle River Park near a grouping of large boulders. This trail leads to a park service road that winds through the dense woodlands of the City Park. This road is great for hiking and bicycling, and, during the winter months, it is closed to allow for cross-country skiing. Upon reaching the road from Middle River Park, hikers should take a right turn if they would like to climb up to Clark Tower but must watch for cars and bicycles. The road is extremely narrow and steep in certain places. Hiking to Clark Tower from Middle River Park will take only a few minutes. But hiking the entire trail by way of the City Park can take upwards of two hours.

Located just inside the Middle River Park is the Rocky Creek Trail, a paved path that meanders along the wooded banks of the Middle River. This is a short five- to ten-minute stroll crossing two wooden bridges that are both handicap accessible and excellent for little hikers. It is an out-and-back path, so visitors can either retrace their steps or hike along the main graveled road leading back to their vehicle.

Middle River Park offers nearly one mile of public fishing access along the Middle River. The river enters Middle River Park near the bridge on County Road P-71 (John Wayne Drive) then flows through to the water treatment plant to the northeast. The area is not developed but the river is still easily accessible. The area directly downstream from

the bridge is especially active for Catfish.

Activities at Middle River Park also include:

- **Canoeing & Rafting:** A developed canoe access to Middle River is located on the south end of the park.
- **Nature Study & Photography:** Middle River Park is one of the Conservation Board's best areas to view neo-tropical bird migrants during the spring and summer months.
- **Maple Syrup Collecting:** Beginning in mid to late February, Conservation Board staff tap black maple trees and collect sap for syrup production.
- **Fossil hunting**



Middle River Water Trail

One of Iowa's newest water trails has recently been established on Middle River in Adair and Madison County. The trail begins in eastern Adair County at their Middle River Forest County Park and meanders downstream, covering approximately 45 river miles, and currently ends at the historic Holliwell Covered Bridge located approximately 3 ½

miles southeast of Winterset. It's the perfect place to canoe or kayak.

According to the 2009 Iowa Rivers and River Recreation Corridors Survey, the most popular activities along Middle River were as follows: Observing Wildlife (62.3%), Trails (49.7%), Relaxing (39.4%), Fishing (28%), Canoeing (20.6%), Swimming (17.1%), Camping (17.1%), Other (13.7%), Hunting (12.6%).

North River

North River is a tributary of the Des Moines River which runs from the confluence with Badger Creek to the confluence with North Branch North River in Madison County. North River is 107 miles long and drains an area of 349.2 square miles. It collects a short tributary in Madison County known as the North Branch North River.

According to the 2009 Iowa Rivers and River Recreation Corridors Survey, the most popular activities along Middle River were as follows: Observing Wildlife (52.9%), Fishing (50%), Relaxing (19.2%), Trails (14.4%), Hunting (11.5%), Swimming (3.8%), Other (3.8%), Camping (2.9%), Canoeing (2.9%)



Pammel State Park

Pammel Park was originally one of the first State Parks in Iowa (dedicated in 1928). Pammel Park has been managed by the Madison County Conservation Board since 1989. Pammel is noted for its natural woodland beauty highlighted by its signature limestone ridge known as the “backbone.” Pammel is home to numerous botanical treasures that include a lush diversity of woodland vegetation from wildflowers and native plants to the best quality walnut stands in central Iowa. Some of the oldest recorded oak trees anywhere in Iowa grow from the craggy surfaces of the “backbone.” All this natural beauty is graced with the meandering flow of Middle River. This 350 acre park, with carefully planned development, is quickly becoming the destination park of the Madison County park system.

Middle River makes a great horseshoe loop in the park. The dividing wall (called “The Backbone”) is a natural limestone ridge over one hundred feet high. When standing atop the backbone directly over the tunnel, you can see Middle River flow in all four directions. The geology of the backbone is as extensive as the plant life and well worth explor-

ing.

The only highway tunnel in Iowa, Harmon Tunnel greets all visitors entering the park. The tunnel pierces the base of the limestone ridge and provides access to the remainder of the park facilities. In 1858, William Harmon and his sons dug the tunnel to serve as a small chute to carry water diverted from Middle River in order to power a saw mill. (The saw mill was eventually converted to a grist mill.) The mill was abandoned in 1904 and the tunnel expanded in size to allow for vehicle traffic in 1925. The tunnel has since been expanded even more and reinforced to accommodate modern vehicles.

The Pammel Park Water Ford was constructed in the 1920s by the Iowa Conservation Commission as part of the development of the park in order to allow vehicle passage across Middle River so that park users could gain access to the western half of the park. The ford was reconstructed in the 1990s. During normal river flow levels, vehicles can safely cross the ford which maintains a depth of 2” to 4”. The ford has provided countless hours of recreation for many generations of park visitors who love to wade, splash, and fish in and around the structure. The ford is closed during high water flows and icy conditions during winter months.

Acquired during a recent expansion of the park, a former rural chapel has been transformed into a nature center where many environmental education programs are conducted by the board’s naturalist throughout the year. The County Conservation office is currently undergoing campaign efforts to build a brand new Environmental Center. Nearly five miles of trails wind through Pammel’s woodlands where hikers can explore the many diverse ecosystems created by the river, geology and plant life. Three separate trail systems are located in the park.

- The Backbone Trail can be accessed near the parking lot at the ford or at the Backbone Shelter. This trail traverses the top of the famous limestone “backbone”. The Backbone Trail varies from relatively flat across the top, to steep and narrow when hiking down the side and, depending on the route, takes about one hour

to complete.

- The Lodge Trail, located near the Lodge on the west side of the Park, has two connecting loops so hikers are able to choose the length of their walk. The two loops and main trail are adequately signed and meander through thick woodlands. These trails are relatively flat with few obstacles and are very popular with children. The main trail is the longest with two wooden bridge crossings, and takes about 45 minutes to complete. The trail heads are near bathrooms and play equipment.
- The Interpretive Trail, located across the road from the Lodge trail, winds through dense woodlands and crosses a charming wooden bridge. The entire loop, with slight inclines and declines, takes only about twenty minutes to complete.

Access to Middle River for kayaking and canoeing is available at the Middle River Ford. Some paddlers put in at the ford and ride the “horseshoe” section of the river, stopping at the bridge by the main entrance of the park. Catfish (Channel, Blue and Flathead) fishing is excellent, especially below the ford following heavy flows.

Schildberg Canoe Access

Schildberg Access is located approximately ten miles west of Winterset on the north side of Highway 92, adjacent to the NE corner of the highway bridge. A walk-down ramp is available for canoes and kayaks near the parking area (river-left). Roseman Covered Bridge Access is approximately seven river miles downstream. This stretch of Middle River travels through both timbered valleys and open pasture. A few chutes and riffles are scattered throughout this seven-mile stretch, with a moderately challenging drop-off created by a ledge of shale located a few hundred yards just upstream of the P53 bridge. Middle River is a moderately challenging paddle for experienced canoeist especially at high and low water levels. This stream provides an exciting paddle with occasional chutes and ledges that can be navigated with moderate effort.

South River

South River is a 61.3 mile long river that is seldom wider than 30 feet or deeper than five feet. It flows into the Des Moines River and then subsequently into Lake Red Rock. South River offers many sources of leisure activities such as fishing and swimming. The river holds catfish (of all sorts), bass, bluegill, carp, gar, drum and many other less common species.



Winterset Aquatic Center

Winterset’s Aquatic Center is operated by Winterset Parks and Recreation. The Aquatic Center offers a variety of fun features for the whole family to enjoy such as slides, sprays, shade, grass area, zero-depth and concessions. The Aquatic Center water is heated for added comfort. Aquatic programming includes open swim times, lessons, exercise classes, private parties and lots more. The aquatic center is located at 1201 W. Jefferson Street. For information about pool fees and open hours, visit <https://cityofwinterset.org/park-recreation-department/park-facilities/aquatic-center/>. Open Memorial Day through mid-August.



Winterset Rotary Maze

Robert Harvey, a 1956 Winterset High School graduate and professor of Landscape Architecture in the College of Design at Iowa State University in Ames, developed the maze's design. It was the result of Mr. Harvey's visits with curators of hedge mazes in England. It consists of 1,850 privet hedges and was planted in the spring of 1998 by twenty-five high school students and volunteers. A four-foot fence divides each double row of hedges with a five-foot fully-accessible walking path. In the center of the Rotary Maze is an old English sundial purchased in London at an antique shop. It was adjusted to tell the correct time at this longitude, adjusted for daylight savings time. On the east side of the maze are two 52-foot bocce courts.



Scenic Resources

“And you and I know that not in the whole state is there another valley so peculiarly made, so grandly cut in the canyon walls, as that of the ancient valley below us...you are out of doors in Iowa's finest scenery.” – Herman A. Mueller, *History of Madison County and Its People, Volume 1*, 1915

The Covered Bridge Scenic Byway offers views of rolling hills and the valleys of North River, Middle River, Clanton Creek, and Jones Creek. The hills and valleys are covered with native grasses. The route is punctuated with bright botanical gardens, native stands of oak and hickory forests, century farms, vineyards, and cultural landmarks such as the world-famous covered bridges of Madison County.

In the northeast region of Madison County, idyllic horse ranches dominate the landscape, with perhaps the highest concentration of quality equestrian facilities in Iowa. This includes the presence of Iowa's only polo grounds, Polo Pointe, and the Moffit Lake Equestrian Center. The North River valleys represent a significant landform typical of the south-central Iowa driftless region that was spared the most glaciation associated with the Des Moines lobe glacier. The underlying geology,

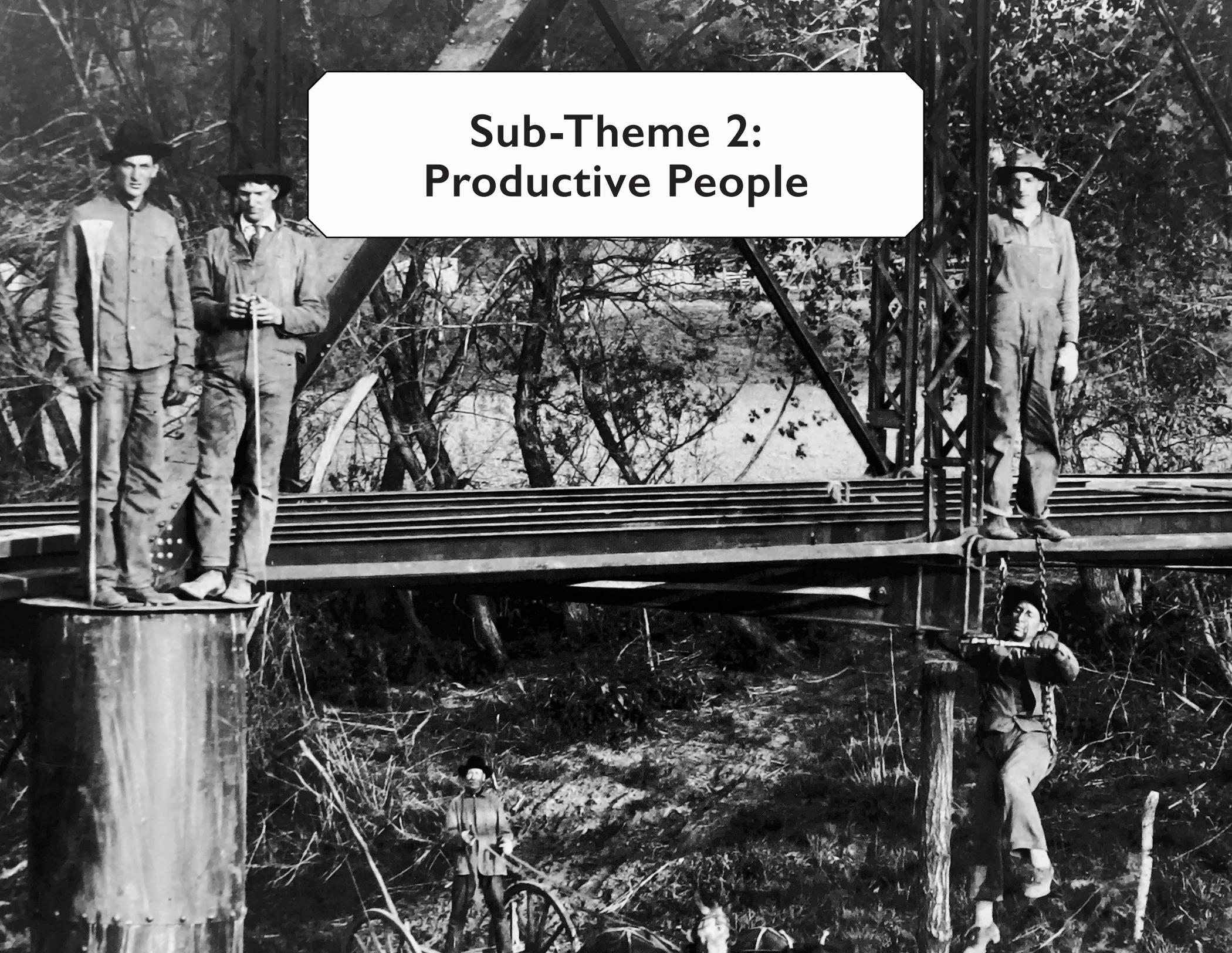
mostly hidden but with some exposed limestone outcroppings, is the foundation of the many river valleys aesthetically unique to Madison County. Layer upon layer of limestone make up the centuries-old layers of Devonian age fossils (full of coral and brachiopods) from an ancient time when this area was an inland sea. Runoff from the glaciers that stopped just north of what is now Madison County, through constant churning and flow, helped create the river valleys associated with the county – Middle River, North River, North Branch of North River, Cedar Creek, Jones Creek, Clanton Creek, and South River.

North River Valley provides travelers with the unique view of a large complex of wetlands (over 5,000 acres) comprised of three connecting management units known as Mallard Flats, Quail Ridge, and Bauer Bottoms.

The Cumming Road portion of the byway slices through the middle of this diverse ecosystem, offering glimpses of migratory wildlife.

Layer upon layer of fossil-enriched limestone was formed in this area during the Carboniferous era and remain as the dominant natural landscape feature of Madison County.

Sub-Theme 2: Productive People



Madison County is part of the Southern Iowa Drift Plain and its abundant natural resources made it highly desirable for natives, early settlers, farmers, innovators, and builders.



Native Americans along the Covered Bridges Scenic Byway

“Let me go back and take one drink more from the old spring.” - Meskwaki Woman, 1845

According to the Iowa Historic Indian Location Database (HILD), the earliest accounts of Indians in Iowa came from explorers along the Mississippi, but there are very few tribal locations shown in historical documents in Iowa prior to 1825. After Fort Madison (1808–1813) was overrun, there was no official U.S. presence in Iowa until the establishment of Fort Des Moines No. 1 at Montrose in 1834. Historically, the Dakota traveling range expanded to St. Louis, but the intensity and extent of their habitation range was unknown. Although sparse, the data suggest Dakota were well established along the Upper Iowa and were living in central Iowa as well. There are claims that Dakota wintered in Madison County along the North River in the 1700s and 1800s, and that there they had a battle with Sauk and Meskwaki

(sometimes spelled “Mesquakie”) in the early 1800s.

According to Mueller’s *History of Madison County & Its People*, before the Algonquin tribes (Sac, Fox) were here, Sioux family tribes roamed over Iowa. They reportedly found a winter retreat at the junction of North Branch and North River, and in the early part of the 19th century, fought the Algonquian tribes in this region.

From the website *Meskwaki Nation: Sac and Fox Tribe of the Mississippi in Iowa*, the Meskwaki people are of Algonquin origin from the Eastern Woodland Culture areas. The Meskwaki spoken language is of similar dialect to the Sauk and Kickapoo and they are working hard to maintain it.

The tribe has been historically located in the St. Lawrence River Valley, Michigan, Wisconsin, Illinois, Missouri, and Iowa. Meskwaki were called “Renards” (the Fox) by the French, but have always identified themselves as “Meskwaki.” The Meskwaki fought against the French in what are now called the Fox Wars (1701-1742) and in 1735, the Sauk and Meskwaki allied together to fend off Europeans and other Indian Tribes. Both tribes moved southward from Wisconsin into Iowa, Illinois and Missouri. Even though the Meskwaki and Sauk are two distinct tribal groups, with linguistic and cultural similarities, the two tribes have often been associated throughout history.

The area now part of Madison County was at one time home to the warring tribes of the Algonquin and Sioux. In order to bring peace to this region, during the early 1800s, the U.S. Government stepped in and allotted this portion of Iowa to the Algonquin tribes, moving the Sioux borders to the north and west. After the Black Hawk War of 1832, the United States officially combined the two tribes into a single group known as the Sac & Fox Confederacy for treaty-making purposes.

Through a series of land concessions in 1845 under the name of “Sac & Fox,” the Sauk and Meskwaki formally lost all lands and were re-

moved to a reservation in east central Kansas. Choosing to remain, some stayed hidden in Iowa, while others left for the Kansas reservation only to journey back to Iowa over the next few years. According to George Guye, who arrived in Madison County in 1846, when the Indians left Madison County “they left a broad trail right down the divides. There was no difficulty in finding the trail.”

“Madison County was known as Black Oak Grove to the few whites who had been through the country before we came. There were plenty of Indians when we came. This country belonged to the Sacs and Foxes and the Pottawattamies. The Pottawattamies* and Foxes seemed to be together a great deal. The Fox Indians were the Mesquakies and they were short and rather heavy set Indians. The Pottawattamies were larger. The Mesquakies were here when we came. I learned their language and could talk it as well as I am now talking to you. One time a big lot of them camped on Middle River west of Buffalo. Yes, that whole valley clear west to the Backbone was then covered with timber.” George bought furs from them. “There must have been 300 of them in that bunch,” he recalls. George said that there weren’t many Indian towns in the county. “There was a good big Pottawattamie town near Spring Hill in Warren County. There was a big Indian town on North River where the John Cox farm is. The empty huts or teepees stood there four or five years after we came.” The teepees were made of lodge poles and elm bark. “There must have been one hundred or more of those teepees on North River.”

*(The correct spelling of Pottawattamie is Potawatomi. The Potawatomi are members of the Algonquin people originally of Michigan and Wisconsin.)

George Guye, whose property included the field that the Indians had cultivated up to 1844, claimed that the Indians didn’t farm much - just a little corn, a few pumpkins, a patch of watermelons, and a few cucumbers. “They had not fields and only a few cultivated patches. They lived on game meat. There was wild fruit and nuts as well, but their main

food was meat.” Guye recounted that there were thousands of deer, elk, and wild turkeys in the county, but the buffalo were gone (though thousands of their bones remained). He claimed that the Indians would burn the country in the fall in order to see game better while hunting. Guye recalled that there were many wolves and coyotes. “I never knew of an Indian killing a wolf. They never told me why. I think they considered them sacred. When I would go to one of their camps I would see the wolves sitting all around it. I never saw an Indian kill any kind of a snake.” He also remembered that the Indians had many dogs, some which were crossed with wolves, and others like Eskimo dogs.

Account of J.M. Lee, October 15, 1931: “Our family arrived at the farm of my uncles seven miles northeast of Winterset near the town of Patterson on the first day of May 1855. Our father took up land in section 17, Grand River, where a cabin was built... Our nearest neighbors were rattlesnakes, Indians and deer. A small piece of prairie was broken out and some sod corn and a few potatoes were planted, but little good it did as the frost took the crop and the prairie fire destroyed the hay and our fence. If nature had not provided well for use our lot would have been worse. The wild fruit, plums, grapes, crabapples, and berries, with the nuts of all kinds, made a large share of our food.”

Account of Opal Clark Elderkin, 1933, daughter of Joel Nathan Clark and granddaughter of Caleb and Ruth Clark, 1933: “They had a large hickory grove near the cabin, and grandpa built a big fireplace... In a tree, not far from the cabin, a little papoose was hung in a hollowed log by hickory strips. Later on these strips rotted, letting the body fall into the stream below, and it floated down the river. The first Indian they saw rode a white pony. He said he was a Pottawattamie and that the dead baby in the tree was his little brother. He said there was four hundred Pottawattamies in his party on their way to Kansas, but these did not pass the cabin.”

Account of Nancy Clark Smith: “While we were there, we saw our first Indians. There were about five hundred of them. They were going West. One Indian came to our house. He was very nice. He wanted something to eat. Mother didn’t have much, but gave him some corn

bread and biscuit. He put the biscuit in the front of his hunting shirt and said, 'Me take home papoose and squaw.' He ate the cornbread."

"A band of Indians were camped on Cedar creek two miles from Winterset. The chief of the party was seriously injured by the accidental discharge of his gun while riding through the timber on horseback." *Winterset Madisonian*, February 9, 1870

Account of William Gentry, who came to Madison County in 1847 - "Indians were numerous but always friendly."

Located on the Cedar Creek, not far from where Hanson's Prairie Reserve is located, was a sizable village. The population of this village is thought to have been between one hundred to two hundred people. Cedar Creek provided the village with water which also attracted game, the bluffs offered protection from the elements, the trees provided building materials, and the meadow offered forage for their animals. By the accounts of a fur trader who passed through this area in the early 1800s, this village had been abandoned after the floods of 1843.

One of the larger villages was located at the junction of the North River and North Branch. Between 1800 and 1845, this location was probably the center of Indian affairs in Madison County and its population is thought to have reached upwards of 500 inhabitants. This junction was also a favorite hunting ground of the Sioux and, before 1842, many battles between the tribes were fought in this region. Throughout, there was an unbroken presence in Iowa and by 1856, the State of Iowa enacted a law allowing the continued residence of the tribe.

On July 13, 1857, the Meskwaki formally purchased their first 80 acres in Tama County, which gave formal federal identity to the Meskwaki people as the "Sac & Fox In Iowa." Then 10 years later, in 1867, the United States government allowed the Meskwaki living in Iowa to receive federal annuity payments for the first time. This unique identity (that of unclear jurisdictional status since the tribe had formal federal recognition but also continuing relations with the State of Iowa due to

the tribe's private ownership of land) allowed the Meskwaki people to be virtually ignored by federal as well as state policies. Always persevering, this gave them time to return, thrive and grow.

Every year between 1857 and 1866, different groups of Meskwaki returned to the Settlement, with the majority coming to the area after 1862. The tribe traded 130 trees to obtain funds to purchase another parcel of 40 acres in January 1867. This expanded the Meskwaki Settlement to almost 3,000 acres.

By generating income through trapping and by accumulating annuity payments, the tribe was able to purchase additional land between 1867 and 1901.

During this 30 year time period, the Meskwaki people were able to live a more independent lifestyle than other tribes confined to regular reservations strictly regimented by federal authority.



Courtesy Henry J. B. Cummings in the public domain. Digitized by Google.

Early Settlers/Pioneer Life

From "The People of Iowa on the Eve of the Civil War" by Morton M. Rosenberg:

"Several factors tended to encourage heavy immigration into the state. The most compelling factor, perhaps, was hunger for land. The construction of railroad lines to the Mississippi was a great improvement in the facilities for overland travel. No less than three railroads reached the Mississippi from the East in the middle of the decade of the 1850s. These were the Rock Island, the Northwestern, and the Burlington which came to the great river in 1854, 1855, and 1856, respectively, and offered improved transportation facilities. In addition, guides for immigrants were published in newspapers throughout the East and South describing in glowing terms the wonderful opportunities to be found in Iowa. "Iowa" became a common household term in the eastern states. Speculators in land, land investment companies, and railroad companies encouraged thousands to migrate to the new areas west of the Mississippi."

"An almost insatiable land hunger was a major characteristic of the American pioneer. He constantly sought to acquire new and better land holdings. In New England the farmer had to work a soil which was of poorer quality than that held by his counterpart of the Midwest. In the South the small landholder could not compete with the larger plantation owners who devoured the best crop lands...Not only farmers, but merchants, businessmen, and professional men also sought the new and better life in the young state of Iowa, where everyone might start anew, on a better footing it seemed, and on more equal terms with each other. A serious outbreak of cholera in the Middle Atlantic states and a severe drought which gripped the entire Ohio Valley during the growing season of 1854 motivated thousands of Americans to leave the Northeast for happier and healthier regions."

According to research conducted by Winterset librarian David Hargrove, the majority of the first settlers in our townships came from Ohio, followed by Indiana, Pennsylvania, New York, Kentucky, Virginia, and Ireland, in that order.

The federal census of 1850 shows that more than 16.5% of the inhabitants of Iowa originated in the deep South or in the border states. Another 16% came from the Middle Atlantic or New England States. Still another 16% came from Ohio, while the other states of the Old Northwest combined to contribute 17%. About 20.5% of the residents in Iowa in 1850 were born in the state; all others originated in other parts of the country or migrated from abroad." Certain interior counties also contained large groups of Southerners, including Jasper (31%); Marshall (24%), Polk, (25%), Dallas, (25%), Keokuk, (21%), Madison, (35%), and Warren (26%).

While the settlers of Iowa were predominantly native-born, the foreign-born population nevertheless comprised more than 10% of the total in 1850. The foreign-born element came mainly from Great Britain, Ireland, Canada, Holland, Scandinavia, and the German States. Others, not so numerous, journeyed to Iowa from France, Switzerland, and the Austrian Empire. The bulk of the foreign-born group, however, originated in the German States, Ireland, and Britain which, combined,

accounted for more than 8% of the total population. Germans held the lead, contributing 3.7% of the total, while Britain and Ireland followed with 2.5% each. All other nations yielded less than 3% collectively. All told, of a total population of some 192,000, about 20,800 were not natives of the United States.”

In 1849, there were 701 people living in the newly established Madison County. In one year, the population had grown to 1,174. In the subsequent years, the population grew as follows:

Year	Population
1851	1,492
1852	1,832
1854	3,122
1856	5,508
1857	7,081

“Nature was at its loveliest.” - Emma Hart Hollen

“The pioneers who endured the toils and hardships to turn the wilderness into the prosperous and happy community in which we of the present day, make our comfortable homes.” *The Madisonian*, July 19, 1899

Until 1848, Madison County and Warren County were both precincts of Marion County. (Madison County was then known as Black Oak Grove precinct.) In April of 1849, Madison County became a separate entity.

However, as early as the autumn of 1845, the county was open for settlers. The first settler, Hiram Hurst, arrived in the spring of 1846. Early settlers came from Missouri first, then Indiana (starting a colony of Hoosiers), Illinois, and Ohio (forming the Ohio township), often creating communities with others who immigrated from the same countries and/or states. Irish immigrants settled mostly in Lee and Crawford townships, Germans in Jefferson township, and Quakers near Earlham. A Swiss-German settlement from Ohio set up in Penn township, and a

Kentucky settlement in South and Scott townships.

Many settlers came to Madison County from Clayton County, which was well-settled by 1845, because land was less expensive here and the climate more moderate than it had been in the northeastern portion of the state. The first wave was from 1864-1873. Clayton County settlers preferred Jefferson Township due to the character of the soil (which resembled that of Clayton County), and the smooth undulated surface in the northern part of Madison County.

“The Clayton County settlers were an honest, sober, industrious class of citizens and were progressive farmers. They became identified with Madison County’s best farmers...” *Madison County History*

The first settlers found what they needed in Madison County, including:

1) Running water

- “Three River Country,” in which the North, Middle and South River cut through the county, offered numerous streams, creeks, and springs providing clean drinking water for both human consumption and livestock. Running water provided another important benefit as well - the ability to harvest water to power grist and saw mills.
- “There is perhaps not a county in Iowa or the entire Mississippi Valley with such an abundance and finely distributed supply of water.” - “Three River Country”
- “...Water may be obtained almost anywhere (in wells of moderate depth)” - *A.T. Andreas Illustrated Historical Atlas of the State of Iowa*, 1875

2) Timber:

- Groves of fine timber to build homes, barns, and other essen-

tial buildings, as well as wood for fuel which allowed people to heat their homes and cook food. Native walnut was often used for woodwork such as trim, cupboards, staircases, and fireplaces.

- “Timber is abundant along the principal streams, and the county has enough for all its local needs, consisting of all the varieties common in Iowa. It is frequently of heavy growth and excellent quality.” *A.T.Andreas Illustrated Historical Atlas of the State of Iowa, 1875*

3) Native wild grasses (particularly blue stem and slough grass) for covering barns.

4) Corn: One of the most useful crops in pioneer days, corn was ground into cornmeal for baking, provided feed for livestock, etc. Other grains included oats, rye, barley, and buckwheat.

5) Limestone: Plentiful and of good quality, limestone was very useful for building homes, barns, and other buildings.

- “The rocks of the upper coal measure abound in excellent building stone, and the quarries of the county have become famous. Some good sandstone is procured, but the limestone is by far the most abundant and valuable.” *A.T.Andreas Illustrated Historical Atlas of the State of Iowa, 1875*
- “Large quantities of Madison County building stone are taken to Des Moines and other places.” *A.T.Andreas Illustrated Historical Atlas of the State of Iowa, 1875*

6) Native crops: Currants, gooseberry, rhubarb, wild plums and grapes, apples and crab apples, wild strawberries, raspberries, blackberries. Black walnuts, butternuts, hazelnuts, and hickory. Sugar maple trees and sorghum. Fruit trees, such as apple, grew well here without the threat of diseases.

7) Wild bees for pollination of plants and honey.

8) Flax and hemp used to make rope, etc.

9) Wildlife for food: Elk, deer, wild turkey, fish, etc.

From “A Pioneer Settlement in Madison County” by W. S. Wilkinson: “During the winter, reports came to us that the country up here was a fine place with good soil, nice rolling prairies, plenty of stone, an abundance of fine flowing springs, plenty of good timber along the streams, and that the principal undergrowth was rattlesnakes.”

Some settlers moved here from the south because they did not support slavery. Members of the Kentucky settlement came here because “they were obliged to leave on account of their sentiments on the slavery questions.”

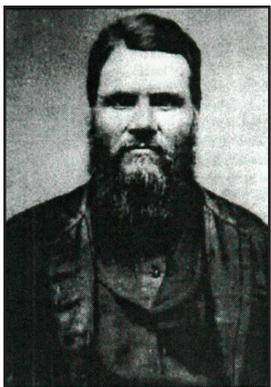
The importance of the early establishment of mills (and their prevalence) in Madison County cannot be understated. “Being able to grind grain and to saw logs into lumber was crucial to early settlers. The county was fortunate to have three rivers upon which to locate water powered mills and many were built.”

Prominent Pioneers

“And this county in Iowa, which bears the aristocratic name of Madison, has about as little of aristocracy as can be found in any intelligent, progressive community. In the simple life and earnest toil of agricultural people, there is neither time nor taste for the cultivation of aristocratic ideas.” - *The History of Madison County, 1879*

Hiram Hurst

Hiram Hurst was born in Washington County, VA, March 1, 1821. He was married to Elizabeth Todd, December 20th, 1840. Hurst moved from Virginia to Tennessee, then to Missouri, and then to Madison County on April 1, 1846, claiming the title of the first white settler to stake a claim in Madison County.



His first claim was in Section 36 of the (now) Crawford Township, near the later home of Joseph H. Duff. As Herman Mueller wrote, "He had his ax and a superabundance of energy, strength and ambition, all salient attributes of the frontiersman. Nor was he lacking in ambition to carve out a home and habitation for himself and a large family dependent upon him. Here he was, an Ishmael in the wilderness; an involuntary absentee from his former haunts. For it is part of the tradition surrounding this historically interesting character

that he was compelled to leave Missouri; or, in other words, he was a fugitive from justice. As reputations go, when bandied hither and yon by the evil minded or credulous, Hurst was credited with having killed his man. Another one had it that he burned a neighbor's property in spirit of vengeance, and again, the story was rife in the early days that the pioneer settler of Madison County was a petty thief, in that he had stolen a bunch of Missouri hogs. These were the idle and harmful tales extant among those who followed Hurst into the wilderness, but the real character of the man and the place he attained in the confidence of his new neighbors are not consistent with moral turpitude and wrong doing."

According to the Guye family, Hurst had constructed a small cabin of buckeye and hackberry, which he covered with elm bark. He cultivated a small patch of corn in the spring and summer of 1846. In the fall of that year he returned to his old home in Buchanan County, Missouri, where his friends "settled the difficulties facing him." He then packed up his household belongings, and with wife and children came back to his Iowa home.

Mueller writes that Hiram Hurst remained on this place, situated on Section 36, in Crawford Township, until July 1847, when he sold his claim to Thomas Cason, who settled in Crawford about that time. Hurst then took a claim in Section 29 in South Township, living there until the fall of 1851, when he sold to N. S. Allcock and moved to Scott Township. In 1854 Hurst secured a tract of land on Section 26, Scott

Township, of E. M. Greenway, an eastern speculator, for which he paid \$68, and in the fall of the same year sold land in Section 20, South Township, to John Creger. Before the end of the year he was with his family in Otoe County, Nebraska, and was one of that community's first settlers.

"No stain remains upon the name of Madison County's first settler. As will be seen, in a reminiscent article prepared by Samuel Fife, who worked for Hurst in 1851, an honest and unbiased tribute is paid the first settler's character. Mr. Fife portrays him as 'a very quiet man, of good judgment, and had a fine family. His family here was composed of a wife and four little boys. I have worked for him several times and always found him a gentleman and his wife a perfect lady.'"

Hurst moved on to Nebraska in the fall of 1854 and settled on the Missouri River at the mouth of Weeping Water (now Otoe County). He farmed and was the first Justice of the Peace in the county, an office he held continuously for twenty years. Hurst was a Baptist minister for a number of years before his death, which occurred on September 18, 1889.

Elizabeth Todd, Hiram's wife, was born in Kentucky on October 25, 1824, and died on August 24, 1874. Together the Hursts had eleven children, seven of whom were: John M. Hurst, Wymore, Nebraska; James H. Hurst, Almena, Kansas; William H. Hurst, Gincite, Missouri; Thomas J. Hurst and Isaac N. Hurst, Wymore, Nebraska; Isabelle Hughes, Omaha, Nebraska; and Martha M. Bales, Talmage, Nebraska.

Hiram was married three times. His second wife died before one year of marriage. His third wife was a Mrs. Wood, of Lorton, Nebraska. Together they had four children, three still living: Mollie, Edward and Fred, all living in Otoe county, Nebraska. [Excerpted from a letter sent by Hiram's son, John Hurst, to Herman Mueller and published in the March 22, 1906 issue of the *Winterset Madisonian*]

The Guye Family

LIVES IN WINTERSET.

HUNTED WITH THE INDIANS

The Game of the Early Days. Indian Towns and Indian Life. Settlers From Missouri.

Standing on the lawn of his well-kept home, his tall figure erect, his face lighted up with almost youthful enthusiasm, his voice clear and distinct, with never hesitation for choice of a word, George Guye gave The News the interview that follows.

Mr. Guye is eighty-nine years old. He stands six feet two. His figure is only slightly bent. He uses a cane but he does not need it only that his eyes are dimmed with age, and he uses it for a guide. He had a coal chisel and hammer removing nails from a disordered fence calling when we found him. "I am doing it for want of something to do," he said. "It don't really amount to anything." He jangally consented to allow a snapshot of himself to be taken and "kidded" on our probable failure with himself for a subject.

George Guye, in middle age, was a marked man in a crowd. As an old man his appearance is striking.

George Guye is the only survivor of the men who first entered Madison county on April 28, 1846 to settle on its land. Huret, the man who slightly preceded them, died long ago. Clanton and Coley Clark are dead.

They are the good fellows and after they were gone I bought all the furs they had to sell. There must have been three hundred of them in that bunch. Where did I sell my furs? At St. Joseph. There was no Kansas City then. St. Joe was our trading place. We used to go hunting down river after the elk got scarce and would bring back a wagon load of elk meat. We chased the elk in packs, with dogs, and then shot them down."

"The Mesquaque Indians that I



"The Guyes (are usually regarded) as the most characteristic pioneer people of Madison County." From an excerpt from the July 28, 1920 obituary for Angeline (Guye) VanWy, *Winterset Madisionian*

The Guye family, consisting of Samuel Guye, a widower, his sons George, James, Frank, and Samuel Houston, and daughters Mary,

Elizabeth, Angeline, and Mariah, arrived in Madison County between April 28th and May 3rd, 1846. They arrived with the Clanton family, both being from Buchanan County, Missouri, and having been somewhat acquainted there.

George Washington Guye was born in White County, Tennessee, in 1826. His parents were married in Tennessee. George's mother owned slaves in Tennessee, but when the family moved to Indiana they were "permitted to purchase their liberty." His family moved to Sullivan County, Indiana in 1828, arriving in the Territory of Iowa in 1841, stopping in lowaville in Van Buren County. They then took the Mormon Trail to Nodaway County near Andrew County, Missouri. The Guyes remained there until April 16, 1846, when they loaded up their caravan and headed for Madison County.

"As early as 1841, we heard of the Three Rivers Country, that it would be opened for settlement. There were glowing accounts of this country coming to us from trappers and traders who had been here... Not liking to live in a slave state, we left Missouri with some money, hors-

es, cattle, sheep, and household goods, and as has been before stated, arrived in Madison County, April 28, 1846." - George Guye

The first Guye house was built on the south side of the north half of Section 7, directly south of a field that the Native Americans had successfully cultivated for corn as late as the summer of 1844. The Guyes cultivated about thirty acres there starting in the summer of 1846, raising the corn that had been grown there previously. It was considered the first good crop of corn raised by white men in the county. It was referred to in 1928 as "eight row corn" that would crack easily in a stone mortar.

"The members of my family farmed land on North River once cultivated by Indians. When we came here we brought seventy to eighty head of cattle and one hundred head of sheep. We broke the prairie in 1847 with oxen, of which we had six yoke. We also had three horses." - George Guye

According to George Guye, they built a linn log cabin in two days and it was the first real house in the county. It was later said that the Guyes were afraid of potential prairie fires, and so they often built their homes along the edges of timber.

"John Beedle, John Chenoweth, Samuel Casebier, my brother, James Guye, and myself went to Des Moines on the second day of August, 1846, to vote at an election which was held on August 3rd to ratify the first constitution proposed in the State of Iowa. We all voted for the adoption of the constitution. At that time I was only twenty years old."

Guye had also staked out a claim for the NW quarter of Section 8, Union Township, on May 4, 1846. In the summer of 1847, Leonard Bowman arrived and staked a claim just east of the Guyes, and built a cabin on what turned out to be on the Guye claim, once the government survey was made. When the township lines were run in the fall of 1848 and section lines the following spring, a conflict arose over the claim title. The land could not be entered until January 1850. Bowman became a member of the Madison County Claim Club, of which Guye

was not a member. A compromise could not be reached. On the first day that the lands were open for entry, Guye beat Bowman's attorney to it by fifteen minutes. The Claim Club tried to persuade Guye to "either deed the land to Bowman, or leave the country." Hampton Jones, a near neighbor of Guye's, was elected to deliver the notice to Guye. It didn't go well, with Guye challenging Jones to a fight to settle the matter. On the first Saturday in May, the opposing parties met in Winterset. About one hundred men from around the county were present, many armed, and that included the sheriff, and all the preachers and constables of the county. Guye and Bowman (and their seconds) were weighed, and rope from the general store was laid out to form a large ring. The two men fought four rounds, both bloodied, but Jones for the worse. The following week, forty members of the Claim Club, and seventeen anti-club men, all armed, had a stand-off on Section 18 of Union Township. Realizing that they must ride across an open prairie where an unknown number of armed men would likely shoot to kill, the Club members turned around, and soon after the Claim Club was no more.

"When the land here was opened for entry, on January 1, 1850, I went to Iowa City on horseback to buy land. The journey there and back consumed seven days. I paid Judge Carrollton to bid in for me 240 acres. This was the first farm sold in Madison County at that time."

Samuel's house was a double-log cabin on the SW corner of the NE quarter of Section 7. Samuel Guye constructed the first school in Madison County during the fall of 1852, on the NE acre of the NE quarter of Section 17, on land donated by Nathaniel Guiberson. His place later became known as the VanWy Place. (His daughter Angeline married into the VanWy family.) Samuel also served as the sheriff of the county once.

The original 375-acre farm in Union Township was handed down through the family over the years. In the 1930s, Elbridge and Dorothy (Bennett) Guye took over. They had a hired hand, Donald Welch, who tended the farm from 1947 to at least 1997. Elbridge died in January 1968 at the age of 67. Dorothy remained on the Guye homestead until 1974, when she relocated to town. Dan Ryner and wife Lori Gillespie

(a direct descendant of the Guye family - George W. Guye was her 3x great grandfather) own the property now.

The Clanton Family

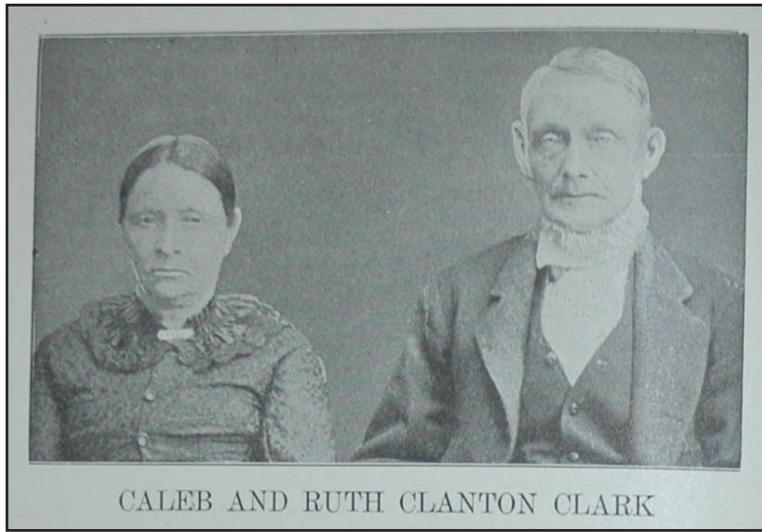
The Clantons arrived at the same time as the Guyes, with whom they had been acquainted in Missouri. Among their party were the following: Rachel (Moore) Clanton, widow of Charles Clanton, Sr.; son Charles William Clanton, Jr., his wife and children, John, Rachel, Margaret, Lucinda, and Elizabeth; son Isaac, wife Loraine, and children, Joel, Nancy, William, Wesley, George, and Moses; son Joel M. Clanton, wife Sarah, and children, William, Frank, and Polly; daughter Ruth Clanton, husband Caleb Clark, and children, Louisa, Rachel, Sarah, Nancy, Cynthia, and Rufus.

The Clantons and Caleb Clark left Buchanan County, Missouri, in April 1846, bound for Fort Des Moines, following the dragoon track [sic] that extended from Fort Des Moines to Fort Leavenworth. (The Dragoon Trace or Dragoon Trail is an historic trail that runs north and south through central Iowa and Missouri, including Ringgold County. It was originally made by the migration of animals, such as buffalo and deer. Because the Native Americans knew the animals had searched out the best place to cross the creeks and rivers, they too traveled this narrow path. Later used by the pioneers, this was the road to change Iowa's civilization.)

Whereas the Guyes set up camp temporarily on the north bank of Middle River, the Clantons set up on the south bank. The Clantons shortly struck out on a southwesterly course, arriving in Crawford Township. Crossing Middle River, they found Hiram Hurst in his hut.

The Clantons staked out boundaries immediately west of, and adjoining, the future town of St. Charles. This later became known as Clanton's Grove. (The adjacent creek was later named Clanton Creek.)

Caleb Clark, Ruth Clanton's husband, located on the hill west of Clanton Creek and north of Steele Branch, but soon sold out and located on a tract of land to the north of, and adjoining, Joel Clanton's property in Section 14.



Caleb Clark and Family

Caleb Clark and his wife Ruth Clanton Clark, along with their six children, left Buchanan, Missouri in April 1846, traveling with the Clantons to Madison County. The original Madison County settlement was made one-half mile north of St. Charles, with the Clark family and three of Ruth's brothers staking out claims near each other.

Daughter Nancy Elizabeth (Clark) Smith wrote her family's narrative in 1931. It was titled "History of the Clark Family of Madison County, Iowa". In it, she describes the family's arrival in Madison County:

We started from Buchanan County, Missouri on the first day of April, 1846...We drove two yoke of oxen...The Indians had burned off the prairies...We landed here the third day of May. My three uncles and

their families came with us and two young men named McRay and Lee. Our first place was northeast of Hanley upon Clanton Brakes. Father built a cabin but we lived down on Clanton bottom in a little lean-to shanty. One side was open and we hung quilts upon the other side.

Nancy went on to describe their life on the prairie (October of 1855):

While we were there, one of my sisters, Charlotte, heard a noise, called father, and told him there was a panther on the house. He went out, stirred up the fire and it gave a panther yell. He said she was right, it had been on the house.

Then he went to work on the cabin. He cut down trees, split logs and hewed them out with his axe. He didn't have any nails so he had to use wooden pins and hickory bark.

While we were there, we saw our first Indians. There were about five hundred of them. They were going West. One Indian came to our house. He was very nice. He wanted something to eat. Mother didn't have much, but gave him some corn bread and biscuit. He put the biscuit in the front of his hunting shirt and said, "Me take home papoose and squaw." He ate the cornbread.

The most that we saw were panthers, wolves, and rattlesnakes. We left that place and moved to St. Charles. We stayed there for four years. While we lived there, the Indians camped on the river bottom in a sugar camp. They came and wanted to trade Father some calico for one of our dogs and he traded. One of our dogs had been killing our sheep. We brought the sheep with us, and didn't have any to spare. They wanted the dog to fatten and kill.

Then we moved to North River over near where the Abraham school house now stands. We lived there a few years and then moved to Winterset into the stone house in the southwest part of town.

Opal Clark Elderkin, a granddaughter of Caleb and Ruth Clark, accounted the following in 1933: "Since our pioneers had so little com-

munication with the outside world, they naturally had a great interest in strangers coming their way. The Mormons were seen quite often on their way to and from Pisgah, their religious center. They were shunned and despised for their religious beliefs. In 1847, the “Californians” as they were called, began pouring through the country, on their way to the California gold fields.”

The Clarks had fourteen children; three died in childhood. They were Louisa Jane (1836), Rachel Charlotte (1838), Sarah Ellen (1840), Nancy Elizabeth (1841), Sintha Ann (1843), Rufus (1845), Mary Adeline* (1847), Adam (1849), Joshua (1850), Miles (1852), Martha Orlena (1854), Joel Nathan (1856), Caleb Franklin (1859), and Estina Bell (1861). *Mary was the first white child born in Madison County.

The Clarks’ granddaughter, Ruth Clark Jordan, later wrote:

Visualize with me if you will, a family in New York state, of some seven or eight children. The father, a primitive Baptist, or an elder, I believe they were called, and a highly educated mother of noble French ancestry, a graduate of two colleges. Think of the training in mind and body this family was privileged to have. Is it any wonder that the Clark family of that generation and later were among those that helped pave the way to a new life in a new world, at a time when brain, as well as braun, were required?



Clark Tower

Work on Clark Tower, a two-story limestone monument, was started in March 1926 and completed in July of the same year. It was presented to the city of Winterset by Earl Clark, a grandson of Caleb and Ruth Clark, in August. Three of the Clarks’ daughters were also present for the dedication.

Joel Clark, one of Caleb and Ruth’s sons, superintended the building of the tower. The stone used to build the tower was quarried on the bluff in City Park where the tower is located, within about a 200-foot radius of the tower. Caleb was a well-known stone mason who passed his skills down to this sons. Caleb and Ruth’s son, Joshua, had cut the stone used in the stairway of the tower just before his death in 1915. Most of the work and the financing of the project was done by descendants of the Clark family.

The monument is approximately twelve feet in diameter and stands twenty-five feet high.

Caleb and Ruth Clark were among the first pioneer settlers in Madison County, arriving in May 1846. The Clarks had fourteen children and descendants of the Clark family have gathered at the tower for family reunions over the years.

A poem entitled “From the Clark Tower” was published in the January 1, 1927 edition of *Winterset Yearbooks*. The poem is as follows:

*On the top of a tower I stood
Looking down on the scene below,
And the beautiful picture before me
Took from my heart all woe.
The slow winding river of silver,
The trees decked in scarlet and gold,
Oh! that beautiful picture of autumn
Fills my heart with gladness untold.*

See “Clark Family” for more information.

Enos Berger

Berger was the first person to settle in the town of Winterset and build a house there, as well as a one and a half story log hotel on the southeast corner of the square. He served as the first postmaster of Winterset and its first landlord. Berger also served as County Recorder & Treasurer from 1853-1855. He later moved to Rock Bluffs, Nebraska.

“In those early days there was no bank or safe place for the deposit of money, and at one time Berger had more of the county funds than he could conveniently carry in his pocket, so he placed it in his wife’s blue stocking, and stowed it away under the bed. A neighbor remarked that perhaps that was rather a loose way to keep the county funds. Berger replied, ‘Tut, tut man, there is no vault in America safer than my wife’s stocking!’”

Alfred D. Jones

Jones was instrumental in the formation of Winterset, Council Bluffs, Omaha and other towns. He was known as the “Pioneer Land Hunter and Town Builder;” and the “all-pervading spirit of the county in the early times. A marvel of industry.” It was said that he “ran the whole machinery of county affairs.” Born in Pennsylvania on January 30, 1814, Jones made his way to Iowa through Ohio where he apprenticed as a bricklayer and plasterer, and attended Marietta College and Cary’s Institute. After teaching for several years, Jones moved to Brighton, Iowa, where he studied law, taught school, and labored at his trade. When Mahaska County was first settled, Jones went to Oskaloosa and worked while holding several offices. In 1846, he served as a deputy clerk in Des Moines, and then as the county surveyor. Jones was also elected as Justice of the Peace. He was admitted to the bar at the first term of state court ever held in Des Moines, immediately engaging in the practice. Jones laid out the city of Des Moines in 1846.

In June of 1848, Jones came to Madison County and settled at the “Narrows” (Tileville), along what is now IA-92. He opened a pioneer store and sold various goods. Jones also assisted the sheriff in organizing the county, and was elected County Surveyor and Prosecuting Attorney at the first election ever held in Madison County. Jones became a postmaster for the county, and ran the post office at his own store called Montpelier. Jones laid out the town of Winterset and purchased the first town lots sold. He acted as Clerk of County Commissioners and was clerk at the counting of the rattlesnakes in the great hunt of 1849. In 1852, Jones laid out and named the city of Council Bluffs, and served as its first mayor. He surveyed the first railroad line across the state, and helped lay out Adel, as well as other towns in Iowa. In 1854, Jones laid out the city of Omaha, Nebraska, and was its first mayor as well.

Judge John A. Pitzer

Born in 1813 in Virginia of German descent, Pitzer arrived in Winterset in 1849 (via Kentucky, Illinois, and Jefferson County, Iowa). When Pitzer arrived here, he opened a small pioneer store which he ran for over thirty years. Judge Pitzer “acted often with charity, providing for those

less fortunate from his store.” (It was estimated that Judge Pitzer gave away over five hundred sacks of flour to the poor people of the county.) In 1851, Pitzer was elected to the office of County Judge (then re-elected in 1855 and 1857). St. Nicholas Hotel was built by Pitzer in 1856. For years, it was the largest hotel in Western Iowa. His death in 1876 was sudden and unexpected - likely a heart attack or stroke. His funeral was reportedly the most largely attended of any in the county. It was said that Pitzer “probably did more to build up and improve the county than any other person.”

Samuel Guiberson Ruby (1839-1924)

Samuel Ruby was born on September 22, 1839 in Holmes County, Ohio to William Beatty Ruby and Ann Guiberson. His parents moved the family to Winterset in 1852, very early after Madison County was established, and created a farm in Union township. Sadly, in 1855, Ann passed away.

Samuel attended schools in Winterset, and then turned his studies to the law. In May 1861, Samuel was among the very first in the county to enlist to serve in the Civil War. (Unfortunately, a cousin of Samuel's, Martin Ruby of Winterset, died in action in 1864.) Upon his discharge two years later, Samuel resumed his law studies and was admitted to the bar in 1863. He also got married that same year to Sophia Ogden. Samuel and Sophia had three children - Claude, Ralph, and Blanche.

Samuel was appointed by the Madison County Board of Supervisors as the county attorney, a position he held for five years. He held the office of Mayor of Winterset for two terms. He also served as President of the Winterset school board.

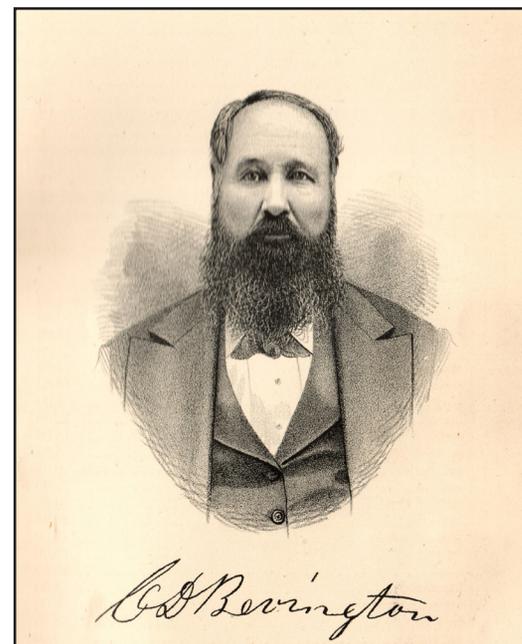
Samuel practiced law in a partnership with Eli Wilkin, which they co-founded in 1876. Samuel would represent the Rock Island Railroad Company for a number of years.

In 1878, Samuel and Sophia's beautiful brick home was completed. The Ruby House (as it became known) served as a hospital from 1920 to 1945. (It's latest reincarnation is that of a bed & breakfast.) The Rubys

lived in this home until 1898 when they purchased the W.J. and Nettie J. Cornell House.

In 1888, Samuel was appointed Consul to Belfast, Ireland by the administration of President Harrison. His son, Ralph, served as Vice-Consul beside him. In 1895, Samuel had established a law office in London, England, but when Ralph died suddenly of typhoid fever, Samuel closed the office and returned to Winterset.

The Rubys left Madison County around 1904 for Los Angeles, California, where Samuel passed away in December 1924, at the age of 85.



Charles D. Bevington

Born in Holmes County, Ohio on July 13, 1826, C. D. Bevington was a pioneer citizen and the county's wealthiest. Bevington received a common school education growing up, which he supplemented with

one term at Hayesville College and a course in the study of medicine. Though his nickname became “Doc Bevington” or “Dr. Bevington”, he never practiced medicine as a profession.

Bevington was no stranger to loss during his life. Around 1851 he married Julia Parker, also a native of Ohio. Julia died just one year later, apparently in route to California, at the age of 23. She is buried in the Winterset Cemetery. Bevington went to California to take part in the gold rush. In 1853, having made a fortune, Bevington settled in Winterset, where he invested heavily in the development and settlement of Madison County. In 1854, Bevington married one of his late wife’s sisters, Philena Parker, but she too passed away shortly after, dying during childbirth in December 1854 at the age of 18. (The child also died within a few weeks.) His third marriage was to Jamima Guiberson of Winterset, who died in January 1857 at the age of 16, leaving one child - Squire Guiberson (S.G.) Bevington. In October of 1857, Bevington married Eliza Heath, a native of Ohio. Together they had two children - Charles Irvin Bevington and Lila May “Mayme” (Bevington) Alexander. Irvin died of pneumonia on March 30, 1901 at the age of 42, preceding his father in death by two years.

Bevington purchased and sold a lot of real estate, and raised livestock, including thoroughbred swine. At the time of his death in 1903, Bevington had acquired approximately 12,000 acres in Madison and Adair Counties, as well as in Missouri. In 1856, he organized the First National Bank of Winterset with a few others, and remained president of the bank until he died (a period of nearly forty years). His home was also completed in 1856 (see Bevington House listed below).

Bevington served as clerk of the district court from 1860-1861, and was later a candidate for the congressional nomination, though he was not successful. Bevington purchased the Buffalo Mill at one point and had it rebuilt, then sold it. He also donated acres of land to the city of Winterset to create City Park.

In 1871, Bevington was elected president of the Des Moines Western & Southwestern Ry. Co., then engaged in building a line from Summer-set to Winterset, a distance of twenty-six miles. Under his supervision, the line was completed in seven months. His work caught the attention of Rock Island, who ended up taking possession of the road, and made him offers to work for the company.

The town of Bevington was named in honor of C. D. Bevington.

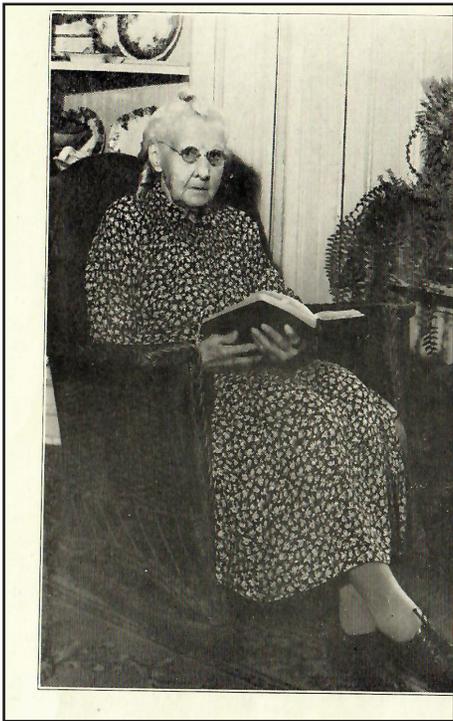
Bevington died on November 13, 1903 on one of his large farms near Butler, Missouri. He was overseeing the erection of a barn on the property. While lifting a pole, he suffered what doctors determined was “apoplexy” - a cerebral hemorrhage or stroke. He died almost instantly. According to his obituaries, he grabbed his head and exclaimed, “Oh!” or “Oh, dear!” Doctors believed that the exertion of lifting the pole ruptured a blood vessel at the base of his brain, causing instant death. His body was returned to Winterset for a funeral and his grave is located in the Winterset Cemetery. At the time of his death, his estate was worth nearly one million dollars. It was inherited by his son Squire Bevington, who passed away ten years later in 1913 at the age of 56, and his daughter Mayme Alexander.

After his death, the directors of the First National Bank of Winterset submitted these words to the newspaper: “We see before us his majestic form, his silvery locks, whitening with the frost of 77 winters, his broad shoulders slightly bent under the load of years he carried so unconsciously, and his steps more uncertain, than when in his prime physically, and as he lifts his hat and sits down in our midst, with that cheery smile of his, so enlivening and stimulating, we feel that in the presence of that massive brain, supported by a body of large proportions, we are in the presence of a prince of men, and join in his ringing laugh or sink our voices as he relates some humorous reminiscence, or comes at once to some purely business matter - how we miss him - how many men of this county miss him. He was every man’s counselor from the highest to the lowest, but seldom goes along the street without someone or more stopping him for advice, counsel, or aid.”

John T. White

John T. White was born in White Pigeon, Michigan on January 23, 1839. In 1855, he arrived in Winterset at the age of sixteen with his parents. White later founded White, Munger & Co, a woolen mill. White was married twice - once when barely of age and then again in 1867. He built a house one block west of the courthouse and it was one of the finest residences in Madison County. John T. White was the father of Charles Trumbull White, who is documented later in this Interpretive Plan.

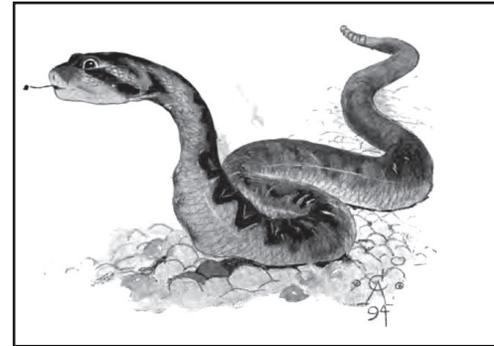
Thankful Alma James Robbins (1845-1947)



Born in Jennings County, Indiana on May 4, 1845, Thankful came to Madison County in 1874 by wagon along with her husband. They settled on a farm in the Buffalo neighborhood, where they remained until around 1911, when they moved into a stone house on 1st Street in Winterset. Thankful gave birth to ten children over the years, four of whom died in infancy. Thankful was known by practically everyone in the county. She was a member of the Women's Christian Temperance Union. She survived her husband (who passed away in 1936) until January 1, 1947, when she died at the age of 101 years.

The Great Rattlesnake Hunt

One of the most talked about historic events of Madison County is the Great Snake Hunt of 1849. Timber rattlesnakes, still found in the county, were plentiful then. According to *History of Madison County*, the snakes had become such a serious pest that settlers began to think of



a united effort to rid themselves of the reptiles.

“This project took shape in the form of a public meeting where it was decided to engage in a grand snake hunt. Captains were appointed and sides chosen, so that every able bodied man in the county

was put on duty. The ‘rattles’ of the snakes killed were to be preserved, and the party counting the largest number should have the honors of victory. Each member was to pay a bonus of two bushels of corn and ‘to the victors belonged the spoils.’”

The result of the hunt was revealed at the 4th of July celebration, the first such celebration ever held in Madison County. Middle River formed the dividing line of the territory assigned to each one of the hunting parties.

“Both sides were urged to make a gallant struggle, and the spirit of rivalry ran high. As might be expected the hunt was desperate and deadly. From early morn until dewey eve the slaughter of snakes continued. Solely as a matter of medical prudence, most of the hunters provided themselves with a popular antidote for snake bites and under the influence there of the spirit of the hunt was very marked. The number of the slain was immense. The Fourth of July celebration was held at Guye's grove. The preparations had been made for a grand barbecue, but not the least thing of interest was the counting of the rattles. By this it appeared that three thousand seven hundred and fifty snakes had been killed.”

According to Alfred D. Jones, in a letter written on March 18, 1878, his toast to the victors was as follows, “To the Captain and Members of the Victorious Snaking Party; May their names be handed down to the

future generations of Madison for their snarkish bravery, and for compelling their opponents this day to acknowledge the corn.”

Madison County Mills

Afton Bridge Mill

Built in 1850 by J.T. Bertholf, the Afton Bridge Mill was a grist mill. It was sold to Joseph Wright who added a sawmill. It was located on the line of Sections 13 and 14 in Lincoln Township, just north of Afton Bridge.

Andrew Bertholf Mill

This sash sawmill was built in 1854 and operated by water power. It was located near Section 17, Lincoln Township, below Lindsey Bertholf Bridge. It operated until 1866.



Backbone Mill

Around 1859, John Harmon built this up-and-down mill by tunneling a passage through the backbone ridge inside Pammel Park, and harvesting the water from Middle River to power it. (This later became Harmon Tunnel.) It was sold to W. L. Wilkin and R. D. Vermillion in 1867,

and they added a grist mill. It was run by various owners until 1882 when Henry Evans bought it, and it stopped operation close to 1900. All that remains now is a marker dedicated to the mill inside Pammel Park.

Barker Mill



Samuel Barker built this sawmill on Grand River, Section 17, Grand River Township, around 1853-1855. It operated for nearly ten years, then sat idle until around 1861. In 1875, George Everett fixed it up, turning it into a primitive mill that ground corn and chop feed. In 1877, Evan Doty and Captain Barker purchased the mill and ran a successful milling business there until 1889. Then Alvin Griswold bought it in 1892, attaching a circular saw and manufacturing lumber. The mill was torn down just before 1915. Barker Mill was the last water-powered mill that operated in Madison County.



Buffalo Mill

The first mill erected in Madison County was known as a corn cracker. It was created by Hart and Hinkley on the site of the Buffalo Mill around 1848-1849. In 1851, Simmons, Casebier and Thornburgh built a sawmill on the west side of the stream. It later washed away. In 1851, William Compton bought the place and added a grist mill, as well as

running a sawmill. Compton always appeared at his work enveloped in a buffalo overcoat, which is why it later became known as Buffalo Mill. The mill ran until 1874, when it was sold to Vermillion and Kleatsh. The storm of 1880 almost completely wrecked the mill. C.D. Bevington bought Vermillion's interest and had it rebuilt. In 1886, floods washed the dam away and it was never rebuilt after that. All that remains is a sign indicating that it was the location of the Buffalo Mill.

Campbell Mill

Located just above Holliwell Bridge, this sash mill was built in 1851 by Dan Campbell and John Daughtery. It was purchased by Moore and Young in 1857.

Combs Mill

William Combs built this mill around 1849-1850, near the west line of Section 13, Douglas Township. The Combs Mill was an up-and-down sawmill and corn cracker. It operated until 1857 when the dam was washed out by a flood.

David Barrow Mill

Located on North River in the northeast quarter of Section 2 in Union Township, this corn mill operated until around 1870.

Drake Ford Mill

Powered by water, this circular sawmill was the first in the county. It was built in 1849 by David Hagge. It was located east of the Drake Ford Bridge in Section 15, Lincoln Township, until the dam washed out in 1864.

Eli Cox Mill

Located in Section 5 of Union Township, this steam-driven mill was run by Cox and his sons, along with Seth Barrow. It was functioning by 1857.

Hockenberry Mill

Built in 1855, in Section 4 near the Oak Grove neighborhood, it was an

up-and-down water powered saw mill. It was destroyed by floods.

Huglin Mill

This grist and saw mill was located on the south bank of Middle River, in the southeast corner of Section 35, in Crawford Township. It was built in 1851 by John M. Johns and H.A. Bell. In 1866, it was purchased by Joachim Huglin who added a flouring mill. It was torn down in 1879.

Reigle Mill

Located on North Branch of North River in Section 35 of Jefferson Township, this sash or "up and down" sawmill, was built by Jacob Reigle around 1854-1855. It apparently cost a considerable sum of money, and while it did quite a bit of business, it did not turn into a profitable investment. The mill was last run by John Wiggins around 1972. He also had attached a burr and ground corn meal and feed. The structure was washed away around 1874.

Seth Barrow Mill

David Barrow's son owned this mill, which was powered by water above the Eli Cox bridge in Section 5 of Union Township. It was built in 1877 and sold to Alfred Brittain in 1879, who operated it until 1881 when high water cut around the dam.

Sulgrove Mill

Built in 1856 by the Sulgroves, this sash sawmill was located in Section 9 of Douglas Township above Sulgrove Bridge. It operated until 1868 when the dam was washed away. The frame was further torn away in 1876 by high waters.

Webster Mill

This saw mill was built in 1854, just south of Webster on the banks of Middle River.

Weller Mill

Built by Solomon Jessup in 1850, this saw and grist mill was located in Section 35 of Union Township. It was purchased later by White and Munger, and operated until 1881 when the dam washed away.

Wood's Mill

This up-and-down sawmill was built in 1851 by Gilbert D. Wood on the North River, below the mouth of the Howerton in Section 17, Douglas Township. George B. Chase helped build and operate it. It was destroyed by fire in 1854.

Early on, Madison County could boast of a woolen mill, which was a real asset to settlers, not only to those raising sheep but for everyone who required wool clothing. (At the time, everyone wore woolen undergarments to protect them from the cold, as well as woolen coats, dresses, socks, mittens, and stockings.)

There was quickly a sense of community and neighbors helped neighbors. "Everyone was his neighbor's friend," stated Emma Hart Hollen, one of the county's first settlers.

Many settlers moved here on the recommendation of families and friends, who traveled to the county first and then sent word home. "Reports came back to us there that winter of this country up here, that it was a fine place, good soil, nice rolling prairies, plenty of stone, an abundance of fine, flowing springs, plenty of good timber along the streams and that the principal undergrowth was rattlesnakes." (Written by W. S. Wilkinson, who arrived in Madison County in 1848 at the age of eleven.)

Often the men of the family (fathers or sons) came ahead, located a claim on a good piece of land, built a cabin, and then went back for the rest of the family.

Stone Houses, Barns & Buildings

Early on, Winterset acquired the nickname Rock City. The accessibility of exposed limestone no doubt attributed to this nickname but it is the masterpieces built by local stone masons in the 1850s that have kept the name relevant.

During the years from 1854 to 1885, at least one hundred stone buildings were erected in Madison County, in at least thirteen of the sixteen townships. They served a full range of purposes from governmental to residential. The buildings also spanned a wide range of sizes and building costs, from cheaply built one-room residences to the large \$100,000 courthouse. Forty-seven of the buildings are known to be extant and another three are in ruins. (There is photographic or historic evidence of fifty non-extant buildings.)

The settlement-era stone building tradition of Madison County is significant for its historical association with the early development of the county and for its remarkable representation of a local, though intense, vernacular stone building tradition. Stone building tradition is closely associated with the cities of Winterset and Earlham as well.

Home building and the construction of numerous public buildings, including two courthouses, attracted a large number of stone masons to the county in the 1850s and 1860s. Census data indicates that the great influx of masons to the county occurred in 1855, though there was no public building going on at that time. Therefore, masons must have come to build private homes and businesses. The presence of such a large number of masons during this period and the dramatic decline in their numbers at the end of the 1870s indicates that most of the stone building must have occurred in the 1850s and 1860s.

The characteristics that most of the stone buildings in the vicinity of Winterset and Earlham have in common are typical of mid-nineteenth century building traditions. Their high survival rate, with relatively minimal alteration over time, makes them an important and measurable Iowa vernacular resource. The loss in recent years of a number of stone buildings calls for their recognition and protection.

These characteristics include:

1. The vernacular architecture is reflective of the wealth and tastes of the owners as well as the techniques and skills of the stone masons who built them.
2. The buildings are constructed of locally quarried limestone with native sandstone sometimes used for lintels and sills.
3. The stone was cut by hand and hand tooled to the desired finish and decoration.
4. Finished cut stone was used for the main facade and rubble for the other facades.
5. Lintels, sills, and sometimes quoins, are decorated with surface texturing, axed texturing, draft lines, or pointing.
6. Doors are recessed and the reveals are paneled.
7. Transoms, sidelights and fanlights are used around the doors and within the reveals.
8. Windows of moderately priced and expensive houses are splayed. However, during the last decade of the period, splayed windows were little used.
9. Overhanging eaves and verges are closed.
10. Gable roofs are oriented so that the gable ends are shorter than the sides where the eaves lie.
11. Attics are within the gables and were finished as main living areas.
12. Stoves, rather than fireplaces, were used for heating.
13. Flues were built within the walls of the gable ends.

There are two local rural characteristics which differ from the usual nineteenth-century building traditions.

1. Rural residences usually have raised basements or split level

design in which the lowest level was used as the main family living area and kitchen.

2. Rural residences often were sited toward topographical features, especially an exceptional view.

During this period, stone structures were built to accommodate a full-range of functions including governmental, commercial, industrial, educational, religious, agricultural, and residential. The earliest stone store was built before 1857 for J. G. Vawter by Caleb Clark. Little is known about this non-extant building.



Perhaps the most magnificent example of Clark's work is the J.G. Vawter house located at 223 S. John Wayne Drive. Built in 1856, this house was considered the first mansion in Winterset. Vawter was a successful merchant in Winterset and the building of his opulent home

marked the official end of pioneer days in Madison County.



Caleb Clark is also credited for building the Guiberson house at 302 S. 4th Avenue. The structure was started in 1861, but then construction was stopped during the Civil War. The home was finally finished in 1866. E.R. Guiberson was an

active member of the community in early the days. He served as county judge from 1861 through 1864 and as a representative of Madison County. Unfortunately, he didn't live to see his home finished; he died in 1864. Over the years, the Guiberson house is said to have been used as a courthouse, a jailhouse, a grocery store, and a museum. During the onset of the Civil War, Union soldiers used the south exterior wall of the house for target practice and, later on when the house was being wired for electricity, workmen found a tunnel in the basement leading to a nearby barn. This tunnel, they believed, was used to hide slaves on the Underground Railroad.

There were at least four two-story stone buildings and a stone hotel clustered around the courthouse square. The lone representative of an industrial building is the Madison Woolen Mills built one and one-half miles west of town by Munger and White in 1865. It burned in 1877. At least twenty stone schoolhouses have been built in Madison County, although almost nothing is known about most of them. There were two stone churches in Winterset: the First Christian Church built in 1855 on West Court Street and the Baptist Church built in 1862 northeast of the square. Both were one-story gable buildings with the entrance at the side of the gable end. Neither building remains. Readily available limestone rubble is a common agricultural building material in Madison County. It is probably the most frequently used material for barn foundations. Many foundations extended a full story before being topped with a frame barn. However, stone does not seem to have been used very often to build entire barns. Only nine extant stone agricultural buildings have been found.

The wide range of sizes and styles of houses reflect the ranges of techniques and skills of the various stone masons in the county as well as reflecting the relative affluence of the owners who commissioned these buildings. Two different stone building traditions account for the majority of residential buildings in the county. Census data, voter records, and information from business directories and histories were compiled into charts indicating which stone masons and cutters were

in the county in each year for which there is data. This data indicates that masons were in the county from 1846-1885. The peak period for the presence of large numbers of skilled stone masons in the county was 1855-1879.

The first tradition is represented by the work of Caleb Clark, one of the first stone masons in the county. Clark was among the first group of setters who came to Madison County in 1846. In 1854, Clark built himself a house which is reported to be the first stone house in the county. Buildings which Caleb Clark built evidence colonial American building traditions including:

- 1) Finished cut stone is used for the main facade and rubble for the other facades
- 2) Simple undecorated or surface decorated stonework
- 3) Quoins and jambs are not rusticated, but are similar in finish to the main facade
- 4) Doors are centered in the wall under the eaves and are flanked by windows
- 5) Fenestration is symmetrical
- 6) Stone is laid in courses

The second major tradition is represented by the work of David Harris, a stone mason who came to the county from Wales in 1855. Harris' buildings are among the most "stylish" in the county; his elaborately detailed stonework reflected a more Victorian-inspired design. Harris built two variations of residential buildings - a one and one half story version in urban areas and a version with a raised basement in rural areas. All of Harris's houses have several rooms on the main floor. His work is typified by these characteristics:

- 1) Stone work is often fastened with two against one broken bond occurring in each building
- 2) The influence of vernacular Victorian architecture is in evi-

dence

3) Rusticated finishes with emphasized draft lines are used, particularly on lintels and sills

4) Quoins and jambs have rusticated finishes or are chamfered and protruding

5) Asymmetrical fenestration including doors at the side of the gable end



Harris built the Shriver house at 616 E. Court Avenue between 1865 and 1869. William Shriver was a captain in the Civil War, and after the war ended, he returned to Winterset and opened a wagon and carriage business.



The Emily Hornbeck house at 605 N. John Wayne Drive was also built by Harris in 1856. The Hornbeck family was a prestigious family in Winterset that owned a wagon building business. This house is thought to be Harris' first project in the city of Winterset and was

considered one of the more stylish homes in the county.

Visitors can view three more examples of Harris' work. The Sprague, Brown & Knowlton store on the southwest corner of the square was built by David Harris in 1866. Another is the North River Schoolhouse which was built in 1874 or 1875, and the other is the Bevington Privy which was built in 1856. The schoolhouse and the privy are operated by the Madison County Historical Society.

A third, less extensive tradition centered around the Earlham area is identified with Seth Wilson. Altogether the Wilson family amassed over 3,000 acres, including the Abihu Wilson quarry. Seth may or may not have been an actual stone mason but he did design and contract at least three residential structures. The first was for the John Wilson family. This private home is located outside of Earlham and was built in 1861. The second was for his own family. This privately owned home is also located outside of Earlham and was finished in 1862. The last was the Grout house which was a large square structure and was built in 1863. This home was built for the Thomas Wilson family and received the nickname the 'Grout house' because the outside stonework was covered with a cement finish which resembled stucco. This home was also reported as a hub of Underground Railroad activity. The Grout house is no longer standing.

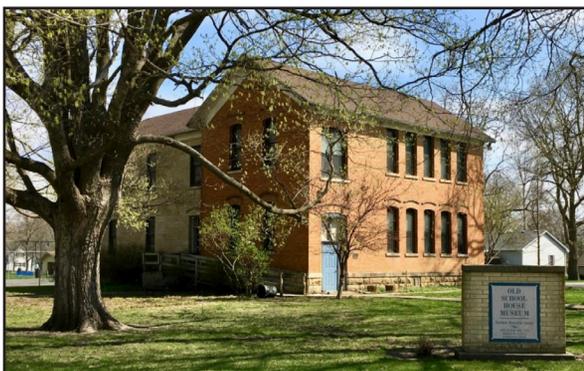
Wilson's designs are typified by these characteristics:

- Almost square symmetrical massed rectangular buildings with two rooms on either side of a central hall
- Use of ashlar or almost ashlar finished stone, particularly for the main facade
- The main facade is recessed around doors and windows to emphasize them in the design
- Each building has a special stone with the construction date carved in it

A fourth and later tradition of which only one house is known to have existed is the work of J. E. Parkins, a contractor who came from England and opened a quarry in 1868. In 1868, he bought the Wilson quarry near Earlham and renamed it the Eureka Quarry. From this quarry, Parkins obtained some of the finest stone and with it built structures that were thought to be quite magnificent.

Parkins seems to have built only expensive buildings using a large quantity of ashlar stone, which would have been too expensive for most Madison County residences. His contracting work undoubtedly served as an opportunity to sell the high quality product from his quarry. His work is typified by these characteristics:

- 1) Extensive use of ashlar
- 2) Very smoothly finished facades except for the use of stone lintels with protruding cornices
- 3) Closed eaves and verges with carved wooden brackets



The only residential example of Parkins' work is the last addition to the W.T. Ford House. He also built the Earlham Schoolhouse in 1871. Today, this structure houses the Old Schoolhouse Museum in Earlham.

Because most of the building was completed before the coming of the railroad, the stone building phenomenon was dependent on a readily available supply of materials which did not have to be transported very far. Finished cut stone, common building stone or rubble, dimension stone lintels (window caps), sills, water tables, cornices and chimneys, and lime for mortar were needed for construction. These materials could be purchased from large commercial quarries at Earlham and Winterset, some of which are still in operation. There were also smaller quarries and kilns, some of them operated by the masons themselves. Finally, the masons sometimes quarried stone at the local building sites.

Madison County stone buildings that are on the National Register of Historic Places include:

Name	Date Built	Architect/Builder	Location
Madison County Courthouse	1876-78	Alfred H. Piquenard	Center of Winterset square
North River Stone Schoolhouse	1874	Unknown	N. River Schoolhouse Road, Winterset
Allen, James Stone Barn	1856	Unknown	Winterset, Madison township
Beem, John S. & Elizabeth Holmes Barn	1875	Unknown	St. Charles vicinity, Scott township
Bevington Stone Barn	1856	Unknown	Madison County Historical Complex
Bevington Privy	1856	Unknown	Madison County Historical Complex
Duff Barn	1870	David Harris	Hwy 169, 1.6 miles north of SR 92
Schoenenberger House & Barn	1854, 1866	Caleb Clark	One mile south of Winterset, just off Hwy 169
Seerly, William and Mary Messersmith Barn	1876	Unknown	1840 137th Lane, Earlham
Church, Seymour House	1865	Unknown	Winterset, Douglas township
Drake, John & Amanda Bigler House	1856	David Harris	Winterset, Webster township
Duncan, John M. House	1866	Unknown	Winterset, Lincoln township
Early, John and Elizabeth McMurn House	1865	David Harris?	Earlham, 1/2 mile south of G31
Adkinson, Henry and Elizabeth Evans House	1885	Unknown	Winterset, Scott township
Ford, W. T. House	Pre-1870	J. G. Parkins	Earlham, Penn township
Guiberson House	1865	Caleb Clark	302 S. 4th Ave, Winterset
Henderson, Daniel and Nancy Swaford House	1856	Unknown	Earlham, Jackson township
Hornback House	1856	David Harris	605 N. 1st Street, Winterset
Macumber, John Andrew & Sarah Hartsook Ice House	1875-1885	Unknown	G53, 1.5 miles east of P69 intersection
McCulloch/McQuie Milkhouse	1870s	Unknown	Earlham, Penn township
McDonald House	1875	David Harris?	Winterset, 2 miles north of SR 92
Nichols, William Anzi House	1856	David Harris	Winterset, Union township, 1 mile east on 92
Ogburn, William House	1860s	David Harris	East Peru, Scott township
Queen, Hogan and Martha Runkle House	1856	Unknown	Five miles west of St. Charles on G50
Schnellbacher, John and Fredericka Meyer House	1856	Unknown	On G47, 1.5 miles east of P53
Shriver, William and Martha Foster House	1865	Unknown	616 E. Court Ave, Winterset
Smith, Hiram C. House	1856	Hiram C. Smith	Winterset, Webster township, 6 miles w. on 92
Tidrick, Miller Richard and Mary Fisher House	1865	Unknown	122 S. 4th Ave, Winterset
Vawter, J.G. and Elizabeth House	1856	Caleb Clark	223 S. 1st Street, Winterset
Wilson, Seth and Elizabeth House	1862	Seth Wilson	Earlham, Madison Township, on G14
White, Munger & Co. Store	1861	Evan V. Evans	102 W. Court Ave, Winterset
Brown, Sprague & Knowlton Store	1866	David Harris	Corner of S. 1st Ave & W. Court Ave

Threats/Suggestions

Despite the importance of the stone buildings in understanding the early history and settlement of Madison County, this unique resource is disappearing rapidly. In 1975, the Iowa State Historical Department

conducted a comprehensive CIRALG survey of all the buildings in Madison County. At that time 46 stone buildings, including 38 houses, three barns and three schools, were documented. Through the architectural survey for this project it was found that at least eight of the houses have been demolished; four are in irreparable ruins with only portions of the walls remaining; five houses are deteriorated to the point that immediate and extensive renovation will be required to save them; and seven could not be located to determine whether they still exist. During the past ten years, at least 20 percent and perhaps as much as 40 percent of the stone buildings have been lost. Unfortunately, the rate of deterioration and destruction seems to be increasing with three sites being lost during 1985 alone. If the remnant of the stone building tradition is to be preserved, immediate action must be taken to help the public recognize this resource and persuade them to take the measures necessary to preserve these buildings.

Numerous economic factors combine to threaten the buildings. The economic decline in agricultural areas has been a major threat to the buildings, particularly in rural areas. The buildings serve little useful purpose in modern agriculture and often occupy land that otherwise could be farmed. Therefore, some have been bulldozed. Even more importantly, the buildings are being destroyed by deterioration. Few farmers now have the financial resources to keep the rural buildings in repair, especially when the building generates no profits. When a roof wears out, it usually is not repaired because of the expense. Without a roof, deterioration of the stone walls begins rapidly. Another factor related to the poor agricultural economy has been the vacating of the houses. Many of the owners are retiring, going to nursing homes or dying, and their houses are being left vacant and uncared for so that they deteriorate quickly. Another threat is fire which has destroyed several of the rural stone buildings. A final threat arises from the nature of the buildings themselves. The thick stone walls make the addition of electricity, plumbing and modern heating very difficult. Consequently, many of the buildings have never been modernized. These buildings are especially in danger of being allowed to deteriorate.

Opportunities



At least one of these stone buildings has been modernized and turned into an Airbnb property. The William Anzi Nichols house, built in 1856, is currently the Legacy Stone House, a rental property for overnight guests. On the main level of the house is the kitchen, living room, and

laundry/mud room. On the second level, there is a small sitting area, bathroom, and bedroom.

Nichols bought the 80 acres farm that the house resides on in 1855 and owned the land until he died in 1867. The house is an early example of a vernacular limestone farmhouse. The 1½-story structure is composed of locally quarried finished cut and rubble limestone. Its construction is attributed to David Harris who was known for laying the stones in a two against one broken bond.

Other Historic Homes



Henry C. Wallace House

Located at 422 W. Jefferson in Winterset, the frame house was built in 1872 by H. C. Price, and exemplifies the two-story plain Italianate house. It has a truncated hip roof (one of only three examples of this version of the Italianate style in Winterset) and a limestone foundation. The house is

significant for its association with Henry C. Wallace (1836-1916) at a time when Wallace became involved with agricultural journalism, and the promotion of clover crops arising from his nearby farm experiments. The Wallaces bought the home in 1882 and occupied it until 1891. The Henry C. Wallace house was placed on the National Register of Historic Places in 1985.



Bevington-Kaser House

Located in what is now the Madison County Historical Complex is the 1856 Bevington-Kaser House, still in its original location. The house consists of nine rooms, with all-brick construction on

a limestone foundation the vernacular Gothic style. The bricks were made in the brick yard of the owner, Charles D. "Doc" Bevington. The walnut for the woodwork came from the hillside below the house. Bevington settled in Winterset in 1853 after accumulating wealth in California during the Gold Rush of 1849. He was one of the richest men in central Iowa and owned over 4,000 acres of land in Madison County. "Doc" was a non-practicing pharmacist who chose to work as a real estate agent and farmer. In 1857, Bevington's third wife (of four) died, and he sold the house to Judge John A. Pitzer, another prominent figure in Madison County history. Bevington bought the house back in 1859, and it remained in his possession (and that of his daughter, Lida May "Mayme" Smalley) until 1934. The house was gifted to the historical society by June Kaser, a former historical society president and the last occupant of the house. The house and its three-hole privy (also built in 1856) are on the National Register of Historic Places. The privy is the only three-hole privy built in the state of Iowa.

Cornell/Ruby/Crawford House



Built between 1893-1896, and improved in 1898, this house is thought to be one of the best examples of Queen Anne influenced architectural designs in all of Winterset. The Cornell House is a masterpiece of Fred Lewis (1869-1953), an important contrac-

tor-builder in Winterset. Lewis descended from a prominent pioneer family. Judge W. H. Lewis, his father, was one of the founders of Winterset. An attorney, judge, and horticulturalist, Judge Lewis also supervised construction of the Madison County Courthouse, a role in the tradition of the gentleman-architect of the Eighteenth Century. Fred Lewis, according to his obituary, "also spent his life as a builder, and many of the finest business and residential structures in this community are the result of his work" (*The Winterset Madisonian*, June 24, 1953).

The first to own the house were W. J. Cornell and his wife Nettie. Cornell was a Winterset banker. In 1893 he bought Lots 1 and 2 in Block 15 of West Addition in 1893 from Judge Leonard and announced his intention to build a house there. (West Addition had originally been platted by C. A. Gaskil in 1860 and developed by him as "The Choicest Location for Residences in the City of Winterset"). Cornells' home, "one of the most convenient and finest in the city," required three years to complete. Mr. and Mrs. Cornell lived in the house a relatively short time. In 1898 Samuel G. Ruby purchased it in a real estate deal made in haste. Ruby had returned to Winterset from a diplomatic position overseas. The Cornells' sold their house to him without owning a house to move into themselves, indicating haste in consummating the deal. The price was \$5,000, a number Cornell the banker did not refuse.

Cornell then built another fine house, this time brick, and moved into it. This house also remains extant at 214 N. 8th Avenue in Winter-

set. Neither W. J. Cornell nor his wife Nettie J. Cornell are buried in Winterset. Obituary notices or other information about them has not been found. Cornell reportedly lost his money. Robert Cornell, his son, acted as cashier at his father's bank in Winterset until its failure during the Great Depression. Robert then moved to Storm Lake, Iowa, where he worked in another bank. Perhaps his parents followed him and are buried there.

The Honorable Samuel G. Ruby (see more on him in this document) was a Madison County lawyer, trained in a Winterset law firm, who made his reputation as a railroad attorney for the Chicago, Rock Island and Pacific Railroad. In 1889 during the administration of President Benjamin Harrison, Ruby, while living in Winterset, was appointed United States Consul to Belfast, Ireland. He served in this position from 1889 until July 1893. Thereafter Ruby and his family returned to Winterset where he continued his practice at law. The family later moved to California. Ruby died in Los Angeles in December 1924. The Rubys' tenure at the Cornell House dated from 1898 to 1907. Mrs. Sophia Ruby was particularly interested in architecture. She wrote letters published in *The Winterset Madisonian* during her husband's consulate in Great Britain. These articles witness to her appreciation of historic architecture.

The Rubys made a number of improvements to the property. The wrap-around porch is one notable exterior improvement. Other luxury appointments were installed in the interior. They included the outstanding series of three stained glass panels in the entry hall's stairwell and the stained glass window, set on the diagonal, on the north facade. The Rubys were responsible for the unusual, and charming, fixtures in the chamber floor bathroom (the cast iron bath and foot tubs are decorated with garlands of flowers painted in polychrome). These improvements were probably accomplished immediately after Rubys bought the property from Cornell. A newspaper account of the sale indicated that Rubys were undertaking improvements to the building which would require two months. In 1907 Ruby sold the house to A. W. Crawford.

Andrew W. Crawford (1856-1918) began his career as a grocer in his family's business founded by Andrew Crawford, his father, and was a junior partner in the firm A Crawford & Son. Later he became rich through land speculation in Texas. He continued to reside in Winterset. Crawford gave land for the city park to Winterset and was generous with other philanthropies. Crawford's widow, Martha A Crawford, lived at the house and her estate held title to it until her death in 1944. In that year the present owners purchased the property. Crawford is remembered in Winterset for his philanthropy. He bequeathed to the City of Winterset \$25,000 for the purchase of a municipal park. The city bought 103 acres of land for this purpose and the site was dedicated in 1925. A pioneer log house, built in Madison County, was moved onto this site as part of the park and to honor the memory of the Old Settlers of Madison County. Crawford made numerous other gifts of money during his life and in his will to institutions such as the American Home Finding Association of Ottumwa, Iowa, the First Presbyterian Church of Winterset, the First Methodist Episcopal Church of Winterset, and the First Christian Church of Winterset.

Religion in Madison County

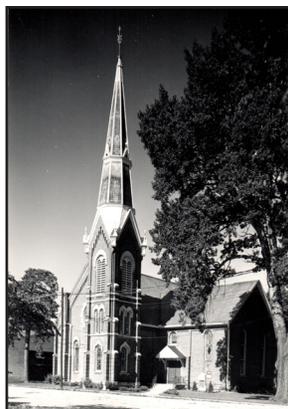
Madison County Churches

The first church that was formed in Madison County was the Methodist Episcopal Church in 1849. It was soon followed by the Christian Church in 1855, when the first church building was erected. By 1889, there were fifty-two church buildings in the county. These included Methodist Episcopal, United Presbyterian, Baptist, Christian, United Brethren, Friends (Quaker), Disciples, Catholic, Presbyterian, Lutheran, Evangelical Associates, Seventh Day Adventists, Episcopal, and Congregational.

Presbyterian Churches

The first Presbyterian meeting was held in 1854 in the old log courthouse. There were eight members at first. In 1855, a permanent church

was built at First Avenue and W. Green Street. During the same time period, two other branches of the Presbyterian faith were organized - the Associate Reformed Church and the Associate Church of Winterset. In 1858, all the Presbyterian branches were combined under one roof. Soon the church at First and Green wasn't sufficient to accommodate such a large group and in 1867, a new building was constructed on E. Court and Third Street. By 1875, the church had once again outgrown its space and a new church was built by Eli Cox on 2nd Avenue and Green Street. Over the years, additions have been added to the church. A fire destroyed part of the sanctuary in 1912, calling for extensive repairs, and in 1958, the First Presbyterians and the United Presbyterians combined to form the First United Presbyterian Church. The last addition to the building was completed in 1991, forming what is the present-day First United Presbyterian Church.



Methodist Churches

The first Methodist meeting in Madison County took place in 1848. This was a large camp meeting that took place under a massive black walnut tree and drew over 1,000 attendants from Polk, Warren, and Dallas Counties. The one week session proved so successful that another camp meeting was held in 1849 and 1850. In 1874, the first Methodist Church of Madison County was built in Patterson on the same site where it is presently located. The first church had a hitching post on the south side and was heated by two potbelly stoves. The old church was dismantled and the new church was built in 1914. In the 1980s, the west addition was added. Whereas most faiths are combining congregations to form large groups with one meeting place, the Methodist Church has retained its small, independent churches which are located throughout the county.

Catholic Churches



The first Catholic congregation was formed in Madison County near the Irish Settlement fifteen miles southwest of Des Moines. In 1852, Father Thomas N. Mullen brought fifteen families with him and formed St. Patrick's Church. The first building was a log

structure and was located near the middle of the present cemetery. In 1868, the new church was built where it is located now. The tower and church bell were added in 1871 and, in 1939, the electricity was wired. This quaint country church received national attention in 1979 when Pope John Paul II visited. For over 150 years, this small church remained an independent parish but in 2010, St. Patrick's pastoral duties were combined with St. Joseph's Catholic Church in Winterset.

Lutheran Churches

In 1941, the original Lutheran congregation was built on South 2nd Avenue on the site of today's Heavenly Habitat Bed and Breakfast. The fellowship hall was added in 1983. By 1990, the congregation had outgrown this space and it was decided to build a new church on North 8th Avenue. Finally, after extensive fundraising efforts, the new structure was completed in 2004.

Baptist Churches

The first Baptist minister to settle in Madison County was John Evans, also known as the "Hardshell Baptist." He came to the area in 1846 and was the first preacher of any denomination in Madison County. The current Baptist congregation was formed in 1856 with only twelve members and a stone church was built near the present-day Fareway. This church was destroyed by a fire and a new structure was built there in 1905. In 1993, to accommodate its growing congregation, the

present-day Baptist church was built.

Disciples of Christ Churches

The Disciples of Christ were organized in Madison County in 1857. During the first years, meetings were held in the schoolhouse or in the homes of its members.

Quaker/Friends Churches

The Earlham area has long been known for its deep roots in the Quaker faith. The Bear Creek Meeting House was organized in 1856. In 1877, differences among the members led to a split in the congregation.

Foursquare Churches

In the 1920s, the Des Moines Foursquare Church began performing revival meetings in Winterset. Soon a following was formed and members began meeting in homes and in the upstairs meeting rooms of local businesses. A permanent location was established on East Washington but was quickly outgrown. In 1960, the Foursquare Church moved to its present location.

HISTORIC CHURCHES

CHURCH	YEAR BUILT	LOCATION	NOTES
Blair Chapel	1870/1903	3197 220th St, St. Charles. South Township	*See section on Blair Chapel below
Christian Church		Peru	Torn down
Church of Christ		Barney	?
Church of Christ	1852 (est.)/ 1857/1889/1920/1925	Winterset	
Church of the Nazarene		Winterset	(Now Living Love Church of the Nazarene?)
Deer Creek		Walnut Township	
Earlham Church of Christ		535 NW 6th St, Earlham	
Earlham First Presbyterian		Earlham	
Earlham Friends		Earlham	
Earlham Methodist/United Methodist Church		Earlham	
Early Chapel Christian Church	1875 (est.), 1890/1916/1965	Jackson Township, 5 miles south southwest of Earlham	
Elm Grove Church	1849 (est.), 1866	South Township	
Fairview Methodist		Northeast corner of Fairview Cemetery	
Fellowship		Monroe Township	
First Baptist	1856 (est.), 1858/1887/1905	Winterset	Burned down and rebuilt

CHURCH	YEAR BUILT	LOCATION	NOTES
First Christian Church		St. Charles? (Winterset)	
First United Methodist Church		Winterset	
First United Presbyterian Church	1855, 1858, 1867, 1875	Winterset	The present day church was built by Eli Cox, one of our bridge builders, in 1875. It received a few additions over the years. It features stained glass windows and a huge pipe organ that fills one wall of the sanctuary.
Foursquare Gospel Church		Winterset	
Foursquare Penn Center		Penn Township	
Grace Baptist		Winterset	
Hope Ord		Worthington	
Kingdom Hall of Jehovah Witnesses			
Macksburg Methodist/United Methodist Church		Macksburg	
Methodist Episcopal Church		Winterset	
Oak Grove	1855 (est.), 1873/1889	Webster Township, about 1/4 mile from the Roseman Bridge	
Old Methodist Episcopal	1855 (est.), 1881/1885/1915	Walnut Township, Peru	
Ord Church of Christ (Original)	1853 (est.),	Lincoln Township	Torn down and rebuilt
Patterson Methodist/United Methodist Church		Patterson	
Penn Center Methodist	1872 (est.), 1873/1919	Penn Township	
Pitzer Presbyterian			
Pleasant View Methodist	1856 (est.), 1875/1890	Webster Township	Torn down in fall of 1928, materials were used to add to the Methodist Episcopal Church in Macksburg.
Primitive Baptist	1847 (est.), 1903	Cedar Bridge Road, Union Township	
Quaker Settlement	1853 (est.) 1862-63/1869	Earlham	Ended in 1891?
Seventh Day Adventist			
St Charles Christian		Winterset	
St Charles Methodist Episcopal	1858 (est.), 1861/1874/1906	St Charles	
St Charles Presbyterian			Now a welcome center
St Joseph's Catholic		Winterset	
St Patrick's		Southeastern Lee Township	
St Paul's Lutheran Church (old)		Winterset	
St Paul's Lutheran Church (new)		Winterset	
Trinity Lutheran	1872 (est.), 1885/1929/1951	Jefferson Township	
Truro Congregational	1856 (est.), 1875-76	Truro	Merged with United Church of Christ in Truro
Truro Methodist/United Methodist Church		Truro	
United Church of Christ		Truro	

CHURCH	YEAR BUILT	LOCATION	NOTES
United Presbyterian Church		Winterset	The building is now used by the Four Square Gospel Church.
Webster United Methodist	1889	Webster	Closed in 1972; Torn down
Wesley Chapel		Webster Township	Torn down
West Star		Douglas Township	Now a private residence
Word of Life Church		Winterset	
Worthington Church		Madison Township	
Zion Church (Faith Lutheran)	1881	On Madison County Historical Society grounds	Moved to the Historical Complex in 1988 from its original site in Scott Township.

Blair Chapel & The Kentucky Settlement

A quiet country church, Blair Chapel & Cemetery are located one mile east of Valley View Trail, on 220th Street, or one mile west of Bevington Park Road. It is currently only used for special worship celebrations and family events. The adjacent cemetery is owned and maintained by the Blair Chapel Congregation in St. Charles. The cemetery is still used for burials.

According to author Cassius Clement Stiles (1860-1938), who was born in South Township, Blair Chapel was built by Kentucky settlers, led by the Reverend John Marshall Blair (1794-1876) and Reverend Richard Armstrong. Rev. Blair and his first wife, Sarah Young (who died in 1850 in Kentucky) had a son named Alexander who helped build Blair Chapel. Rev. Blair then married Martha Jane Scott (1820-1870). They left Kentucky with other families. They chose Madison County, Iowa to make their new home because a brother, Alexander Blair, had settled in Madison County a few years earlier and found it to his liking. In the May 28, 1860 issue of a Keokuk newspaper, their emigration was documented as such: "A procession consisting of nine wagons, one carriage, twelve yoke of oxen and several spans of horses passed up main street last Saturday morning bound for Madison County, Iowa. They came from Kentucky. They belong to one family, the head of which is

the Rev. John Blair, who informed us that they were obliged to leave on account of their sentiments on the slavery questions."

When these first Kentucky settlers arrived, they divided, with part settling in Scott Township and the rest in South Township. Those that settled in Scott Township were the Breedings, Benjamin Carter, John Blair, the Eskews, George Kinnaird, William Jesse, and their families. Those settling in South Township were Rev. John Blair, his wife Martha, and family members (Elza, Alexander, James, William, Jefferson, Parthenia, and Sallie), as well as the families of Peter Carter, John Henegar, Richard Armstrong, James McKinney, William Turk, and Campbell Hugart.

Others soon followed. The Kentucky settlers made good pioneers. The women weaved and knitted tirelessly, taking their woolen socks and mittens to Fort Des Moines and selling or trading them for other goods.

The Reverends organized a church society of the United Brethren belief. Blair Chapel held worship services and Sunday School. According to Stiles, recorded in 1936, "The old Church, around which so many memories are clustered, burned down, and a new Blair Chapel was built, more beautiful 'tis true than the old, but the memories of the old did not perish with it. In the cemetery adjacent to the church practically all of the older generations and scores of the younger generations lie sleeping in their last long sleep while the new Blair Chapel stands as a monument to their early endeavors and like a sentinel keeping watch it cast its shadows over them while they lie sleeping."

According to the obituary of Alexander W. Blair on July 1, 1909 in *The Winterset Reporter*, Blair Chapel was struck by lightning a few years prior and had burnt to the ground. (A sign on the current chapel lists two dates – one 1870 and the other 1903.)

The cemetery is owned and maintained by the Blair Chapel Congregation in Saint Charles. It is still actively used for burials. The grounds surrounding the church are also maintained by the Blair Chapel Congregation. The church itself is not open to the public but the cemetery

can be accessed from the road. Grave sites are maintained and are documented on a website. This is a site that could be of interest for exploring local ancestry.



St. Patrick's and the Irish Settlement

(Information below was obtained from "The Irish in Iowa" in *The Palimpsest*, written by Dr. Homer Calkin, "History of St. Patrick's" compiled and written by Father John Hart in 1956, as well as an account of the Irish Settlement written by James Gillaspie of Crawford Township for the Madison County Historical Society in March 1907. Mr. Gillaspie was born in Ireland in 1830 and came to New York City in 1852, settling in Madison County in 1856. He served in the Civil War, was a justice of the peace, a township clerk, assessor, and secretary of the school board for many years. It should be noted that when he wrote down his recollections, he was 77 years old and it was 51 years since he had arrived in Madison County.)

The Irish Settlement consisted of two townships in Warren County, as well as the townships of Crawford and Lee in Madison County. It ran approximately twelve miles north to south and east to west. At the time that the first log church was built at St. Patrick's in 1852, it was within 100 yards of what was then Polk County. For this reason, it is

logical to conclude that all early references to Catholics and Catholicity in Polk County and Des Moines territory must include the Settlement.

The earliest records of an Irish settler is that of J. C. P. Malone, who registered a claim in 1847. In 1848, J. H. Couch registered his claim and settled with his wife and five children. In the next year, Allen Major settled with his wife and four children. In 1850, there were four families, another five in 1851, and seven in 1852. These are by no means complete listings. Since a family would usually live with already established families before they started for themselves, there is no way of determining an exact count.

Contrary to some opinions, the concentration of Irish immigrants in Madison County was not the result of planned colonization. There were several factors which inspired the settlement of the Irish.

First of all, the land itself was ideally designed for the needs of the early homesteaders. The two requirements, wood and water, were furnished by North River and the timber which lined its banks. There can be no doubt that the early establishment of the church at Irish Settlement was the greatest incentive. The deep Catholic faith of the Irish made them anxious to insure the practice of their religion.

For the most part, the settlers made Madison County the second or third place of residence after landing in the New World. Practically all of the more populated states to the east are represented among the previous residences of the settlers. The Irish Settlement was not able to satisfy the restlessness of many of the immigrants. Later on, when the organized efforts of Catholic Settlement in Nebraska and Minnesota began, many residents once more packed their belongings and moved on. There are still many family ties between those who remained and those who moved. The same is true of many of the Irish settlers in Des Moines, who spent some of their earliest residency in the Irish Settlement before moving into the city.

Early Irish Settlers in Madison County

Among the early arrivals was Felix McManus who operated a general variety store in Bevington. He came from County Down. Patrick Dowd was a native of County Roscommon, James Gillaspie and William Kennedy were from County Derry, and Patrick Smith from County Cavan. All arrived in 1856.

In 1860, there were forty Irish families here, with a total of 225 persons. Of these, 65 percent were second generation Irish-Americans. Eighteen adults were unable to read or write. Even in a short time they had been able to accumulate considerable wealth, reporting to the census taker \$9,420 in personal property and \$37,070 in real estate.

By 1870 the number of Irish in the county had risen to 371 children and adults. The number of second generation Irish had decreased by about five percent. On the other hand, there were at least 63 who could not read or write. In acquiring property, the Irish had been especially successful. John Cunningham was by far the most prosperous - in 1860 he had only \$11,000 in property, but in 1870 it had catapulted to a total of \$57,220.

In Mr. Gillaspie's history, he gives a list of names of early families, with the earliest settlers listed under the date 1854. However, there was a large number of Catholic families settled here at least two years prior to that date, according to Father John Hart. He attempted to clear up the exact names and dates by examining the early claims registered in Madison County, as well as the early census registries at the State Historical Society in Des Moines. However, it was a common practice of the early settlers to spend two or three years in the parish before they actually registered their claim to land. There was also the practice of several families living in the same home, and it is practically impossible to discover whether the families listed on the census records actually came to live on the land of Madison County. Many may have made the Irish Settlement a stopping point in their trip farther west or before moving into the city of Des Moines. Mr. Gillaspie's names and dates are

listed below, even though they may be off by a year or two.

Many of the first to emigrate to Iowa were from Wisconsin. They may have been first drawn to the state through organized recruiting efforts in Milwaukee (the Irish National Emigration Society had an office there by 1849). Southern and western Wisconsin held concentrations of these Irish farmers, and by their relative proximity to the Dubuque diocese, they may have heard of the settlement in central Iowa.

Those who settled in Crawford Township first were:

Crawford Township, north of North River:

- Connor, Andrew & family - 1854 - from Wisconsin
- McManus, Patrick and John - 1854 - Wisconsin
- McLaughlin, John & family - 1854 - Wisconsin
- Ryan, John & family - 1855 - Wisconsin
- Fallon, John & family - 1855 - Pennsylvania
- Cunningham, John & family - 1855 - Wisconsin
- Finan, Tom, James & John (brothers) - 1855 - Wisconsin
- Connor, John & family - 1855 - Wisconsin
- Manion, John & wife - 1856 - Wisconsin
- Roddy, John & family - 1856
- Moynahan, John & family - 1855 - Wisconsin

Crawford Township, south of North River:

- Gill, Darby & family - 1855 - Canada
- Donohue, Michael & family - 1855
- Gallagher, James & family - 1855 - Canada

- Swift, Pat - 1855
- Cassidy, Frank & family - 1855 - New York City
- Smith, Patrick & family - 1855 - New York City
- McGirr, Thomas - 1855 - New York City
- Gillaspie, James & family - 1856 - New York City
- Walls, Charles & family - 1856 - New York City
- Harrington, John & family - 1856 - New York City
- Crawley, John & family - 1856 - New York City
- Loftus, Michael & family - 1857 - Canada
- McGlone, Michael & family - 1857 - Canada
- Kirby, James & family - 1856 - Pennsylvania
- Reilly, Patrick & family - 1855 - Canada
- Carr, Darby & family - 1855
- O'Toole, Thomas - 1860
- Durigan, Thomas - 1858
- McDonnell, John & family - 1860 - Wisconsin
- Cutler, John - 1860s
- Kennedy, William & family - 1856 - Philadelphia
- McLees, Anderson & family - 1856 - Philadelphia
- McMichael, Robert - 1855-1856 - Pennsylvania

Lee Township:

- Major, Allen - 1855
- McCarty, John & family - 1855

- Welch, David & John (brothers) - 1855-1856
- Horn, Timothy & family - 1860
- Mulvahill, Daniel - 1850s
- Dooley, Jeremiah & family
- Lynch, James & family
- Duff, Michael & Patrick & families
- Laughlin, Patrick & family - 1860
- Hanrahan, Andrew & James & families - early 1860s

Settlers who came after 1860

Crawford Township (after 1860):

- Johnson, Bernard
- Gill, P.
- Costello, William
- Peteers, John
- Molroy, Thomas
- Marrinan, John
- Linnan, Thomas
- Swift, Thomas
- Connally, William
- Morris, Robert
- Connor, William

- Curtis, Pat
- Casey, Michael
- Dee, Thomas
- Doud, Pat
- McGovern, T.
- Kelley, John
- Tiernan, John
- Kilduff, Pat
- Hogan family
- Graney, John and P.
- Gavin, Martin
- Dillon, John
- Burke, Thomas

Lee Township (after 1860):

- Condon, James
- Glynn, Thomas
- Breen, Maurice
- Kelley, Peter
- Billeran, M. M.
- Waldron, Martin
- Brazill, James

- King, Lawrence
- Pollard, John
- Murphy, Stephen
- Kiernan, James
- Clarke, John
- Dargan, Michael & Richard
- McNamara, Michael
- Phillips, Michael
- White, John
- Roack, John
- McKeon, Thomas
- O'Herron, Tom

Union Township (after 1860):

- Monaghan, Ed
- Nolan, Patrick
- Donahue, Michael
- McNamara, Martin

Establishment and History of St. Patrick's Church

Sometime around 1852, Father Timothy Mullen moved to the Irish Settlement or at least made it the headquarters for his missionary activities in south central Iowa. On May 7, 1852, Father Mullen reported by letter to Bishop Mathias Loras (the first appointed Bishop of Dubuque) from Fort Des Moines. In this report he invited Bishop Loras to come and make a visit. "I will expect your Lordship will call to see our new colony on your return, and give your Pastoral Benediction,"

Father Mullen wrote. At the time that this letter was written, Bishop Loras was attending the First Plenary Council at Baltimore. This clearly shows that by 1852 Father Mullen had already established his colony at the parish of St. Patrick's in the Irish Settlement. It would have been unlikely that he would invite his Bishop to come and give his blessing had the parish not been established.

In 1850, Bishop Loras opened Mount Saint Bernard Seminary in Dubuque for the training of priests. In the letter of 1852 from Father Mullen to Bishop Loras, there was included a certificate of ownership of forty acres of land in the Settlement which "you can dispose of as you see fit for your Seminary." It is clear that this was the same forty acres which is now occupied by St. Patrick's Parish. (In his recollection, James Gillaspie said that these forty acres had been donated to the church by land-owner Thomas Finan.) This response of the newly settled immigrants to the support of the Seminary is a clear indication of the faith which has constantly flourished in the Irish Settlement. It is impossible to establish whether or not Bishop Loras accepted the invitation to visit Father Mullen's parish. The settlement, southwest of Des Moines, was first cited in 1850 as "our new colony," augmented in 1853 by "several families" brought in by Mullen himself.

Father Hart argues that the above quotes prove that the date of the establishment was actually 1852, not 1856. Around that time a log church was built. It stood on the SE corner of Section 36 in Lee Township. From the following year, 1853, we have two sources of information concerning St. Patrick's Parish. First, in *Brigham's History of Des Moines and Polk County*, from the chapter entitled "The Catholic Church in Des Moines and Polk County," written by Father John F. Kempker, Father Kempker tells that in 1853, Father Mullen came back to the Des Moines Valley. "He was accompanied by several families who settled about fifteen miles southwest of Fort Des Moines, known as the 'Irish Settlement' and at Churchville also."

During the same year, Father Mullen again wrote a letter of report to Bishop Loras dated June 24, 1853, which was sent from Fort "Desmoin" (*sic*). He reported that "The Irish Colony I established in this vicinity is in

a flourishing state. There is still excellent prairie and timber vacant, we expect an increase of twenty families in September."

In the latter part of 1853 it seems the missionary activities of Father Mullen were concentrated in the vicinity of Council Bluffs. He set about the task of reorganizing St. Francis Parish. This parish had been originally set up by the Jesuit Missionaries but was abandoned a few years earlier. At the same time that Father Mullen was sent to Council Bluffs, Father John Kreckel was appointed pastor of Ottumwa. Des Moines was given to him as an out-mission. For the next few years, the spiritual needs of St. Patrick's parish were taken care of from Ottumwa by the itinerant priests who traveled through the countryside doing their best to care for the needs of the widely scattered Catholics.

In 1854, Father Kreckel celebrated Mass in Fort Des Moines and found only eight Catholic families. He did report from this visitation that "The Catholics in the Settlement have made better progress." This was the first time that the Sacrifice of the Mass was offered in Des Moines, a full two years after the first church had been built at St. Patrick's.

In the same year, 1854, Father Kempker tells us that Father Philip Laurent reported on a trip that he made on horseback from Council Bluffs to Dubuque. Undoubtedly, in Council Bluffs Father Laurent had known Father Mullen and, through him, had heard of the Irish Settlement. "He tells of passing through Des Moines after he had stopped over Sunday with the Catholics of 'Irish Settlement', where he said Mass and preached for them. The people raised a purse of thirty-five dollars which they presented to him."

It was about this same time that Father Francis McCormick became the resident pastor of St. Patrick's parish. In the *Catholic Almanac for 1857*, we find several entries listed under the Diocese of Dubuque. In Madison County the almanac listed "New Ireland, sixteen miles from Fort Des Moines" with Rev. Francis McCormick as resident pastor. In another section of the almanac, alphabetically listing all the priests in the United

States, we find Rev. Francis McCormick with his address as New Ireland, Iowa.

In Gillaspie's account, Rev. Father Platt became parish priest in Des Moines in 1856 and attended St. Patrick's once a month. Starting around 1861, Rev. Father Brazill held mass at St. Patrick's twice a month.

There were very few men from the Irish Settlement who were able to serve during the Civil War (most had wives and children). Among those who did serve were George Banks, John McWilliams, L.A. Smith, Patrick Doud, M. M. Gilleran, Martin Waldron, Thomas Burke, James Gillaspie, William Couch, and Charles Condon.



By the year 1868, the original log church had been outgrown and it was decided that a larger frame church should be built at Irish Settlement. This new church was built under the direction of Father Brazill, since he still had St. Patrick's as a mission. (The church is owned by the Roman Catholic Diocese of Des Moines.) The new church was constructed about two hundred yards north and a little west of the

original church. This church still stands and is in use at the present time. The first church was built in about the center of what is now the cemetery. As a matter of fact, Father Rice, one of the later pastors, is buried in the ground which was immediately below the sanctuary of the log church.

The church is a one-room church of frame construction, 34' x 66', with a 24' x 12' sacristy at the rear. The side elevations are broken into five bays by tall, round-arched stained glass windows in plain wooden surrounds. A small rose window is located over the altar. The gable roof is low-pitched, with partially-returned cornices. Of particular note is the unusual tapered bell tower, centered in the front facade, which also serves as the narthex. The bell chamber has round-arched, louvered openings and a small hipped roof surmounted by a cross. It was not until later that the tower was built and the church bell placed. The interior of the church once contained hardwood flooring and a ceiling decorated with a variety of stencil motifs. Acoustic tile replaced the original ceiling.

In the early summer of 1868, as the walls of the new church were being put in place, a severe windstorm arose and leveled them. It was necessary that the walls be put in place a second time. It was also necessary that iron tie-rods be placed at the top of the walls to hold them secure. These tie-rods are still carrying out their appointed task. We do not know exactly when the church was completed or on what date the first Mass was said in it, but it was sometime during 1868.

In 1871, the church bell was purchased. It took four teams of horses to pull the bell from Bevington, and several more teams to raise it. After it was installed, the parish celebrated with a procession and Mass. It has been a saying at St. Patrick's that there will never be a serious storm within hearing distance of the bell.

Probably a short time after this church was completed, the Catholics of the Settlement once again were blessed with a resident pastor. In the Catholic Directory for 1872, we find that Rev. A.F. Moynahan was listed as stationed at Irish Settlement, with the notation that the neigh-

boring churches and stations were attended by him.

Unless there were two priests of the same name and with the same initials, Father Moynahan served as pastor of St. Patrick's at two different times. However, he did not remain very long, for early in 1874, Father Patrick Smyth came as pastor. Father Smyth started the present records of the parish and the first baptism dated February 8, 1874. This is, however, twenty-two years after the parish was founded.

From February of 1874 to June of 1875, Father Smyth baptized forty-seven infants and witnessed eight weddings. The next pastor was Rev. Joseph Gaffney, who spent slightly more than a year at St. Patrick's.

Early in 1877, Rev. Michael Rice was sent to the Settlement and for the next seven years remained as pastor. In those seven years there were three hundred and twenty-four baptisms. At the end of his pastorate, Father Rice's health failed and from February 1883, he was assisted by Father Thomas O'Reilly. At age forty, Father Rice died and, as we mentioned earlier, was buried beneath the site of the first log church.

After the death of Father Rice, Father Moynahan returned again as pastor and served from September 1884, to the end of 1906, a period of twenty-three years. At that time he retired and lived in Council Bluffs until his death.

Father Michael F. Dugan was the next pastor. He served twenty-eight years until his death on December 29, 1935.

In January of the next year, Father John J. Judge was appointed to St. Patrick's. He remained for slightly more than three years before being transferred to St. Mary's, Iowa. It was in Father Judge's time that St. Patrick's only caretaker was employed. Ed Flaherty of Mammoth (Monmouth), Illinois, lived in a small house constructed on the west edge of the grounds. Ed took care of the furnace, dug graves, and did odd jobs. Ed passed away in 1946, and there have been no other caretakers since. The house was torn down in the 1960s.

In 1938, Father Rudolph Schneller was appointed, but served for only about six months. Because of a severe injury in a car accident, he was unable to continue at his post. For that reason, Father John J. Reynolds took over the care of the parish in that same year, 1938. Electricity was brought to Irish Settlement in 1939 and the first light fixtures, purchased in Council Bluffs, are still in use. Father Reynolds remained for twelve years.

For the next two years, from 1950 to 1952, the needs of the parish were met by the Passionist Fathers of St. Gabriel's Monastery in Des Moines. (Probably the most remembered were Bernard Mary Coffey, Jordan Grimes, and Randall Joyce.)

In 1952, Reverend John Hart was appointed. During Father Hart's stay, the Centennial of the church was celebrated. He spent time in Dubuque researching the parish history, which he wrote. Father Hart had the belfry repaired, eliminated the west door of the church, and carpeted the sanctuary. He was one of the first priests to say home Masses.

One of the more interesting considerations of the St. Patrick's parish is in the territory which is served. As we noted earlier, the first pastor was Father Timothy N. Mullen who made the Irish Settlement his headquarters as early as 1852. Speaking of his assignment, Msgr. Hoffman relates that he was made Missionary Extraordinary between Fort Des Moines and Council Bluffs on the Missouri River. Since there was no other priest closer than Ottumwa, we might say that the territory of the parish was about the same as the entire Diocese of Des Moines today. Even in 1855, when Father McCormick was pastor, there was no other priest in the entire Diocese. By 1872, there were established churches in Des Moines, one in Council Bluffs and a mission parish at Panora in Guthrie County.

It was in 1874 that the first preserved records of baptisms and marriages were kept. In these records there is a space for the place of or-

igin on the parents of the child baptized. Father Smyth made only two distinctions for some were from “Hiberniae” (Ireland) and others were from “Americae”. However, in the case of Father Rice’s records, the notations were a bit more exact. In these records it is discovered that parishioners lived in Winterset, Patterson, Bevington, Churchville, St. Marys, Commerce, and Booneville. With an average of nearly fifty infant baptisms a year, one can easily understand that, even in present-day standards, the parish at the Irish Settlement was a good-sized one.

With the death of Father Rice, the process of paring down the territory of St. Patrick’s parish was started. As Mr. Gillaspie was a witness to the breakup, we can best quote from his account – “After the death of Father Rice, St. Patrick’s Parish was divided, all south of North River were stricken into the Parish of Churchville and now attend there where they have a large congregation.” This was in 1884.

About the same time, or a bit earlier, Reverend N. Sassil, who was the pastor of the new German-speaking parish in Des Moines, opened a mission parish at St. Marys, Iowa. Just nine years later in 1893, Sacred Heart Church was established in Valley Junction, to which was attached Cumming of Warren County as an out-mission. Valley Junction is now West Des Moines, and for all practical purposes is part of the city of Des Moines. Also, about the same time, St. Joseph’s parish of Winterset was founded. Part of the territory now included in St. Boniface parish of Waukee was served from St. Patrick’s. At the present time, the parish embraces a strip roughly eight miles wide and about ten miles long.

St. Patrick’s parish has been under the jurisdiction of three different Dioceses. Originally it was under Dubuque. In 1881, the southern part of the State of Iowa was made the new Diocese of Davenport. Then in 1911, the western half of the Davenport Diocese was made the Diocese of Des Moines and automatically, St. Patrick’s became part of it.

While the name is given, and remains to this day, St. Patrick’s Irish Settlement, it would be wrong to give the impression that there was a

restriction as to nationality. The concentration of Irish Catholics in this particular locality was more by chance and the result of the church being there than it was by design. There were also among the early settlers several families from Germany, whose Catholic faith made them accepted and respected members of St. Patrick’s parish. Perhaps one of the earliest of these was the Rose family whose origins were from the province of Alsace between France and Germany. In 1854, John Churchman, a German Catholic, laid out the town of Churchville. Among the others must be listed proudly the names of Kasper and Conrad Weil, Anthony Weidman, Charles Snyder, Julius Reiman, and Michael Grassman.

Usually, one would expect that the markers in the cemetery would reveal a great deal about the early settlers who are buried there. These early burials were made about the log church and at first the graves were marked only by small wooden crosses. Later, there was a concentrated effort to plot and mark the burial spots. Each grave was marked and everything was prepared for the drawing up of a map showing all the graves. However, the day before the mapping was to take place, a fire swept through the cemetery and destroyed all the markers. For this reason, the oldest stone marker in the cemetery bears the burial date 1857. A great number of the early graves were lost and a majority of these early settlers lie in unmarked graves.

One of the great tragedies of Irish Settlement is clearly written on the names and dates of the later stones. A diphtheria epidemic raged through the community in 1863. There are other records to be discovered from the markers which are a bit more cheerful. One of the inscriptions which is proudly displayed reads: “Henry Davitt - Born in the Parish of Abington County, Limerich, Ireland, March 25, 1784 – Died November 13, 1885.” This gentleman was born in Ireland just eight years after our Declaration of Independence and died thirty-three years after the parish was founded. There is also the stone of John Cutler whose dates are 1832 to 1932. We are told that he died just a few weeks before his one hundredth birthday. It is interesting to note that every county of Ireland is represented among the places of origin of the settlers.

There have been a number who have moved into the city, but there are many that have remained on the land. Some families are still on the farms first claimed by great grandparents. Actually, in a few cases at the present time, there is the sixth generation of residence in the Settlement.

During the past twenty-five years, the agricultural economy of this country has undergone radical change and enormous development. The trend has been constantly and rapidly towards larger and larger farms. With the mechanization, it has become necessary that the family-size farm double, and even triple, in size and acreage. Since we have seen that St. Patrick's parish is hemmed in on all sides, this economic development has, of necessity, slowly pared down the number of parishioners.

In the twenty-three years since Father Hart compiled St. Patrick's Centennial History, many world events have occurred, and several pastors have served the parish between the time of Father Hart and the present pastor. The people of St. Patrick's are proud of their heritage and the fact that their parish is the Mother Church of the Diocese. It has been placed on the National Register of Historic Places and was chosen to be honored by a visit of the Holy Father, Pope John Paul II, during his pilgrimage to the United States in October 1979.

On September 18, 1979, the announcement was made that the Holy Father would visit St. Patrick's, Irish Settlement, on October 4, 1979. Immediately following the announcement, the news media descended on the parish and began their coverage of this momentous occasion, interviewing most of the parishioners at least once in the ensuing two weeks.

The Parish Council, along with the newly appointed pastor, Father John Richter, met that same evening and began their planning. First on the agenda was spiritual preparation which took the form of evening devotions each day to pray for the safe trip of the Holy Father and for the success of his mission. There were Masses offered two or three evenings a week for the same purpose. The parishioners each spent an

hour in prayer in the church during the days of preparation.

The Council members began the physical preparation of the church and grounds immediately. The grounds were mowed and limbs cleaned up. The church itself was cleaned inside and out until it was shining.

Pamphlets regarding the church and postcards picturing the church were printed and offered to visitors. Extra wiring was required to accommodate the TV equipment. Flowers were gathered from everyone's yard for use on the altar and vegetables were collected for the horn of plenty displayed in the vestibule.

Hymns were practiced daily to be sung during the Holy Father's visit. Many of the parishioners donated their time to stay at the church and welcome visitors and reporters as well as to answer the telephone which rang continually. The men of the parish stood watch every night.

Father Richter and Joe Bognanno, site coordinator, attended daily meetings at the Bishop's house to keep abreast of plans at the diocesan level, while the Council met often to keep things moving on the parish level.

Mingled with all the serious preparation for the Holy Father's visit, the humor of the Settlement showed through, and several of the stories are bound to be told to future generations. Some of the more interesting stories are related here.

Prior to the visit of the Holy Father, Gary Kiernan filled a transport with 5,000 gallons of water to help settle the dust. The story went around Booneville that Gary was going to have the water blessed by the Pope and planned to sell it in small bottles.

When Mike Tiernan was getting ready for the Pope's visit, he remarked that it was chilly, to which his father spoke up, "I always told you it would be a cold day in hell before the Pope ever came to St. Patrick's."

The day after the Holy Father's visit, a woman whose sister was very ill, asked permission to squeeze the holy water from the sponge in the fountain. She proceeded to squeeze the sponge into a Pepsi bottle.

Across from St. Patrick's Church is the farm of John and Marilyn Connor and it was there, in a lush, green pasture near a grain bin, farm machinery and bales of hay, that Pope John Paul II's helicopter landed shortly before 2:30 p.m., October 4, 1979.

As the Holy Father walked into the church, he first saw altar boy, Bobby Mulvihill, and stopped to pat him on the head in blessing and ask his name. All the way to the altar, Pope John Paul stopped at nearly every pew to hug and kiss the children. St. Patrick's youngest member, 11-day-old Justin John Banks, son of David and Carol Banks, received the Holy Father's blessings, as did three-week-old Nicholas Lyons, son of Gary and Mary Jude Lyons.

Bishop Maurice Dingman of the Diocese of Des Moines welcomed Pope John Paul II to St. Patrick's, after which the Holy Father offered a prayer at the altar. Plans had been made to include the Holy Father in the church's potluck picnic on the grounds. However, tight scheduling and a later arrival in Iowa than planned, forced the Pope to go directly from the church to his helicopter and on to the Living History Farms where he would celebrate Mass with 350,000 people.

Though Pope John Paul II was only with the parishioners of St. Patrick's for forty-two minutes, his presence was deeply felt by all. This leader of the Church radiated warmth and joy and affection for each member of the parish, but especially for the children. He embraced them, kissed them, blessed them and provided them, and their parents, with memories that will last throughout their lives.

Madison County Schoolhouses

The pioneers of Madison County were largely educated men and wom-

en, who immediately undertook to provide means for the education of their children as soon as their crops were planted. In order to promote education, school land was set aside by the government at an early date before pioneers established homesteads. Schools were quickly built in (nearly) every township as soon as crops had been tended to. The rule was to have school districts two miles square, making nine per township (except where large streams made that impossible).

In 1888, there were 109 frame schoolhouses, twenty-one stone schoolhouses, and three brick schoolhouses, for a total of 133 schoolhouses. There were 4,682 pupils and 159 teachers. In addition to the regular school year, the Normal Institute ran for four to six weeks each year, training new teachers. There was no school debt - all school houses were built and paid for.

Herman Mueller, in his book *The History of Madison County and Its People*, asserted that "The first school taught in Madison County was in Union Township in 1847-48 with Mrs. Polly Case, wife of Amos Case, as teacher. She received a salary of \$1.00 per month for every student. The building was a 12'x12' log cabin of unhewn oak with a pungeon floor, clapboard roof, and window with 6 panes of 8"x10" glass." Historically, it was not considered a schoolhouse, but rather a vacated log cabin where school was taught. This was known as a subscription school, a school that was held at someone's home. "Spelling, reading, writing, and arithmetic were taught and writing was done with home-made ink made from wild berries, hulls of walnuts, or the bark of trees. School age was between five and twenty-one years... But persons of any color other than white were wholly excluded from the public school system. On the other hand, no person other than white was taxed for public school purposes."

According to "A Pioneer Settlement in Madison County" by W.S. Wilkinson, the first schoolhouse documented was a log cabin just east of Buffalo Mills. It is known as Buffalo Mills, School No. 3. The schoolhouse was built in 1848 as a log house (then later a stone school and then a frame school). James Thornburgh was hired to reach a term. There were 22-23 students, but school had to end when winter hit and the snow was too deep. "A year or so later some school districts were marked off,

and the Roger schoolhouse in Scott township was built.”

“In 1849 the county was divided into three townships: Union on the north with four school districts, Center with five school districts, and South with four school districts. In 1849, 368 children of school age were enrolled in the county schools. By 1861, this number had risen to 1056 school children and in 1859, there were sixty schools in the county with 2,936 school-age children. Only 1742 of these school-age children actually attended school and the average attendance was 1025. By 1914, there were 4,099 school-age children and 259 teachers in Madison County.”

“By 1850 schools and schoolhouses were rapidly increasing. That same year the first tax assessment of \$2148.86 was collected for school taxes. In 1858 the legislature passed an education bill which made the civil township the official school district. Towns with more than 1,000 residents could be independent districts, and county superintendents were elected to supervise both the township and independent schools. An official school township district included up to nine sub-districts which were four miles square with a school building in the center. By the early 1870s there were comfortable schoolhouses in all townships and towns, and the number of pupils had risen to 3,696 in 90 school districts. An 1872 law allowed sub-districts to become independent if they had at least 10 students...Country school teachers before 1890 had very little formal training but in the 1880s county superintendents held “Normal Institutes” to prepare teachers for rural schools. By 1905 85% of the teachers were women.” (Some information from *Country Schools for Iowa* by Camilla Deiber and Peggy Beedle, September 2002)

The following is from *History of Madison County*, written by Blair Young:

Very few one room schools have survived. However, they were a most important part of our history. Those of us who attended these schools and also were rural teachers were indeed privileged people. The teacher taught all grades, Kindergarten through 8th, sometimes having thirty-four pupils in the one room. While one class was reciting the other children were preparing their lessons. Reading, English, Spelling, Math, Social Studies, Science, Penmanship, Health, and Government

were the subjects taught. The younger children learned a lot from observing the older children and listening to them. On the playground the older boys and girls helped the little ones and looked after them. Everyone brought their lunch. Half gallon syrup pails with bails were used a lot to carry lunches. During the lunch hour, it was like one big family eating and visiting together.

Some teachers taught the same school for many years and had a very positive influence on many young peoples' lives. Edith Bowles who taught Walnut No. 5 for thirty-two years was one of the best. Besides teaching all grades, the teacher built the fires, swept the floor, nursed the sick and wounded, policed the playground and the two little out houses, helped with coats and overshoes, raised and lowered the flag, and carried water from a pump for drinking and washing of hands and faces. Sometimes older children helped with chores. They especially like to dust erasers and wash blackboards.

The old schoolhouses were often the nerve centers of neighborhoods. There were “Literary” meetings, where folks gave readings, sang songs, had spell downs and ciphering matches. The best speller was the one still standing after everyone else had incorrectly spelled a word, and the best in math could add, subtract, multiply, and divide faster than anyone else. The teacher and pupils put on programs consisting of short plays, recitations, and songs. The ladies and girls would decorate boxes and fill them with good country cooking and pies. They were auctioned off to the highest bidder, who then ate with the lady who brought the box. The money was used for needed school equipment.

Elections were held in some of the schools. Monthly P.T.A. meetings were community get togethers, a social time for the families and teacher to communicate and get to know each other.

Lest we forget, many great men and women of our country got their early education in these one room rural schools.

From the article “Pioneer School Memories” by Jennie Thrift, from History of Madison County by Blair Young. Madison County Genealogical Society, 1984.

“Well, I remember trudging away to our country school on a cold snowy morning in the days when Iowa was in its early stage of development. Perhaps you are wondering whether we (for there was a large family of us) were dressed in our heavy fur-collared coats and snug over-shoes? Let me tell you about my costume which was typical of the rural pupils of that time. I was dressed in a laid spun dress, a black and red checked shawl, a yarn hood or nuba, knitted mittens, yarn stockings, (quite different from the half-socks of today, don’t you think?, and heavy calf-skin shoes (no rubbers or arctics being used in our locality - southeastern Iowa at that time.) The school which I attended was about a mile from home and as a rule, we stopped to warm at a neighbor’s home about half way from the schoolhouse. The thing that I remember most was the hospitality shown by the kind old lady (who usually met us at the door), invited us in to warm by the huge fireplace which occupied almost one end of the house. At one side of the door, one would generally see a cheesebag (just a canvas bag with flap buttoned down) underneath which was placed a pot to catch the whey. Often a kettle (in which the family dinner was cooking) was seen hanging from the crane and also an iron oven (dutch oven) on the hearth. This contained, no doubt, a loaf of bread for the noon-day meal. After toes and hands were warm, we wended our way towards the old schoolhouse (the warmth of which awaited us).”

Madison County Schools by Township

Crawford Township:

This township was created on July 8, 1851 and originally designated as East Township. Crawford’s school district was created in 1858, and had seven sub-districts. In 1874, all of the sub-districts became independent school districts: McLaughlin/Ryan, Cedar Valley, Center, Mount Pleasant,

Hardy/Pleasant Valley, Patterson, and Bevington.

Sub-District No. 1

McLaughlin/Ryan

It is thought that the first school in this sub-district may have been a parochial school of the St. Patrick Irish Settlement. In 1874, it became the McLaughlin Independent school with a schoolhouse built at the same site in 1877. The official name of the school was changed to Ryan in 1912. This school closed sometime in 1937-1938, and was sold in September of 1954.

Location: SW corner of NW4, Section 2, Twp 76N, Range 26W, 5th P.M.

Sub-District No. 2

Mt. Pleasant

Mt. Pleasant was created in 1871, and became an independent school district in 1874 like the rest of the school districts in the county. This school closed in 1958 and was sold for \$450 in 1959. The larger eastern portion of this school district joined with the Martensdale school, while the remainder consolidated with Patterson.

Location: NE corner of SE4, SW4, Section 14, Twp 76N, Range 26W, 5th P.M.

Sub-District No. 3

Hardy/Pleasant Valley

Named after one of the early families living in the area, Hardy became an independent district in 1879 when the official name became Pleasant Valley. The school was discontinued in 1916 for lack of students. It was consolidated in 1919 with Patterson.

Location: SW corner, Section 26, Twp 76N, Range 26W, 5th P.M.

Sub-District No. 4

Cedar Valley

The 1869 Atlas for Crawford Township shows Sub-District 4 on land deeded to Robert D. Neal on April 24, 1869. In 1875, a school was built at the former location. By 1891, the school site had been moved to the location below and was called Cedar Valley Independent. It was consolidated in 1919 with Patterson. This school and its contents were sold in 1946.

Location: (Original) SE corner of NE4, SE4, Section 7; NE corner, SE4, SW4, NE4, Section 8, Twp 76N, Range 26W, 5th P.M.

Sub-District No. 5

Center

Built in or by 1876, Center School and Montpelier were in close distance to each other. They either co-existed or Center may have succeeded Montpelier. There is an overlap in teachers listed for both schools. It could be that there was one school with two names. This school was consolidated with Patterson in 1919.

Location: Near NE corner of SE4, SE4, Section 20, Twp 76N, Range 26W, 5th P.M.

Montpelier

No information on its history has been located, but there are teachers who are listed as having been there for at least one term. The first is Miss Hall (1871-1872), and the last is Fern Coen (1915-1916). The given location puts it close to the location of Center School.

Location: NE corner of SW4, SE4, Section 20, Twp 76N, Range 26W, 5th P.M.

Sub-District No. 7

Bevington

The future town of Bevington was once part of Sub-District No. 3, but was laid out in 1872 and in 1874 became the Independent District of Bevington. The earliest record of a school was 1875. In 1889, a school was built by J.S. and L.C. Miles. By 1893 the two-room school held graded classes and the district extended into Warren County. In 1958 when Madison County was reorganized, the Bevington District became part of Martensdale schools.

Location: SE4 of NE4, Section 25, Twp 76N, Range 26W

Grand River Township

Grand River was established by the county court on March 1, 1858. Dr. J. H. Mack arrived in the township in 1858, and in 1872, platted the town of Macksburg. The first school in the township, started in 1855, was a log cabin in section 22 near the home of Ransom Moon. In 1856, Huldah Lee taught school in a little house in section 21 at the west end of Marley's grove. The first frame school was built in section 15 in 1858, and Joshua Cox was the teacher. Macksburg and seven of nine rural schools consolidated in 1919 as an Independent District Township.

Grand River 1 (Pinckney)

Before 1875, Grand River 1 was established in sections 1, 2, 11, 12, 13, and 14. The schoolhouse was located in the NW corner of section 12. In 1876, the township sections were reassigned to each of the nine schools. No. 1 only included sections 1, 2, 11, and 12 after that. The present location and condition of the schoolhouse is unknown.

Location: NW corner of NW4, Section 12, Township 74N, Range 29W

Grand River 2 (Hillbury)

In the early 1860s, a post office named Venus was established in the

center of SW4 of section 10. By the fall of 1868, a log cabin school was built near the post office, known as the Craven School. It closed in the fall of 1873, and the log cabin was moved to the SE corner of section 16, becoming the Grand River 5 (Craven) School. When the Craven log school was removed, a new school was built a half mile north in section 3 and became Grand River 2. It is not known what became of this school building.

Location: NW corner of NW4, Section 12, Township 74N, Range 29W

Grand River 3 (Badley, Kivett)

No. 3 was first located in SE4 of NW4, Section 7, where plans were being made in 1875 for a new schoolhouse. The school site was moved to the location below between 1896-1901. No record of building a frame schoolhouse was found until 1907. Present schoolhouse location is unknown.

Location: SE corner of SE4, Section 6, Township 74N, Range 29W

Grand River 4 (West Branch)

In 1874, No. 4 was located in the NW corner of the SW4, NW4, section 29, where a new schoolhouse was built in 1876. The site was moved before 1896 to the location below. Present location of the schoolhouse is unknown.

Location: SE corner of SE4, SE4, Section 18, Township 74N, Range 29W

Grand River 5 (Craven, Center)

The Craven schoolhouse was moved here in 1873, becoming No. 5. Ten feet in length was added to the building in 1876. No other mention of a frame or brick schoolhouse has been found, and its not known what happened to this schoolhouse.

Location: SE corner of Section 16, Township 74N, Range 29W

Grand River 6 (Cochran)

In 1876, a new schoolhouse was built at the SE corner of NE4 of Section 26 for sub-district No. 6. Sometime around 1896, the school was moved to the location below. No mention of a replacement school has been found, and its whereabouts are unknown.

Location: SW corner of Section 13, Township 74N, Range 29W

Grand River 7 (Gilbert)

In 1876, the No. 7 schoolhouse was moved one-half mile south near the property of Lewis Smith (NE corner of section 35). By 1896, the school was at the previous location of No. 6. In 1901, No. 7 moved to the NW corner of section 36 where it would remain. Gilbert did not join Macksburg Consolidated in 1919, but remained in the Grand River Township District. The school was destroyed by a chimney fire in 1930. A new school was built while school continued in the E. S. Gilbert home. No. 7 finally joined Macksburg Consolidated after 1947.

Location: NW corner of Section 36, Township 77N, Range 27W



Grand River #8

Grand River 8

No. 8 was first found on the 1875 plat map at the location listed below. It was never moved. No. 8 did not become part of Macksburg Consolidated until its closing in the spring of 1951.

Location: SE corner of NW4, NW4, Section 33, Township 74N, Range 29W

Grand River 9

No. 9 was located in the extreme southwest corner of the township and county. The earliest record of its existence was in 1896. No. 9 petitioned to be part of the Macksburg school district.

Location: NE corner of Section 31, Township 74N, Range 29W

Grand 10 & 11 (Macksburg)

The earliest Macksburg School, a frame building, was constructed in 1858 in section 15. A graded school was built in 1877. These were rural schools Grand River 10 (intermediate) and 11 (primary). The high school had a variable curriculum spread over four years. Starting in 1898, only two high school grade levels were offered. In 1911, Macksburg decided to abandon the tenth grade level and keep only the ninth grade. In October 1914, Macksburg voted to change the district to a school township. In 1919, Macksburg and rural schools 1-6 and 9 approved creation of a consolidated township school with a high school (7 and 8 joined a few years later). The seven rural schools closed in 1921 when the new brick schoolhouse in Macksburg was finished. The last graduating class was 1961.

Location: NW corner of Section 15, Township 77N, Range 27W

Jefferson Township

Once part of the Commissioners' Union Township, Jefferson Township was designated in August 1858. The first schoolhouse was built near where William Payton lived in Section 6 and was named for him. The second school was Jefferson Schoolhouse near the William McCleary

farm in Section 26. In 1920, an effort was made to create a township independent school district with the potential to have a high school but it did not succeed.

Payton

Built in conjunction with the Methodist Episcopal Church organized in the home of William Payton in July 1858, Payton could be considered a late pioneer school. It was built using private funds.

Location: NE corner of W2, SE4, Section 5, Township 77N, Range 27W

Jefferson No. 1 (Pine)

The 1869 atlas indicates the presence of No. 1. A new school was built in 1879. No. 1 became part of Van Meter Consolidated in 1921.

Location: SE corner of SW4, NW4, Section 1, Township 77N, Range 27W

Jefferson No. 2 (Storck)

Also known as the Gerhardt Stock School, this frame schoolhouse built in 1870 was built by the Gerhardts on their farm for their twelve children. This school was originally known as No. 7 but was changed to No. 2 in 1879. It became part of Van Meter Consolidated in 1921 and moved to the Van Meter school site. Its final location is unknown.

Location: SE corner, Section 4, Township 77N, Range 27W

Jefferson No. 3

Indicated on the 1869 atlas, it was named No. 3 by 1879. In 1900, construction was approved for a new building. In 1920, the west three quarters of No. 3 became part of DeSoto Consolidated. The east quarter became part of Van Meter Consolidated in 1921, and the school closed.

Location: SW corner of NE4, NE4, Section 7, Township 77N, Range 27W

Jefferson No. 4 (Hardscrabble & Higgs)

Indicated on the 1869 atlas, the district was named No. 4 by 1879 when the sub-districts in Jefferson Township were realigned. In 1920, it became part of DeSoto Consolidated. It was closed soon thereafter.

Location: SW corner of NW4, SW4, Section 20, Township 77N, Range 27W

Jefferson No. 5 (Center)

Originally called No. 9, the district was renamed to No. 5 by 1879. An anonymous source described No. 5 as “a one room, wooden frame type of building with a row of windows on each side. It was heated by a single stove... There was a front hallway to the school room which was used as a cloakroom...” All of the materials came from Eli Cox’s steam mill, with carpentry work done by John P. Clark and William McCleary. Tax money was approved for new schools in 1873 and 1928. The 1873 school was sold to William Wishmier. No. 5 closed in December 1957 and the students were sent to Van Meter Community.

Location: SW corner of SE4, SE4, Section 16, Township 77N, Range 27W

Jefferson No. 6 (Grant)

Indicated on the 1869 atlas, a new frame schoolhouse was built in 1872 by Eli Cox. No. 6 suffered damage from a fire in 1875. In 1957, sections 13 and 24 of No. 6 joined Van Meter Community, and sections 14 and 23 to Winterset Community. From *History of Madison County Iowa* by Blair Young, Madison County Geneological Society, 1984:

“(Located) seven miles southwest of Van Meter where I started to primary in 1916. I walked one and one fourth miles, with my brother,

on a dusty and muddy road. This was a one-room, white frame building with one teacher. My first was Bessie Parker. There were eight grades. Later was Eleanor Bauer who rode horseback to school several miles from her home. A large coal heater in the center of the room. There were outdoor toilets. Drinking water was from a well, taken inside with a pail and dipper. Each pupil had their own collapsible drinking cup. There also was a wash basin. There were double desks for two and in the front of the room was a recitation bench. Each pupil had about a 9x12-inch slate for writing. School books had to be purchased in Winterset. My lunch was carried in a tin dinner pail containing fried chicken, homemade cookies etc. It was fun to trade for cupcakes etc. from someone else. At recess, games were played. “Fox and goose” and “riding on sleds in winters,” “drop the handkerchief,” “wood tag,” “hide and seek,” “crack and whip,” etc. There was name drawing for gift exchange at Christmas, Valentines for Valentine day from slotted box where everyone deposited them. On the last day of school there was a picnic with parents, in the woods. My father, Ebert Bernau, started to school here in about 1891 and Jerome Golightly was the last director prior to 1957 so it was in operation at least sixty-six years.”

Location: SE corner, SE4, Section 14, Township 77N, Range 27W

Jefferson No. 7 (Jefferson)

A new schoolhouse was needed by 1874. It was built by Harry Linton and in 1879 the sub-district became No. 7. In 1889 the schoolhouse required an overhaul, and by 1915, a fire broke out in the attic. In 1932, Jefferson No. 7 suffered from a much more devastating fire. Though the furniture, clothing and books were saved, the schoolhouse burned to the ground. Teacher LaVonne Alexander taught school in a house on the Earnest Mueller place while construction took place for a new school. Alfred Cox built a frame school with a basement. No. 7 closed in 1948. Sections 26, 35, and 36 were added to Winterset Community Schools in 1957. Section 25 became part of Van Meter Community.

Location: SW corner of Section 25, Township 77N, Range 27W



Jefferson No. 8 (Dan Hazen & Doak)

Sub-district No. 8 existed as early as 1869. A new schoolhouse was approved in 1873, and it was built in 1874 by Harry Linton. In 1894 the school was moved to the new site south of the river. The school closed in 1945 and was sold along with its contents in 1950. Most of No. 8 was added to Winterset Community.

A photo of a class at the Doak school, taken in 1910, shows five students and a teacher, located in the top row in the middle, simply listed as “teacher”. She appears to be of African American descent. Her name was Afla A. Hutchison. She was born September 5, 1880 in DeSoto, Iowa, to parents Elza Elsworth Hutchison and Miriam Dillon. Both parents were black. In fact, it appears that her father was born into slavery in 1852 in West Virginia, but by 1860, Elza was living in Iowa. Elza was a barber, living most of his life in DeSoto and Van Meter. He and his wife, Miriam, are buried in Oakland Cemetery in DeSoto.

Alfa was a teacher for most of her life. She is pictured (left) at the Doak School, Jefferson No. 9, in 1910. There are many references to her in the *Winterset Madisonian* up through the 1930s. She is mentioned in a 1916 issue as the “former teacher at the old Stone School” who met with pupils to visit the new school house. From census re-

ords it appears that she was living in Oklahoma City by 1937, where she taught school in Kingfisher. It also appears that she remained single. Alfa died on March 15, 1974 in Oklahoma City at the age of 94.

The fact that there was a black teacher teaching white students (in particular) in the early 1900s is very significant, and unexpected in rural Iowa. The Black population in Iowa increased from 188 in 1840 to 10,685 by 1890. By the turn of the century, Blacks numbered 12,693 in Iowa. From 1850 to 1860, the Black population in Iowa more than doubled. Population for Blacks in Iowa from 1840 through 1940 from census records is as follows: 1840: 188; 1850: 333; 1860: 1,069; 1870: 5,762; 1880: 9,516; 1890: 10,685; 1900: 12,693; 1910: 14,973; 1920: 19,005; 1930: 17,380; 1940: 16,694.

While Black men worked as laborers, lead and coal miners, porters, and waiters, Black women found employment as domestics, laundresses, cooks, and housekeepers.

An early educational law was passed in 1847 that denied Black children the right to attend the public schools in Iowa. The 1847 law stated that, “Schools would be ‘open and free alike to all white persons in the school district between the ages of five and twenty-one years.’”¹² In a law written even earlier than 1847, county assessors were instructed to list only “the white inhabitants of all ages” in each county.¹² This serves as another example of White Iowa legislators incorporating the word “White” into law that was exclusionary to Blacks. However, in 1850,¹⁷ Black children evidently attended public schools. The 1850 census listed 12 males and five females from a total of 122 Blacks who were legal school age and who were attending school.¹³ The Black children continued to attend school, however the practice varied from county to county.

In 1858 the General Assembly passed a comprehensive school law that specified that the district boards of directors should provide separate schools for the education of Black children. The only exception to this

was when those Whites whose children attended the public school unanimously agreed that Black children could attend the same school as their White children. This act was held unconstitutional because the constitution of 1857 created a Board of Education, which held the authority to enact school laws. Although no reference to racial discrimination has been made in Iowa school laws since the act of 1858, separate schools for Blacks and Whites existed in some Iowa districts as late as 1874.

“One well-known underground route ran from the southwest corner of the state in Tabor, through Lewis, Fontanelle, Winterset, Lynnville, to Grinnell.”

Legislative barriers to the education of Black children in Iowa were eliminated in Iowa in 1868, when Alexander Clark sued the Muscatine school because his daughter, Susan, was not allowed to attend the school there for White children. The Iowa Supreme Court ruled that the school board could not require children to attend a separate school because of “race, religion, or economic status,” which resulted in a victory for Clark and his daughter. Successive cases in 1874 and 1875 supported the 1868 decision. It is interesting to note that the Iowa decisions on education in 1868, 1874, and 1875, predated the United States Supreme Court doctrine of “separate but equal” in *Plessy vs. Ferguson* in 1896.

In 1884, the Iowa General Assembly passed the Civil Rights Act that was patterned after the federal Civil Rights Act of 1875. This law stated that “all persons within this state shall be entitled to the full and equal enjoyment of the accommodations, advantages, facilities and privileges of inns, public conveyances, barber shops, theaters and other places of amusement.” More categories were added to this law in 1892, which included restaurants, lunch counters, bathhouses, and “other places where refreshments are served.” In a sixteen-year time period, Iowans legislated voting rights to Black males, opened public schools to Black children, and access to public facilities. In spite of these legislative

advances, the real circumstances for Blacks in Iowa remained difficult at best. They were still subject to economic hardship with few if any opportunities in more lucrative or professional employment, along with continued difficulty in finding decent housing. The legislation did not ensure equal opportunity or equal access.

In 1895-96, Black barbers still had a substantial white customer base.

By 1900, Des Moines had the largest Black population in the state of 2,041. This move was made by Blacks likely because of Des Moines’ increasing size and the prospect of increased employment opportunities. Even so, employment open to Blacks remained limited and in the lower paying, less skilled jobs. One historian noted that, “The average black [in Des Moines] held a menial job and could hope for little or no upward mobility socially, economically, or politically. Generally blacks... received the same treatment as their counterparts in the heavily industrialized cities convulsed by more violent racial tension.”

The formation of the National Association for the Advancement of Colored People (NAACP) made its debut in Des Moines in 1915. There were 20 or more clubs for Black women functioning for educational and social purposes in Des Moines in 1918. There were local chapters of the National and State Federation of Women’s Clubs, the National Association of Colored Women’s Clubs, and a University Women’s Club.

Black teachers were not given the opportunity to teach in Iowa, except in the town of Buxton. From the 1890s through 1910, most Black teachers were forced to go South to practice their profession. The schools in the North remained dominated by Whites. The 14 Black school student population in Des Moines between 1930 and 1940 was around 1,200 to 1,300. In 1945, Harriet Curly Bruce became the first Black teacher in the Des Moines Public School System in a kindergarten classroom. Although some school board members objected to the hiring of the first Black teacher, they were defeated in the school board election. In 1947, there were three full-time and four substitute Black teachers in Des Moines. In a public discussion that took place

later, the Black teachers expressed their belief that they were fully accepted without discrimination by parents, students, and faculty.

[*African Americans in Iowa: A Chronicle of Contributions: 1830-1992*. African American History Project, Iowa Humanities Board.]

Location: NE corner of E2, NE4, Section 33, Township 77N, Range 27W

Jefferson No. 9 (Brittain, Stone School & No.4)

Known in the early years as the “Stone School”, it was also the only school named after the family that attended the longest (the Brittain family). The Brittain children began attending the school when it was a log cabin school named McDonald. The log school was replaced in 1871 with a stone school. Mrs. Mollie Myers was the first teacher at the stone school. The stone school served No. 9 for 45 years. On January 12, 1916, the stone schoolhouse was destroyed by fire. A new frame school served from 1916 to 1942 when it closed. The school and its contents were sold at auction in April 1950. Jefferson 9 was divided equally between Van Meter and DeSoto with a small sliver going to Winterset Community.

Location: Near SE corner of NE4, SE4, SW4, Section 32, Township 77N, Range 27W

Lincoln Township

Once one of four townships that were called Center Township in 1860 (the other three were Douglas, Scott, and Union), Lincoln Township created seven sub-districts, each with its own school. With the reorganization of Madison County in 1857, the seven schools became part of Winterset Community Schools.

Independent District of Lincoln - No. 5, No. 1, Beerbower

The first schoolhouse was a log cabin near the NW corner of NE4, SW4, Section 2 built sometime before 1854. In 1856, the foundation was laid for an octagonal stone schoolhouse at the NW corner of NE4, SE4, Section 3, but it was scraped for a 24x50 foot stone school

at the SW corner of E2, NE4, Section 3. The land given on a quit claim deed in March of 1855 was Margaret Beerbower. The student population of this school district grew with the building of the White and Munger woolen mill. A frame school replaced the stone school in 1900. The school closed in 1961, and was sold to John Jackson who moved it onto his farm one mile west. Unfortunately, it was demolished recently.

Location: SW corner of E2, NE4, Section 3, Township 75N, Range 28W

Independent District of Hooten - No. 1, No.2

The land for the early stone school was deeded by John Hooten in September 1868. The earliest record of a schoolhouse was February 9, 1887. A new frame schoolhouse was built in 1905 and didn't close until 1961. The school building was sold at auction in 1961 to John Burch, who later sold it to F. L. Rankin sometime before February 1980 when a fire damaged the school. The frame school is on the original site.

“I began teaching Hooten School in the fall of 1954 with 25 students and 9 grades. By the spring of 1955, six had moved away and one had entered. I was paid \$300.00 per month for nine months. This school building was built in 1905 and kept in good repair. It had a floor furnace, linoleum on the floor, venetian blinds at the windows and a telephone was installed. Four generations had gone to Hooten. Beanne and Marcha Hill, daughters of Mr. and Mrs. George Hill, had a great-grandfather David Egy attend Hooten. James and Janet McLees, children of Mr. and Mrs. John McLees, also had a great-grandfather who went to school in the original stone building. We enjoyed trips of interest to Des Moines, train rides, hayrides, various games and picnics. When I left Hooten to teach at DeSoto Consolidated, I was presented with the flag I put up at Hooten. This was the last flag I put up at a school. Hooten students worked diligently and played peacefully. This was an enjoyable school to teach.” - Written by Vera L. Mitchell for *History of Madison County* by Blair Young.

Location: SE corner of SW4, NE4, Section 8, Township 75N, Range 28W

Independent District of Yale - No.2

Named the Yale Independent School District in 1872, a new schoolhouse was approved in 1898 by district voters. Read Yoders built the schoolhouse, which was closed in 1961 and auctioned off to Nick Waltz. The school building remains at the original site but has been converted into a house.

Location: NW corner, W2, SW4, Section 28, Township 75N, Range 28W

Independent District of Grant - No. 4

This school dates back to 1871 or earlier. In 1877 the schoolhouse was moved to the location listed below from NE corner of S2, NE4, Section 34. In 1879 a new schoolhouse was approved. Grant closed in 1959 and was sold at auction in 1961 to Dennis Floyd. Its current status and location are unknown.

Location: NW corner of NE4, Section 35, Township 75N, Range 28W

Independent District of Washington - No. 3

Little is known about this school. It dates back to at least 1871. The school was closed in 1946 and sold to Don Bryant in 1961.

Location: NE corner of SW4, Section 23, Township 75N, Range 28W

Independent District of Harvard

Harvard was created when the southern part of Hooten and the northern part of Yale were combined to create this district in 1886. A schoolhouse was built in 1887, but burned down in 1893. A low student population made it difficult to keep the school open and it closed

in 1958, and it was sold to Charles Busch in 1961.

Location: SW corner, Section 17, Township 75N, Range 28W

Independent District of Middle River - Tusha, No. 3, No. 5



The Middle River School was located along the western edge of Section 12, Lincoln Township. The land was deeded to the school district by Andrew and Mary Clark Tusha in 1878. The school closed in the spring of 1939, then

used for 4-H meetings, the Saddle Club, and the Community Club. In 1981 the current owners of the land, E. Nelson and Miriam Howell, deeded the school and property to the Madison County Historical Society. It is now located at the Madison County Historical Complex in Winterset.

Location: SW corner of NW4, SW4, Section 12, Township 75N, Range 28W

Madison Township

Part of Union Township created by the Commissioners' Court in 1849, Madison became its own township in 1851. The first schoolhouse in this township was built by James Brewer. Its first teacher was Samuel Kirkland. It is thought that this school was close to Union 4 (1849). Six of the nine sub-districts in Madison Township eventually consolidated with Earlham Schools, two to DeSoto and one to Winterset by 1959.

Madison No. 1

The 1869 map of Madison Township indicated the presence of a school

in this sub-district. A new school was built in 1907. In 1920, No. 1 was consolidated with DeSoto. This school then closed.

Location: SE corner of Section 2, Township 77N, Range 28W

Madison No. 2 (Thomas)

Also indicated on the 1869 map of the township, a new school was built in 1879 and again in 1912. This school was closed after consolidation with Earlham in 1917. Fern Utterback was a teacher here at one time.

Location: NE corner, SE4, Section 4, Township 77N, Range 28W

Madison No. 3

Indicated on the 1869 map of Madison Township as well, a new school was built in 1899. This school was consolidated with Earlham in 1817 and closed after.

Location: SW corner of NW4, NW 4, Section 17, Township 77N, Range 28W

Madison No. 4 (Haxton)

While indicated on the 1869 map, no further history on this school has been found (aside from an old photograph of the class in front of the school). It was included in the Earlham consolidation in 1917.

Location: SE corner of N2, SW4, Section 20, Township 77N, Range 28W

Madison No. 5 (Center)

Also on the map of 1869, a new school was built in 1883 and replaced again in 1903. Martin & Son of Winterset built the newest schoolhouse for \$866. (The old schoolhouse was sold to John Feitz.) No. 5 was consolidated with Earlham in 1917, and it was closed shortly thereafter. The schoolhouse continued to be used as a community center until at least 1945.

Location: NE corner of SE4, Section 16, Township 77N, Range 28W

Madison No. 6 (Pleasant Hill)

Also on the 1869 map, a new school was completed in 1893 by Alfred Cox. In 1920, No. 6 was consolidated as part of DeSoto and closed around that time.

Location: Near NW corner of NW4, Section 24, Township 77N, Range 28W

Madison No. 7 (Union & Pleasant Valley)

Located on the 1869 map, a new schoolhouse replaced the original building in 1873. The school remained at this location until 1897, when the schoolhouse was damaged by a fire. When the school was rebuilt, there were two schools in this sub-district - Madison 7 and Madison 8. These two schools were constructed by Charles Hopper and were identical. Madison 7 remained open until the end of the 1940 school year.

Location: NE corner of NW4, Section 36, Township 77N, Range 28W

Madison No. 8 (West Union)

(See notes on No. 7) Before the construction of No. 8, this sub-district had been assigned to the Worthington School, which became No. 9 after No. 7 and No. 8's construction in 1897. Madison No. 8 remained open until 1960. After the 1957 reorganization of Madison County, the northern half of the No. 7 and No. 8 sub-district was assigned to Earlham Community, while the southern half became part of Winterset Community. This school building was sold to Cora McKee in 1961.

Location: SW corner, Section 26, Township 77N, Range 28W

Madison No. 9 (Worthington)

Originally indicated on the 1869 map of Madison Township as a school

in sub-district named Madison 8, this school became No. 9 after the building of the new No. 7 and No. 8 (following the destruction of No. 7 due to fire). A new school was built in 1900. This school was in continuous use until 1933, then re-opened briefly for the 1936-1937 school year before closing for good. Miriam Hadley was a teacher here. The school and its contents were sold at auction in April 1952. In 1954, the schoolhouse was moved one-half mile east and attached to the Worthington Church where it remains today. Madison No. 9 became part of Earlham Community in 1957.

Location: SW corner of N2, NE4, Section 32, Township 77N, Range 28W

Monroe Township

Though the township wasn't organized until 1860, settlers had arrived in Monroe Township as early as 1852. The earliest township schools were probably erected around 1860. The 1871 township school plat map showed that the township evenly divided into four quarters for sub-districts. Between 1876 and 1893 the realignment of the township became nine sub-districts of four sections each.

Monroe 1 (Hartley)

No. 1 can be traced back to 1871, and included sections 1, 2, 3, 10, 11, 12, and N2 of sections 13, 14, and 15. The schoolhouse was located in the NW corner of SE4, section 11. By 1891, the school site was moved to the sub-district center at SE corner of SW4, SW4, section 1, and remained there for the rest of its history. In January 1934, the schoolhouse was destroyed by fire. A new schoolhouse was completed by the fall, and the school closed its doors in the spring of 1958. It was sold in 1961 to Berwin Fife. In 2005, the schoolhouse appeared "very dilapidated."

Location: SE corner of SW4, SW4, Section 1, Township 74N, Range 28W

Monroe 2 (Porter)

In 1871, sub-district No. 2 included sections 4, 5, 6, 7, 8, 9, 16, 17, and 18. By 1875, the sub-district had been expanded to include sections 3, 4, 9, and 10, while losing section 16. The schoolhouse was located at the NE corner of W2, SE4, section 8. In 1876, while new sub-districts were being added to Monroe Township, No. 2 was moved to sections 3, 4, 9, and 10. A new schoolhouse was built the next year, likely in the school's final location (see below). By 1917, a new school was needed to replace the previous one. The old school was sold at auction. Monroe 2 became part of Winterset Community.

Location: SE corner of SE4, Section 4, Township 74N, Range 28W

Monroe 3 (Polk)

The third of four sub-districts established in 1871, No. 3 covered sections 19, 20, 21, 28, 29, 30, 31, 32, and 33. In 1876, No. 3 was moved to sections 5, 6, 7, and 8. A new schoolhouse was built in 1917, and the old building was sold. No. 3 closed in 1944. Monroe 3 became part of Winterset Community.

Location: SE corner of S2 of SE4, Section 6, Township 74N, Range 28W

Monroe 4 (Snodgrass)

No. 4 was located in 1871 in sections 22, 23, 24, 25, 26, 27, 34, 35, and 36. In 1873, sections 23 and 24 were removed, and S2 of 15 was added. In 1876, No. 4 moved to sections 17 and 18, and a new schoolhouse was built the following year. Sometime before 1893, the sub-district was enlarged with the addition of sections 19 and 20. The 1877 schoolhouse was replaced in 1940 with a new school at the site listed below. This school was used until 1948 when the sub-district was closed. The Wearnmouths bought the school and moved it to section 24, Grand River Township.

Location: SW corner of Section 17, Township 74N, Range 28W

Monroe 5 (Center)

Sub-district No. 5 began in 1873 in sections 13, 14, 23, and 24, with a schoolhouse built in 1874. Up to that point, school was held in the home of John Reasoner one mile SW of the school site. In 1875, No. 5 was moved to sections 15, 16, 21, and 22. The earliest record of a school was found in the SE corner, SE4, section 16 in 1901, then to the NE corner, NE4, section 21 in 1908. A fire in 1920 may have caused the school to be moved to SE corner, NE4, section 21. Fire destroyed this schoolhouse in 1954. The closed Monroe 8 was moved to this location and placed over a newly dug basement. No. 5 closed in 1960. Local 4-H members used it for a clubhouse into the 1990's and now as a home.

Location: NE corner of N2, NEW4, Section 21, Township 74N, Range 28W

Monroe 6 (Deer Creek)

When the sub-districts in Monroe Township were revised in 1875, the new sub-district, No. 6, was located in sections 13, 14, 23, and 24. No. 5 was at this location previously in 1874 when a new school was built, so No. 6 was able to start in a new schoolhouse. It was replaced by a new building in 1936. Monroe 6 was used by the local 4-H in 1953-54, when it was sold. It was moved a short distance and made into a home by David and Norma Hines. While No. 6 students attended the Lorimor School District for the next six years, it was consolidated with Winterset Community in 1960.

Location: NW corner of NW4, Section 24, Township 74N, Range 28W

Monroe 7 (Shipley)

When Monroe's sub-districts were revised in 1876, the new No. 7 was located in sections 25, 26, 27, 34, 35, and 36. A new schoolhouse was built in 1884. In 1893, the district was reduced to sections 25, 26, 35, and 36, with the schoolhouse at the NE corner, SE4, NE4, section 35. The school site was moved to the SW corner, SE4, W2, SW4, section 25, when the schoolhouse was destroyed by fire in 1932. Classes

continued in the home of Joe and Susie Kirk until 1945. John and Fern Peterson purchased the schoolhouse in 1955 and turned it into a home. The school can be found at the original site.

Location: NE corner of SE4, NE4, NE4, Section 35, Township 74N, Range 28W

Monroe 8 (Hill)

In 1876, No. 8 was located in sections 19, 20, and 28-33. The earliest record of a school site was in 1891 at the SE corner of SE4, section 29. Before 1898, the sub-district was reduced to sections 27, 28, 33, and 34. The next school site was in 1901 at the NW corner, NW4, section 34. The schoolhouse remained there until the school closed. A new schoolhouse was built here in 1937. The school was open intermittently between 1941 and 1951 before closing. When Monroe 5 was destroyed by fire, No. 8 was moved to that location and became the No. 5 School until 1960, when it joined Winterset Community Schools. No. 5 is now a home.

Location: NW corner of NW4, Section 34, Township 74N, Range 28W

Monroe 9 (Kasson)

Monroe 9 did not exist until after 1891 but before 1893. It included sections 29, 30, 31, and 32. The schoolhouse was located at NE corner, NE4, section 31 sometime before 1896. A new schoolhouse was built at the same site in 1936. When the sub-district closed in 1958, it became part of Winterset Community Schools. The school is still located on the site but needs repair.

Location: NE corner NE4, Section 31, Township 74N, Range 28W

Ohio Township

Many of the early settlers to this township were from Ohio, hence its name. In 1881 the town of Ego was platted, but two years later was

renamed Truro. Truro was the only trading center for the township, and the Keokuk and Western Railroad ran through it. The rural schools were used by various churches until each congregation had a church building of its own. There were eventually seven rural schools in the township, which all became part of Truro Independent when they closed. Washington Independent, North Ward, went to Peru Public School in Walnut Township.

Ohio 1 (Banner)

Documented as far back as 1869, Ohio 1 never moved. The Christian Church had used it for religious services until the early 1870's. A new schoolhouse is indicated on the 1891 atlas map of the township. In 1920, Banner School became part of Truro Independent. Emmett Franks bought the schoolhouse that same year, moved it to Truro, and turned it into a house.

Location: SE corner of SE4, NE4, Section 11, Township 74N, Range 26W

Ohio 2

Ohio 2 existed as early as 1869 at the NW corner of Section 10, across the road east of its location below. As a result of the move, a new schoolhouse may have been built sometime between 1901 and 1908. Records indicate that the school closed around 1915, and No. 2's students went to Truro. The status of this schoolhouse is unknown.

Location: NE corner of Section 9, Township 74N, Range 26W

Ohio 3

Located just south of the town of Truro, Ohio 3 began before 1869 and was expanded when Truro was platted in 1881. The frame school was enlarged four years later to include two stories with one room on each floor. In 1897, Ohio 3 became part of Truro Independent. An even larger schoolhouse was then needed, leading to Scott & Son of Mis-

souri building a two-story, four room brick building next to the frame schoolhouse and housing ten grades. By 1915, Ohio 3 required a four-year high school program and a new brick building was constructed on the north side of town. The basis for the future school district of I-35 was established.

Location: East line of SE4, SE4, Section 16, Township 74N, Range 26W

Ohio 4 (Young, Ohio 3)

Though founded as early as 1869 at the NE corner of SE4, NE4, Section 23, a new schoolhouse was built here in 1873. In 1897, when Ohio 3 became part of Truro Independent, Ohio 4 became the new Ohio 3 and was moved to the location below where a new schoolhouse was built. In 1907, 9th and 10th grade students were transported by horse-drawn carriage to Truro on a tuition basis. In 1919, another new schoolhouse was built in the same location. The Young School remained there until 1935 when all students went to Truro Independent on a tuition basis. In 1943, the Young School became an official part of Truro Independent. The present status of this schoolhouse is unknown.

Location: SW corner of SW4, Section 13, Township 74N, Range 26W

Ohio 5 (Bonny, Center, No. 4)

Ohio 5 was also founded as early as 1869, with a new schoolhouse constructed in 1872. By 1900, another schoolhouse was built at the same site. It appears that the Bonny School number may have changed in 1897 to No. 4. In 1907, 9th and 10th grade scholars were transported by horse-drawn carriage to Truro on a tuition basis. Sometime after 1918, the school was moved one-half mile west to the SE corner of W2, SE4, Section 26. A new schoolhouse may have been constructed but there is no record to verify. Bonny sent all of its students to Truro Independent in 1935 on tuition, and became part of that school system in 1943. The current status of the schoolhouse is unknown.

Location: SW corner, Section 25, Township 74N, Range 26W

Ohio 6 (Bridgeport, Ohio 5)

Sources have verified Ohio 6 (or Bridgeport) existed in 1872 when a new schoolhouse was built. This building was in use for 42 years. The poor condition of the schoolhouse was noted in a local newspaper in 1899, but it took another seven years for some major repairs were made to the school. In 1907, the township school board decided to send the small student population to Truro rather than keeping the rural schools open. 9th and 10th grade students were sent to Truro on tuition. In 1915, the school met its final demise when the schoolhouse caught fire and burned to the ground. In 1916, a new schoolhouse was built but as early as 1918, all students were sent to Truro. The current status of the schoolhouse is unknown.

Location: SW corner, Section 25, Township 74N, Range 26W

Ohio 7 (Oak Run, Ohio 6)

A schoolhouse was built in 1876 for Ohio 7/Oak Run. The school received repairs in 1906, and other repairs followed in the years to come. By 1920, Oak Run had voted themselves as an independent school district. In 1944, Independent Oak Run did consolidate with Truro Independent. That same year, the schoolhouse were sold at auction. Its final location and use was not found.

Location: NW corner of SW4, SW4, Section 29, Township 74N, Range 26W

Washington Independent (North Ward, Beverlin)

North Ward or Beverlin School sat east of the driveway of the Omer P. Beverlin home. Both South Ward and North Ward schools were once described as the worst-kept school buildings in the county. One of the buildings was repaired in 1898 and a new schoolhouse was built. In 1939, Beverlin students were sent to Peru School in a horse-drawn hack, and the schoolhouse was sold to Earl Emerson. There is debate as to whether the Beverlin School was torn down or moved to Winterset. It does appear that the building on his Winterset property is the old schoolhouse.

Penn No. 1

This frame school of 20 feet by 10 feet was built in Penn No. 1, the NE corner, Section 11. In 1888, it was moved to the NE corner, W2, SW4, Section 2, where it remained. The school closed in 1919 and was moved. Penn 1 was consolidated with Earlham. Laura Trent was a teacher here in 1912. Grace Patterson was also a teacher here.

Location: NE corner, W2, SW4, Section 2, Township 77N, Range 29W

Penn No. 2 (Pilot Grove)

Located on a six acre natural forest, it was named Pilot Grove as immigrants headed west would “pilot” their directions by their grove of trees. It was one of five schools in Penn Township by 1870 and continued at this location until 1919. It became part of Earlham Consolidated in 1917, and the rural school closed in 1919. It is not known what happened to this schoolhouse. Ms Cliff Brown was a teacher here in 1908.

Location: SE corner, Section 4, Township 77N, Range 29W

Penn No. 3

Located one and a half miles south of Dexter on the Creamery Road, this early school was built in 1871. It was replaced in 1901 by one built by D.S. Martin & Sons. James Graham attended this school in the mid-1940's. On his first day of school, he noticed his father's name carved into a desk from when he attended this school from 1906-1910. The schoolhouse had electricity in the 1940's. This school closed in 1951. Its final location was not found. The last of the Penn Township Schools were sent to Earlham Community starting in 1957.

Location: SW corner, Section 5, Township 77N, Range 29W

Penn No. 4

The first schoolhouse here was built in the summer of 1870, and was located two miles west of Penn Center. It was replaced in 1897, and

Location: SW corner, NW4, Section 7, Township 74N, Range 26W

Penn Township

Originated in March of 1858 from part of the 1847 Union Township formed by the Commissioners' Court, Penn Township's first schoolhouse was built in the center of the township by Daniel Francis. By April of 1870, Penn Township had five schools. located two miles west of Penn Center. It was replaced in 1897, and remained open until 1949. The school's final location is unknown. It became part of the Earlham Community School District as well. Marcella Stanley had her first teaching position here at the age of 18, right out of high school. She was issued a temporary "Limited Special War Emergency Normal Training Certificate" in 1944.

Location: SE corner of Section 18, Township 77N, Range 29W

Penn No. 5 (Center)

Daniel Francis, who arrived in Madison County in the mid-1850's, built the first school in Penn Township. This school was used until at least 1871. Daniel was school master between farming seasons. In 1875, Daniel and Emily Francis donated land for the Penn Center Church, Cemetery and School. In 1899, they donated another acre of land near the same location. Once the 1899 school was completed, the old school was sold. The school closed in 1951 and is still in its original location. The last of the Penn Township Schools became part of Earlham Community. (The original school was moved to the Roy Jobst farm, where it was used as a storage shed. James Graham and Carol Harris discovered that the school was still standing in 2007. Carol's great grandfather, Washington Francis, was the brother of Daniel Francis. It was later torn down.)

Location: SW corner of Section 15, Township 77N, Range 29W

Penn No. 6

In use by 1870, a new building replaced the old schoolhouse in 1891. The original schoolhouse was purchased by Will Mendenhall. As early as 1931, No. 6 students went to Earlham. This school closed in 1943 permanently.

Location: NE corner, Section 23, Township 77N, Range 29W

Penn No. 7 (Belle Prairie Academy)

Also in use by 1870, a new schoolhouse was built in 1929. No. 7 students also went to Earlham on tuition. The final closing of this sub-district was in 1951.

Location: Near SW corner of E2, SE4, Section 26, Township 77N, Range 29W

Penn No. 8 (Lenocker)

While in use by 1870, it was not until 1889 that a new schoolhouse was built. These students also went to Earlham and the school closed in 1941.

Location: SW corner of Section 27, Township 77N, Range 29W

Penn No. 9

Built in the summer of 1870, and replaced in 1893 with a new schoolhouse, this school also went through the tuition to Earlham phase before closing permanently in 1951.

Location: SE corner of Section 30, Township 77N, Range 29W

Scott Township

Organized in 1861, this was one of the first areas of the county to be settled. With the reorganization of Madison County in 1957, all of Scott Township became part of Winterset Community Schools.

Scott 1 (Harbart)

The 1869 plat map of Scott Township indicates that No. 1 included Sections 1, 2, 11, 12, 13, 14, and the northern half of 23 and 24. The district remained the same until 1875 when it was reduced to Sections 1, 2, 11, 12 and the northern quarter of 13 and 14. The school closed in 1957. The school was sold and moved the same year.

Location: NE corner of SE4, Section 11, Township 75N, Range 27W

Scott 2 (Holliwell)

The 1869 plat map shows No. 2 in Sections 9, 10, 15, 16, 21, 22 and NE4, SE4, SW4 of Section 3, as well as S2, Section 4. In 1870 No. 2 no longer included Sections 21 and 22. By 1875 this sub-district consisted of Sections 9, 10 and N2 of 15 and 16. By 1893 No. 2 shifted northward to include Sections 3 and 4, E2 Section 5 and most of 9 and 10. The school was closed temporarily after the fall term of 1928 until the following school year, and then was closed, sold, and moved in 1957.

Location: SW corner of NE4, SE4, Section 4, Township 75N, Range 27W

Scott 3 (Buffalo)

The first of the early schools built in the township was in 1848 - it was a log cabin located a quarter mile east of Buffalo in Eli Wright's field. James Thornburgh was hired to teach for six weeks. Classes were suspended for harvesting, but the snow was too deep that winter for school to resume and the term was never finished. This is thought to have been the first school (though not school house) in the entire county.

In 1869 a stone schoolhouse was built on land that William Compton gave to the school district. It was an acre located at NW4, NE4, Section 7. The stone schoolhouse served the district for nearly seventy years. It was condemned in 1938 by Scott Township trustees acting as the health board. A frame schoolhouse, built that same year, replaced the stone schoolhouse (some of its stone was used for the foundation

and the basement wall). In 1957 No. 3 was closed, and the schoolhouse was converted into a house. It is currently located on G50, one-fourth of a mile east of Clark Tower Road.

Location: Near SW corner of NW4, NE4, Section 7, Township 75N, Range 27W

Scott 4 (Lincoln)

Sub-district No. 4 was primarily located in Sections 17, 18, 19, and 20 (and sometimes Sections 29 and 30). The permanent site of the schoolhouse, at the NW corner of Section 20, was deeded by James Hollingsworth in 1866. The original stone schoolhouse was torn down and a new building erected in 1900. The school closed permanently in 1950, and was sold in 1957.

Location: NW corner of NW4, Section 20, Township 75N, Range 27W

Scott 5 (No. 2, Center)

No. 5 was in the southern half of sub-district No. 2 (Sections 15, 16, 21, 22). A stone schoolhouse was in the location below. A new school was built in 1892. The school was remodeled in 1930 in order to become a standardized school and receive monetary benefits from the state. In 1957 Scott Township consolidated several nearby rural schools and housed them in a new brick school at No. 5. When Scott Township became part of Winterset Community, the Scott Center school was used as an elementary school. Eventually all elementary students went to Winterset.

Location: SW corner of SW4, Section 15, Township 75N, Range 27W

Scott 6 (Oglesbee, Olive Branch, Slop Bucket, Stevens)

A log cabin school, on land deeded by John and Nancy Dorrell, was built sometime around 1853. This 16 ft x 18 ft cabin was located at the

NW corner of NE4, NW4, Section 25, and was a center for community activity. In 1866 the Elm Grove Church was built along with a stone schoolhouse. It was located approximately one mile southwest of the log cabin school at NE corner, NW4, SE4, Section 26 on land deeded to the school district by James and Sally Ann James. This school was called Olive Branch as well as by its nickname Slop Bucket. The old log cabin was purchased by George Armstrong, torn down, moved to his residence, and reassembled as a second room to his log cabin. It was still in use as late as 1931 as an animal shelter. The stone schoolhouse became the Stevens School in the Stevens School District. In 1920, it was replaced by a frame schoolhouse located at the NW corner of Section 24. The location of Scott 6 remained at this site until 1946 when it was permanently closed.

Location: NW corner of Section 24, Township 75N, Range 27W

Scott 7 (Fenimore)

Founded in 1870, this sub-district covered Sections 28 and 33, plus the W2 of 27 and 34. A school was built in 1880, but destroyed by fire in 1888. Between 1889 and 1893, No. 7 moved to Section 26 with portions of the adjoining sections that formed a ring around Section 26. A new schoolhouse was built in 1901, but was once again destroyed by fire in 1931. In 1954 the No. 7 students were bused to the Peru School. The old schoolhouse was later destroyed.

Location: SW corner of E2, SW4, Section 26, Township 75N, Range 27W

Scott 8 (Silliman)

First founded in 1870 and located in Sections 29, 30, 31, and 32, a frame schoolhouse built in 1871 served this sub-district. It was moved in 1890 to the location below. It was remodeled in 1892, perhaps partly due to a lightning strike in 1890. School was not in session at the time. The school had brief periods of closings until its final closing in

1954. The schoolhouse and its contents were sold in 1957. Its current status is unknown.

Location: SE corner of NE4, Section 28, Township 75N, Range 27W

Scott 9 (Benson, Dewey, Schoenenberger)

This sub-district first appeared in 1875, and included Sections 3, 4, and E2 of 5, plus the S2 of Sections 33 and 34 in Union Township. A schoolhouse was built in 1876. Between 1889-1893 No. 9 was moved to the southwest corner of the township at the location below. An arson was attempted in 1897 but was not successful. The school closed in 1946.

Location: SW corner of E2, SE4, Section 30, Township 75N, Range 27W

Scott 10

No. 10 first appeared in 1875 and remained until 1892 when it was eliminated. When No. 10 was eliminated, the township school district settled into a nine school grid was recommended by the state. This schoolhouse became the schoolhouse for No. 6 at the same location around 1892.

Location: NW corner of Section 24, Township 75N, Range 27W

South Township

The surveyed South Township boundaries were not in place until 1860. The School Fund Commissioner designated much of South Township as a single school district. A letter from the S.F.C. indicated that the first schoolhouse was built in the district around 1850, one-fourth mile north of Joel Clanton's log cabin. By 1860 the South Township Schools were formed. With the 1957 county reorganization most of the township went to St. Charles Consolidated, a small area to Patterson Consolidated in the northwest corner, and a small area to Truro Consolidated in the southwest corner.

South 1 (South Rural Independent 1, Clanton Valley, McCloskey)

This school was shown on a township plat map in 1874 as No. 7. In

1875 it was re-numbered to fit the state's law that there should be a school every two miles. The first school identified in No. 1 was built in 1901 by the Martin Brothers. (It was later sold to Jake Smith). In 1920, South 1 and 2 formed the South Rural Independent District No. 1. The school closed in 1932, and its students went to the St. Charles schools for a time. In 1938, South 1 re-opened for one year. The openings and closings would repeat until 1944, when the school closed permanently. Larry Young purchased the building, dismantled it, moved it about three miles south, and rebuilt it as a corn crib on his farm where it still stands.

Location: Near SW corner of SW4, SW4, Section 1, Township 75N, Range 26W

South 2 (South Rural Independent 1, Ebenezer 2)

This school existed as early as 1861, though the exact location and type of school are unknown. Since 1875, Sections 3, 4, 9, and 10 were in this sub-district. The first schoolhouse identified here in 1875 was at the NE corner of E2, NW4, Section 10. By 1892 the school site had been moved to the location below. A schoolhouse was built at this new location in 1917 by Coats Wilson. The old schoolhouse was moved to the Dr. Cooper farm (location unknown). Both South 1 and 2 were combined in 1944 and joined St. Charles Consolidated. The schoolhouses were sold.

Location: SW corner of SW4, Section 3, Township 75N, Range 26W

South 3 (Summit)

South 3 was indicated on the 1875 plat map covering sections 5, 6, 7, and 8. The schoolhouse was located at the SW corner of W2, SE4, Section 5. The original schoolhouse was moved before 1891 to the location below. Another schoolhouse was built in 1902. This school closed around the time that the sub-district schools joined with St. Charles Consolidated.

Location: SE corner of Section 6, Township 75N, Range 26W

South 4 (Hattel)

In 1875 this sub-district was located in Sections 17, 18, 19, and 20, and remained there throughout the school's history. The schoolhouse was located at the NW corner of SE4, SE4 section 17 - the George Hattel farm. Sometime before 1891, the school site changed to location below. A new schoolhouse was approved in 1900. The Hoover Brothers of East Peru were the builders. South 4 closed around the same time as No. 3.

Location: NW corner of NE4, SW4, Section 17, Township 75N, Range 26W

South 5 (Hanley)

School records confirm the existence of No. 5 as early as 1855. It is believed to have been located in Sections 13, 14, 23, 24, and most of 15 and 22. In 1875, No. 5 was located in Sections 15, 16, 21, and 22 (with the schoolhouse on the location listed below). A frame schoolhouse was built at that location in 1875. It also closed around 1920.

Location: S2 of SE4, SE4, Section 16, Township 75N, Range 26W

South 6 (No.3, No.1, Oglesbee, Vina or Viney)

The history of No. 6 starts with the Clanton log cabin school in 1850. The school district was designated as No. 3 until the state's "every two miles" system was established. The first schoolhouse built in No. 3 was one-fourth of a mile north of Joel Clanton's home (one mile west of the future St. Charles). This school was used until 1858, and then became a store in St. Charles. The 1858 replacement schoolhouse had two rooms in one story. A two-story, two-room schoolhouse was built in 1877. St. Charles (platted in 1852) became part of sub-district No. 6 in 1875. Another two-story, two-room building to the previous one in 1886. Joel Clanton's home (Section 14) was platted as part of the Clanton Addition to St. Charles in 1888. The part of sub-district No. 6 that was in Sections 13, 14, 23, and 24 became the St. Charles Independent

School District in 1889. No. 6 was then relocated to Sections 25, 26, 35, and 36. Sub-districts No. 7, 8, 9, and 10 were realigned, completing the township school district. No. 6 began its new location in a schoolhouse that had been built in 1870. A new schoolhouse replaced it in 1899. The old school was sold to S.A. Bradshaw and was converted to a corn crib. No. 6 closed around 1920 as well.

Location: SE4, SE4, Section 26, Township 75N, Range 26W

South 7

Records indicate that South 7 existed as early as 1874 in sections 1, 12, E2 of 2 and 11. In 1875, it was found in sections 25, 26, 35 and 36. By 1892 it definitely moved to sections 27, 28, 33, and 34. The last transition came in 1893, when it was located at W2 of 25 and 36, all of 26, E2 of 27, NE4 of 34, S4 of 23, and S2 of SE4 of 22. Due to the numerous changes in location, little history of this school was likely recorded. It is known that No. 7 got a new roof in 1901, and closed around 1920 with the others schools in the township.

Location: NW corner of SE4, SE4, Section 28, Township 75N, Range 26W

South 8 (South Rural Independent 2, Elm Grove)

The Elm Grove School existed as early as 1875 near the Elm Grove Church. Repairs were made to the frame school in 1915, but then a new schoolhouse was built a year later by Alf Downs. The original schoolhouse was sold to P.W. Scott. In 1937, a remodel was started but a fire in 1939 destroyed the schoolhouse. A new building was completed in 1940, and then Elm Grove consolidated with St. Charles in 1946. Jeff Reynolds bought the No. 8 schoolhouse in 1948, moved it to St. Charles, and converted it into a home.

Location: SE corner of NE4, NW4, Section 30, Township 75N, Range 26W

South 9 (South Rural Independent 2, Gray)

All South Township sub-districts in sections 25-36 had shuffling similar to No. 7. No. 9 appeared in 1875 in parts of sections 29, 30, 31 and 32. The next year, parts of sections 24, 25, and 36 from Scott Township were added. In 1879, Scott sections 29 and 30 were added instead. By 1893, No. 9 was listed at the 1875 location. A new schoolhouse was built in 1876. There were intermittent closings between 1935 and 1945, during which students were bused to Truro Consolidated. Location: SW4, SE4, Township 75N, Range 26W

South 10

No. 10 was added to the district in 1876, and included sections 31 and 32, as well as sections 5 and 6 in Ohio Township. A schoolhouse was built that same year. By 1892, South 10 had been eliminated (likely when St. Charles Independent was created and the sub-districts rearranged). This school was used by No. 9 after 10 was no longer needed.

Location: SE corner of NW4, S2 of SE4, Section 32, Township 75N, Range 26W

Adamson

Adamson was one of the early pioneer schools in the county. The log cabin school was located approximately as noted below. It was located “south of Middle River about eighty rods, above Huglin’s Mill.” That grist mill was on the south bank of Middle River in the center of SE4 of section 35, Crawford Township. “80 rods” south went up the bluff into South Township where the school was located. Abner Bell taught at the school in the winter of 1851-52. Ebenezer No. 2 (South 2) was built in section No. 3 shortly thereafter, eliminating the need for the Adamson School.

Location: SW corner of NE4, NE4, Section 2, Township 75N, Range 26W

Walnut Township

Once the township of Walnut was established and with the railroad

running it, Walnut built up good trading centers such as Barney and Peru, both of which had schools. Barney faded away and Peru gave way to East Peru. Walnut Township had eleven schools. Some of the early schools were log cabins or built of stone. The boundaries of each sub-district were irregular and ever changing. The sub-districts were not in sequential order until 1900.

Walnut 1 (Mericle, Quail Trap, Datwyler, East Peru)

The first schoolhouse was a log cabin built around 1854, and was located one half mile east of Peru. It was named after the nearest resident, John Mericle. The log cabin was moved a few years later to a site three quarters of a mile NE of the original location. It continued to be used until 1871 when a stone schoolhouse was built nearby by William Ogburn and took its place. The school's name changed to No. 1 or Quail Trap. The next school built in sub-district No. 1 was in 1891 by Hurst & Hoover. It was on land owned by Billy Monroe (SE corner, NE4, NE4, Section 2). It was thought to have been a frame school because it was destroyed by fire in 1899. It was 1921 before a new schoolhouse was built one mile north of Peru. Again a fire destroyed the schoolhouse, requiring another to be built. This school closed in 1945 and was sold in 1949.

Location: SE corner of NE4, NE4, Section 2, Township 74N, Range 27W

Walnut 2 (Old Town, Old Peru)

A schoolhouse built in 1856 in Peru was also used as a Sabbath School, and sufficed until a stone school was built in 1870. A frame schoolhouse replaced it in 1895. In 1899, East Peru Independent (sections 11 & 12 plus segments of other adjoining sections) was formed and a school building was constructed in Peru around 1901 by Lew Miles. In 1904, land was purchased from William Fenimore and a school was built the next year. It was a graded school with ten classes that continued until 1925 when a gym and two more classes were added, making it a twelve-grade school. In 1946, the high school students were bused to Winterset, while the lower eight grades continued in Peru. In 1960, all grades were transferred to Winterset. The school and land were paid for, and the school torn down, in 1961.

Location: NE corner, NW4, SE4, Section 3, Township 74N, Range 27W

Walnut 3 (Reager, Harwood, Pleasant Grove)

Best known as the Reager School (for neighbor Isaac Reager), this school was the second one built in Walnut Township. It was made of hewn logs sometime soon after No. 1 was built in 1854, and was made use of as long as possible. No. 3 was listed as No. 2 until 1900. The school closed in 1945 and sold in 1951, when it was moved to the Schoenenbergers and used as a garage.

Location: NE corner, NW4, NW4, Section 9, Township 74N, Range 27W

Walnut 4 (Brick School)

The earliest record found for No. 4 was in 1874. It was originally designated as No. 6. In April 1893, a bid notice indicated substantial repairs and improvements needed. Any reference to No. 4 before 1900 may apply to its location in the south central part of the township which was eventually another number. In 1923 records indicate that the schoolhouse was a brick building, and its final location is as noted below. The school closed in 1936, and was sold in 1944.

Location: NE corner, SW4, SE4, Section 6, Township 74N, Range 27W

Walnut 5 (Bowles)

This district was known to exist as far back as 1874. The construction of a new schoolhouse was completed in 1915. From 1915 to 1947, Edith Bowles was the only teacher at the school. Her students often received the highest grades on the 8th grade exam, and the highest honors in spelling competitions. The schoolhouse sold in 1951. Edith was there to buy some momentos.

Location: W line, NE14, NE4, Section 19, Township 74N, Range 27W

Walnut 6 (Moore)

Being at the center of the township, this sub-district had portions of other sub-districts to which it belonged in the early years. By 1900, the final designation of No. 6 was complete. The school closed in 1946, and were sold in 1951 to Elijah Nichols.

Location: NE corner, SW4, SW4, Section 15, Township 74N, Range 27W

Walnut 7 (Garrett)

Located in S2 of sections 25 and 26, plus all of 35 and 36, the schoolhouse was built in 1876 in the NW corner, NE4, SW4, Section 36. A new schoolhouse was built in 1904 by Taylor & Fulton, and the old schoolhouse was sold to William Neidt. The school closed in 1943, and the schoolhouse was sold in 1945.

Location: SW corner, Section 25, Township 74N, Range 27W

Walnut 8 (Iiams)

No. 8 had a brick schoolhouse built in 1875, and lasted for thirty years until a fire in the spring of 1905 destroyed it. A new schoolhouse was then built by Lew Hoover, and the old brick building was sold. The school closed in 1945 and the schoolhouse was sold in 1951.

Location: SE corner, NE4, NE4, SW4, Section 27, Township 74N, Range 27W

Walnut 9 (Pleasant Ridge, Tobacco Ridge)

Known to have existed in 1871 with a stone schoolhouse, the name of Pleasant Ridge was carved above the door, though some locals insisted on calling it Tobacco Ridge. Both names issued from the fact that the schoolhouse was located on the ridge between Clanton Creek and Deer Creek, and the frequent use of tobacco by the men who lived in the area. The stone schoolhouse was in use until 1898 when a fire

destroyed it. A new schoolhouse was completed in 1899. The school closed in 1946 and was sold in 1951.

Location: NW corner, E2 of SE4, Section 27, Township 74N, Range 27W

Walnut 10 (Barney)

The first schoolhouse was a one-room house called Harrison-Hamilton. An 1889 description indicated that it was only 8x10 feet. A larger schoolhouse was built in 1890. The school closed in 1947, after which it was used as a meeting center. The schoolhouse was damaged in a fire in 1986 and later torn down.

Location: SE corner, N2 of NW4, Section 31, Township 74N, Range 27W

Walnut 11

No. 11 was created as a sub-district in 1895 before it was eliminated in 1900. The area included was nearly identical to No. 6, which succeeded it. A schoolhouse was built in 1898.

Location: NE corner, SW4, SE4, Section 15, Township 74N, Range 27W

Washington Independent (South Ward, Ebenezer)

The Independent District of Washington existed at least by 1871, if not earlier. The boundaries crossed over the township line between Walnut and Ohio. There were two schools in this sub-district, both of which were once described as the worst kept school buildings in the entire county. One of the schoolhouses was repaired in 1894, and a new schoolhouse was built. South Ward closed in 1944, and the students were bused to Truro Independent. The schoolhouse was sold to Paul Phillips who moved it to his farm where it was used as a garage.

Location: NE corner, NW4, NW4, NE4, Section 24, Township 74N, Range 27W

Webster Township

Completed in May of 1860, Webster township had five school districts by 1875. Webster 5 is the only remaining schoolhouse in the township today.

Webster No. 1 (Happy Hollow)

Records of Webster 1's construction date back to 1877. An attempt to build all new schoolhouses began in 1906 with a vote to build at No. 7, No. 8, and No. 9, but it lost by nine votes. This school closed in 1955 and was sold in 1958. Webster 1 became part of Winterset Community.

Location: SW corner, Section 1, Township 75N, Range 29W

Webster No. 2 (Bond, Dolson, Mitchell)

Built in 1875, this schoolhouse had several locations before 1901. It was destroyed by fire in 1912. Until the new schoolhouse was completed, classes took place in a nearby vacant house. The school finally closed in 1951 and was sold in 1953. Webster 2 became part of Winterset Community. Miss Foley was a teacher at this school. Vera Mitchell was the last teacher (1950-51).

Location: SW corner of SW4, Section 3, Township 75N, Range 29W

Webster No. 3 (Drake)

This school started sometime between 1875-1892. A proposal for a new school failed by nine votes in 1906 (though a succeeding proposal is thought to have passed). The attached shed was added after 1923. This school closed in 1953. The school building sold at auction in 1958 and was moved to a farm west of Macksburg on the east side of the county line road between Madison and Adair. Webster 3 also became part of Winterset Community. Vera Mitchell taught at this school at some point. Mrs. Gladys Roberts was the last teacher at this school (1950-53).

Location: NE corner of E2, NE4, Section 7, Township 75N, Range 29W

Webster No. 4 (Thomas)

One of the first schools opened in Webster Township, Webster 4 was originally located at the NE corner of NW4, section 26. Sometime before 1892, it was moved to the location listed below. This school closed in 1952 and sold at auction in 1957. Webster 4 later consolidated with Orient/Macksburg. Mrs. Verna Cosert was a teacher at this school from 1949-52.

Location: NE corner of Section 19, Township 75N, Range 29W

Webster No. 5 (Center)

The earliest record was in 1892. This school closed in 1944 with Vera Mitchell as the last teacher. The schoolhouse remains in its original location*. In 1960 it became consolidated with Orient/Macksburg. Vera Mitchell was the last teacher at this school.

Location: SW corner of Section 15, Township 75N, Range 29W

Webster No. 6 (Grub)

The earliest record for this school is in 1892. This schoolhouse and other property were sold at auction in 1961. Webster 6 became part of Winterset Community. Mrs. Myrtila Baker taught at this school.

Location: SW corner of Section 13, Township 75N, Range 29W

Webster No. 7 (Lone Star)

This school was built in 1875. The school closed in 1953 and was sold at auction in 1957. The schoolhouse was later destroyed by fire while still located at its original location. Webster 7 consolidated with Orient/Macksburg in 1960.

Location: NW corner of Section 36, Township 75N, Range 29W

Webster No. 8 (Sunny Ridge)

Built by 1875, this school caught on fire in 1919 but the damage was minimal. The schoolhouse sold at auction in 1953. Webster 8 later consolidated with Orient/Macksburg. Rose Atcheson was a teacher at this school.

Location: SE corner of Section 28, Township 75N, Range 29W

Webster No. 9 (Wesley Chapel)

The earliest record found for this stone schoolhouse was in 1884. The school closed in 1945 and was sold at auction in 1953. It later became consolidated with Orient/Macksburg.

Location: Near NE corner of Section 31, Township 75N, Range 29W

Jackson Township

The one-room school house was built in 1875 by John Early and served the district for 80 years ending in the 1960s. The first teacher was Rev. John E. Darby. In 1939 Letha Herchel was a teacher at the Pitzer School (Webster Center). The school was located across the road from the church in this rural district. The school served 4 generations: Murray Moore, J. Ross Moore, Marvin Moore, and Phillip Moore. In 1869 there were 5 excellent school houses. The schools were torn down in the 1970s.



North River Stone School (“Bennett School”)

Originally called the Bennett schoolhouse, this stone structure was built by David Harris in 1874 and was used for classes until 1949. After receiving the attention of Henry C. Miller, who lovingly

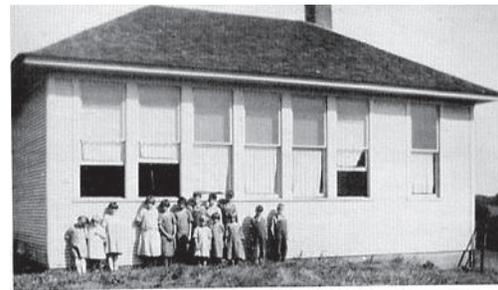
restored the schoolhouse during 1962-1973, the building was placed on the National Register of Historic Places in 1977.

Today, the stout little building sits proudly in its own fenced and manicured yard with stately trees providing shelter. It takes little imagination to picture pioneer children playing in the yard or running to the outhouse. If visitors should like to see inside the schoolhouse they must call the Madison County Historical Society. It is also opened for tours during the Madison County Covered Bridge Festival.

Penn Center School

Daniel Francis donated the land for the first school which he constructed and served as school master. Church services were also held in the school. In 1863 a diphtheria plague killed all 3 of his children. He left for Des Moines after donating land for school, cemetery and church in 1875. A.C. Holderbaum taught at Penn Center and later teachers included Charles Crane, John E. Darby. The school was located north and west of Winterset.

Porter School, Monroe TWP. #2

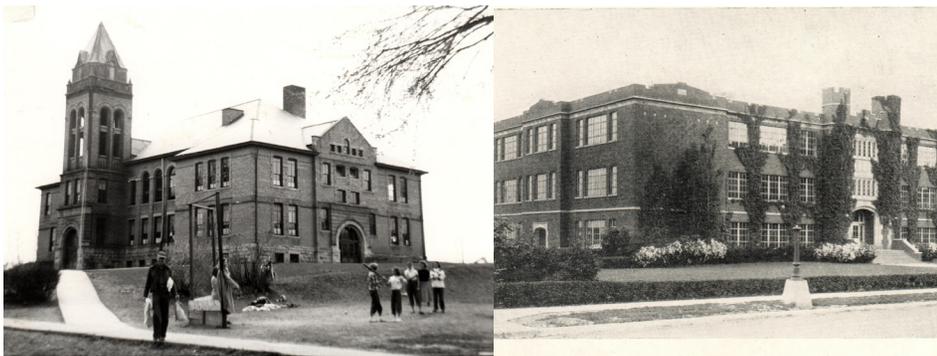


Porter School, September 1924

In 1924 “there were approximately 100 rural one-room schools in Madison County. Monroe No. 2 was standardized. This meant that it met state specifications as to the building, curriculum, teacher certification, etc. and could receive state aid. Those were the days when you might have

all eight grades. The teacher was janitor, playground supervisor, and was supposed to give each child the required amount of help and guidance to make the grade. It was not unusual to have several arithmetic classes at the board at the same time. The teacher usually learned to cope, keeping in mind what each child was doing, and spotting any trouble they might be having. While teaching phonics etc. to a beginning class, older children reviewed same by listening. It was amazing how quickly

5 and 6 year-olds began reading. They also were gathering knowledge by listening to the upper classes recite. It was a two-way learning for all age groups. Schools were usually small enough that they were as one big family. Many times they were just that. There were brothers and sisters, cousins, and near neighbors. No child lived farther than 2 miles from the schoolhouse. Most walked to the school. Recess and noon were time for games and lunch. Most lunches were carried in gallon syrup pails. Some of the games played were Hide and Seek, Beckon, Last Couple Out, Fox and Goose, Steal Sticks Baseball, Rope Jumping, Blackman, Ante Over, Cat and Mouse, Races, Sledding in the winter. Physical training was no problem. At Christmas time rural schools usually had a program. Generally a Christmas tree. Always the children looked forward to candy from the teacher. The last day would generally be celebrated with a picnic. Parents would come with well-filled baskets. A good time was enjoyed by all. In the 1920s many schools were being consolidated. Iowa has few if any rural schools today. Children are bussed to school and to many other activities miles away. It is a different world. The Rural schools had their place. Those who had the opportunity of attending them have many fond memories.” from *History of Madison County* by Blair Young, Madison County Genealogical Society, 1984



Winterset Public School

(“Old stone school house” on 2nd Avenue) Built in Fall 1868. Constructed of native stone, with two stories and a basement, the school contained eight rooms which were 30 feet by 30 feet. It was torn down in 1895. The “new high school” was built on Washington Street in 1921.

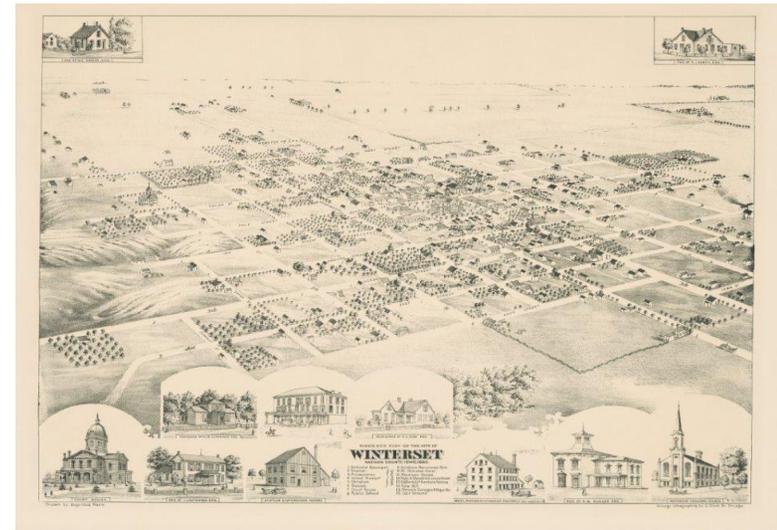


Winterset Courthouse Square Commercial Historic District

The Winterset Courthouse Square Commercial Historic District is located in the center of the City of Winterset in Madison County. On December 22, 2015, the Madison County Courthouse and historically intact commercial buildings surrounding the square were designated as a National Historic District by the National Park Service. Of the eighty-four buildings included in the designation, seventy-seven are considered contributing, and there are seven non-contributing buildings plus one non-contributing object. Three of the contributing buildings are individually listed in the National Register of Historic Places (NRHP) including the Winterset County Courthouse built in 1876-78 and listed in the NRHP in 1976; and the White, Munger & Co. Store at 102 Court Avenue West built circa 1861, and the Sprague, Brown & Knowlton Building at 52 Court Avenue East built circa 1866. Both buildings were also listed in 1987 as part of the Legacy in Stone multiple property submission for Madison County (Johnson 1987; NRHP 2014). The contributing buildings in the district all date from within the period of significance for the district from circa 1861 to 1965. The

non-contributing buildings represent either buildings constructed after 1965 or older buildings that were so completely remodeled post-1965 that they no longer retain sufficient integrity to be considered contributing to the district. The Winterset Courthouse Square Commercial Historic District overall retains good integrity and conveys a very strong sense of time and place of Winterset's courthouse square and commercial district during its historical peak in the late 19th and early to mid-20th centuries.

The district meets the registration requirements under Criteria A and C for Commercial Districts as set forth in the Iowa's Main Street Commercial Architecture Multiple Property cover document (Nash 2002). The district also meets the integrity considerations set forth for Main Street commercial districts including: the expected alterations to storefronts, with the upper stories retaining more original and/or historic materials and stylistic details; the mix of building types and construction periods that reflect the district's growth and development; few empty lots within the district boundary; and the fact that the district is not marred by extensive modern building construction. It was noted in the Main Street cover document that commercial districts will rarely have significance under Criterion B "except where a single person was responsible for the construction of all or the majority of the district by financing or other activity unrelated to the design or construction of the district" (Nash 2002:F38). In this case, the Winterset commercial district does meet the registration requirement for Criterion B because there were several individuals who were largely responsible for the financing and development of the commercial district. These include, most importantly, Dr. C.D. Bevington and Col. H.J.B. Cummings. Two other persons are notable for the significance of the contributions they made in their lives and individual enterprises. Their significance under Criterion B can potentially be applied to the individual buildings with which they were associated, and not the district as a whole, and include C.C. Schwaner and Henry Wallace.



Winterset was platted in 1849 when the location was designated as the Madison County seat of government. It remains the county seat to the present day and owes much of its development and success to the economic and political power of the county seat designation. The town also thrived as the hub of early road transportation. It never received a main line railroad but did secure a branch line, which helped the economy grow in the late 19th century. The commercial area of Winterset developed around the center square where a succession of courthouses has stood since 1868. The four blocks that front the square are situated along Jefferson Street, 1st Street (now known as John Wayne Drive, an homage to Winterset having been the birthplace of the famous movie star), Court Avenue, and 1st Avenue. It was in these four blocks that the earliest commercial development took root, with these blocks fully built up with substantial masonry commercial buildings by the 1890s. There was additional commercial development along the blocks just off the Courthouse Square between Green Street on the north, 2nd Street on the east, Washington Street on the south, and 2nd Avenue to the west. This larger area encompasses the nominated boundary of the historic district and represents the peak of the commercial development in Winterset by the mid- to late 20th century. Fire did have an effect on the current look of the district but not to the extent as seen in other communities in Iowa. Instead of fire being a

major factor in the current look of the historic district, it was prosperity and growth that removed most of the earliest frame buildings and replaced them with larger and more substantial masonry buildings that remain standing and in use to the present day.

The extant buildings are largely constructed of common brick, with the facades veneered with harder-fired face and pressed bricks. However, there are four buildings that are built of limestone blocks obtained from quarries the county. In fact, it is local building materials that define much of the district's architectural character and, perhaps impart some measure of uniqueness, because most of the buildings reflect in some way local limestone and brick resources available in Madison County at an early date. The four stone buildings, include the standing courthouse, are entirely built of limestone blocks, with most of the other buildings in the district having limestone foundations and some trim elements, such as lintels, that came from the local quarries. The common brick used in the construction of the non-stone commercial buildings came from local brickyards, with higher-fired face and pressed brick as well as terra cotta and other decorative materials brought into Winterset via the railroad. The oldest extant building is a two-story stone commercial building located at the corner of Court and 1st Avenue and was built circa 1861.

The building types in the district are predominated by commercial buildings that housed a variety of specialty stores, financial institutions, professional offices, health care offices, social halls, theaters (opera houses and movie theaters), and government offices in the late 19th to late 20th centuries. Most of the buildings have second stories that were occupied by lodge halls, professional and health care offices as well as apartments through the years. Some are still occupied and in use while others are vacant. There are five extant public buildings in the district including: the Madison County Courthouse, which occupies the center square; the City Hall, which is housed in the historic Carnegie Public Library; the former Winterset Fire Station, City Hall, and Light Plant; the former Madison County Jail; and the Winterset U.S. Post Office. The City Hall actually occupied several buildings within the district at different times. Some of the buildings were designed by

known architects including: William and L.W. Foster, A.H. Piquenard, Joseph S. Blake, Frank E. Wetherell, and Louis A. Simon, none having been based in Winterset. The historic Madison County Jail building was likely designed by the Pauly Jail Company of St. Louis. However, the majority of the builders of the buildings were local contractors including: T.F. Mardis, E.W. Evans, M.S. and J.C. Clark, Eli Cox, Henry Smith, and Ives G. Boyington. The builder who had the greatest impact, both good and bad, on the district was T.F. Mardis, who was associated with at least 15 of the standing buildings in the district dating from the 1870s-early 1900s but was also responsible for the collapse or partial collapse of others. He was a prolific builder, who was known for his fast construction pace often at the expense of safety and stability.



The buildings in the district are primarily two stories in height and consist of single and double store unit buildings although some triple-unit buildings are also present. The one-story buildings include ones built in the late 19th century but most date from the early to mid-20th century in construction. All of the buildings are masonry in construction, with brick the predominant material; however, as noted above, local limestone resources played a prominent role in the current look of the commercial district as face material, foundation mate-

rial, and trim-work, such lintels. The district is further notable for the number of cast-iron storefronts that were featured on a number of buildings and many of which still survive either in whole or in part to the present day. These storefronts were manufactured in St. Louis and would have been shipped to Winterset over the railroad. Other decorative elements include: pressed tin cornices, carved and cast stone (including Abestine, which is a manufactured stone) window and door hoodmolds and lintels, terra cotta molding, textured and prism glass transom panes, white-glazed bricks, and brick corbelling.

Madison County Courthouse & Alfred Henry Piquenard



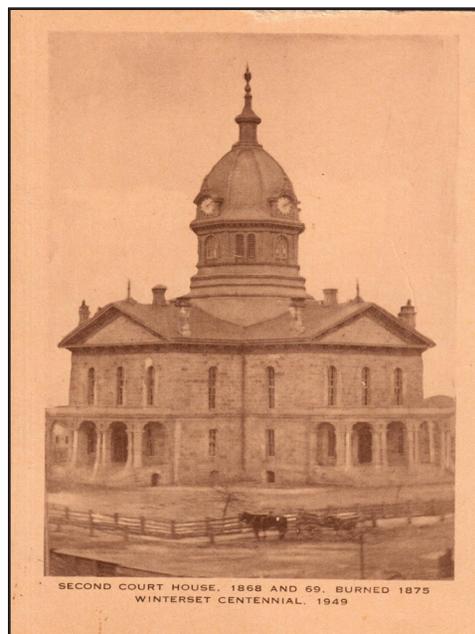
Madison County's first courthouse was a one-story double log cabin that stood one block east of the current courthouse square where Monumental Park is now located.

The county quickly outgrew the cabin so a two-story stone court-

house was built in the center of the town square in 1868. (It looked similar to the present courthouse.) In April of 1875, Susan B. Anthony made a stop, speaking on women's suffrage. Unfortunately on October 2, 1875, the second Madison County Courthouse burned down.

A special county election was held in November of 1875, and voters approved construction of the new courthouse for \$100,000. On December 3, 1875, the Board of Supervisors met with Alfred Henry Piquenard in consultation on the new courthouse. French-born Piquenard had co-designed the Iowa and Illinois state capitol buildings with

John C. Cochrane of Chicago, a reason he was likely sought out and selected to design the Madison County Courthouse. According to the newspaper, "Much was left to his taste and judgment, but the following general guidelines were given: that the new building be placed on the foundation of the old, and that it would have the same general appearance - the stories would be about the same height, etc. Most importantly, it would be built to be fire proof."



The ruins of the burned courthouse (with the exception of the vault walls) were removed in January of 1876. Iron, anchors and sash weights, doors and sash, and other items were reused in the new courthouse. Judge W. H. Lewis was appointed as superintendent of construction.

Built at a cost of \$116,087, the exterior of the courthouse was built of native limestone that was quarried in the county. The building is in the form of a Greek Cross, embracing the features of the late Renaissance style with four stone porticos and rising

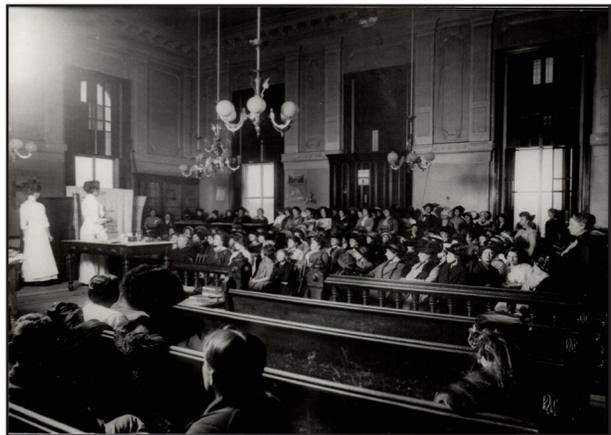
columns. The dome is made of metal and rises 122 feet. At one time, the cupola held a weather vane, but it was replaced in 1954 with a design crafted by local workmen. The four-faced clock and the bell in the dome were in the original build, but the bell was removed in 2011 due to weight concerns, and is now on display on a limestone base in the northeast corner of the courtyard.

Inside, native black walnut and oak were used for the doors, railings, and court pews. The large newel posts at the foot of the twin staircases were carved by Judge Lewis. Worried about another fire, the floors consisted of brick arches leveled up with concrete and the walls were

made of either stone or brick.

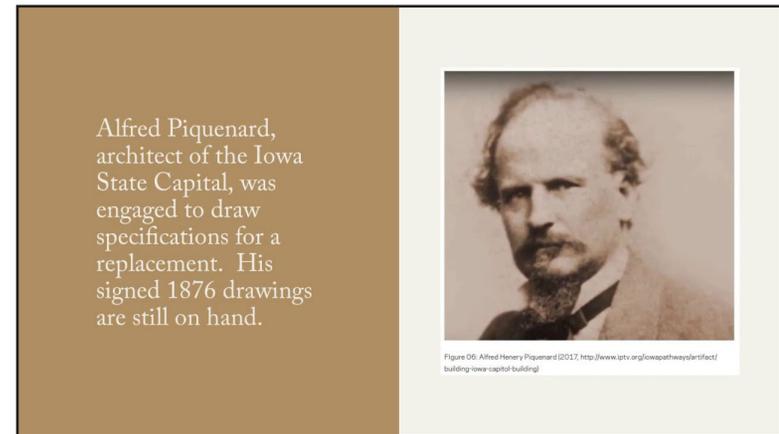


The courthouse was completed in 1878 with a dedication ceremony taking place on February 4. Music was provided by the Winterset Light Guard Band, prayers administered by Rev. J. H. Potter, and addresses by Henry Wallace and Samuel Ruby.



The courtroom was remodeled in 1966 with a dropped ceiling. The carved wood railings and court pews remain, as does the picture of Abraham Lincoln on the wall (from the original courthouse). The courtroom was once over twenty-two feet tall and extended into

the third floor. The spectators' balcony, plaster ceiling medallions, and ornate columns are still in place. Piquenard's original handwritten drawings and specifications for the courthouse have been preserved.



Alfred H. Piquenard (1826-1876)

Born on December 27, 1826 in Bernay, France (just a few miles northwest of Paris), Piquenard was sent to Paris to study at l'Ecole Centrale des Arts et Manufactures. His father was a builder, and Piquenard designed a railroad in France at a young age. He came to the United States in 1848 as a member of the French Icarian Society - a communistic, utopian society which settled first in Nauvoo, Illinois. (Later, members of the society split with some moving to the area around St. Louis, Missouri, while others left Nauvoo for Corning, Iowa.)

Piquenard was second-in-command but had left the colony in 1853 to practice his profession as an architect in St. Louis and in Leavenworth, Kansas. With the outbreak of the Civil War, he enlisted as captain in the St. Louis Home Guard, then re-enlisted in the state militia which led to him protecting the communication line of the Missouri Pacific Railroad. After the war, Piquenard designed many churches, mansions, county courthouses, and other public buildings. He worked for a prominent St. Louis architect, George I. Barnett, for many years.

Piquenard married Marie R. Denuzieras in September 1864 in Buchanan, Missouri, and they had four children.

Sometime in 1867, Piquenard formed a partnership with architect John Crombie Cochrane of Chicago. In 1870, he moved his family to Springfield, Missouri, as he was needed at the construction site of the Illinois Capitol, which he and Cochrane had co-designed. The Illinois Capitol was its sixth and grandest capitol, located in the city of Springfield just a few blocks west of the 1837 capitol building.

Piquenard and Cochrane had submitted the winning design for the Iowa Capitol building in 1869. Edward Clark, the Capitol Architect in Washington, D.C. was consulted, and recommended that the best elevations were those provided by Piquenard, but that the most satisfying plans were by the Des Moines architect J. C. Farrand. Cochrane and Piquenard were appointed as the architects, but the prize money was given to Farrand.

The design for the Iowa Capitol was in a French Renaissance style. Piquenard's final scheme for the capitol was directly inspired by his recollection of the mid-19th-Century design for the Louvre in Paris by architects Visconti and Lefuel.

“French born architect Alfred H. Piquenard brings his love for dome structures to the rolling hills of Iowa as he leads craftsmen and laborers to build the capitol building in Des Moines.”

Unfortunately, Piquenard passed away in November 1876 from complications of malaria before the completion of the Iowa State Capitol and the Madison County Courthouse. He was just forty-nine years old.

Stagecoaches

“The period of stage coaching lasted about thirty years but flourished for only eighteen years between its introduction into the territory and the beginning of the railroad movement in 1855...Mail delivery, a function of the federal government, made land transportation necessary.

Stagecoaches came to deliver mail, and some public transit. Routes developed gradually. The first regular stagecoach line, the first of four granted federal mail contracts, operated in 1838.” (From “Transportation in Iowa: A History”)

The line between Davenport to Council Bluffs through Oskaloosa and Des Moines was developed after 1838. This line went through Madison County.

Iowa's roads had a reputation for being consistently muddy and sticky. One traveler in 1857 described his journey in Iowa: “I had heard a great deal about Iowa mud and now saw it to my heart's content. It was as thick as dough and greasy at the same time. The horses would slip up and the wheels slide fearfully at every inclination of the road and whenever we got out to walk, it seemed as though we lifted a common size farm at every step.”

Vehicles that were used as stage coaches ranged from farmers' wagons to the Concord Coach.

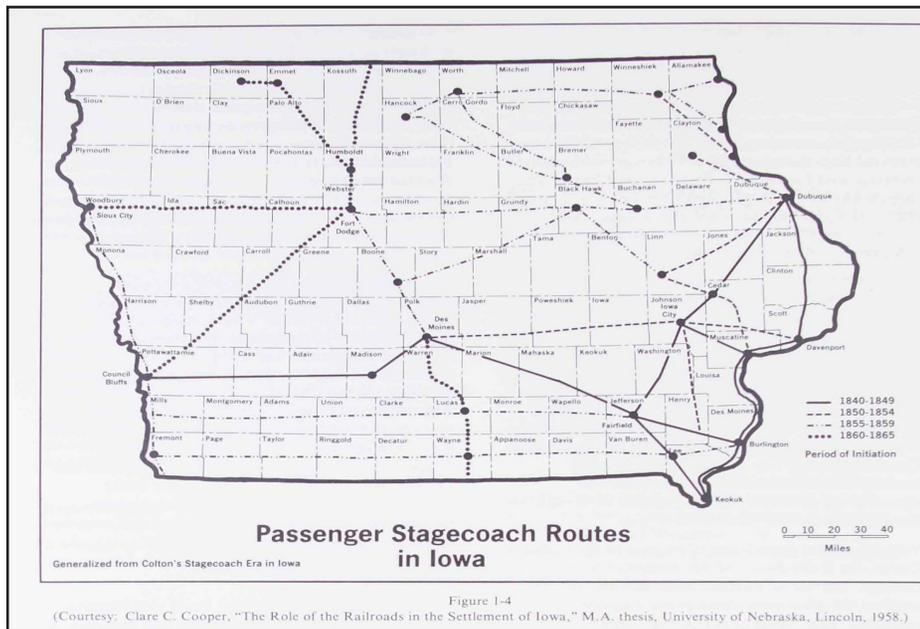
By 1845 the initial period of stage coaching ended. Changes in the postal laws no longer required bidding for mail contracts, opening up more competition. In the mid-1850s, the legislature acted to provide state roads and coach service spread to the central and western counties.

The Western Stage Company purchased the Frink interests in 1854 and became the largest stage line in the state. They employed 1,500 men, and used over 3,000 horses and 600 coaches, and invested \$1.5 million in the business.

Iowa's mud roads and hostile Indians, winter blizzards, prairie fires, and robberies were major obstacles to stage travel. Coaches were hard on horses and tip-overs were common. It was often a very uncomfortable way to travel.

Even though the stages during the latter part of their era often con-

nected the main line railroad stations, they ceased as a means of transportation when the railroad network spread to smaller communities. The first coach entered Des Moines on July 1, 1847, and the last left on July 1, 1870.



In Madison County

From *History of Madison County, Iowa, Volume 1*, a narrative from Mrs. Charity Lothrop Kellogg before the Madison County Historical Society:

In 1850 began staging as we knew it. We gave it the name of "stage" coach because the stage line was divided into short distances, or stages. The first stage routes in Iowa were in the early '40s on the Mississippi River, and one on the Missouri River from Council Bluffs to Kansas City. The first mail contractor was Ansel Briggs, afterwards Governor Briggs. The first mail stage line was from Davenport to Dubuque; the second from Davenport to Iowa City. This latter line in 1855 extended across the state. When on our journey into Iowa, we accompanied the stage on this route to Des Moines, it took eight days to make the trip. The mud was a yard deep in some places; many of the large creeks

were not bridged, and the old-fashioned sloughs were very much in evidence, and at their worse we thought that Skunk Bottom ought to have been called Skunk "Bottomless." Father walked most of the way.

The Stage coach was a few rods ahead of us and kept us informed as to the depth of the mud. In the coach were four men, two women, and a bird cage. It seemed as if every third woman that took a coach carried her bird in a big cage, and if the coach upset or swung so as to throw the passengers together, someone's face was cut or mutilated by that bird-cage. Those four men both paid for and worked their passage, for they walked miles every day, carrying rails on their shoulders to pry the coach wheels out of the mud, while the driver unmercifully lashed his four horses. Sometimes a horse lunged, sunk in the mud to his body; that frightened the other horses, and then the men at the end of the rails dropped them and sprang for the horses, while another assured the women that there was really no cause for alarm. So it went every day. We didn't become stalled; we were "fore-armed." Often our horses were unhitched and used to help pull out a stalled prairie schooner.

It was not long after this that mails were carried from Des Moines to Adel, Fort Dodge (father ran a hack to Fort Dodge weekly), Winterset and Indianola, mostly on horseback, then in small open buggy and buckboard. In the times of bad roads or high water the weekly mail was doubled, two weeks.

In 1861, father (Colonel Lothrop) contracted for the mail line from Keokuk to Fort Kearney. The roads across this state were bad enough, but across "the plains" were fierce! The Platte River changed its bed every day. The stage was often "held up," the driver knocked off and told to "Git!" while the passengers were relieved of their valuables. The poor horses suffered the most. Two months were as long as a horse could do his work there; then he had to be brought home and recuperated. This was the last straw. They used to joke father about his horse-frames. He re-let the line from Lewis to Fort Kearney.

I couldn't learn when the Great Western Stage Company put on a daily from Des Moines to Winterset, but I think it was 1860. That road had portions that were dreaded by all who passed over it. Tip-overs were common, although the road was being worked, for Iowa is no laggard on road making. Father had the route from De Soto when cars reached that point. On the way was a hill that was a terror to the people who had to drive down it. In times of bad roads, father often went along to pilot and teach the men how to make a certain curve in the road so as not to tip over. That route came the nearest to keeping him awake nights of anything I ever knew of. In these years I've seen loaded wagons stalled on the east and west sides of the square. In '61 I cannot recall a foot of sidewalk in this city! There was none in front of the St. Nicholas — just big cobblestones sunk in the mud, from which your feet often slipped into the mud ankle deep.

But it was a bustling town, with a good many young people. We had jolly times — but we girls didn't go to meet the stage as girls meet the trains now; but when the crack of the driver's whip and the rumbling of the coach wheels over the stony road announced the approaching stage coach, men and boys could be seen hurrying toward the hotel, where it made its first stop, from all directions, from all points of the compass; so by the time the coach was swept up to the hotel, the galloping horses reined in "all of a sudden," there was quite an audience. The passengers climbed clumsily down from the high coach, hobbled over the cobblestones into the hotel, and Sam Holiday asked them "what they wanted." The agent was in the meantime promptly yelling to the driver to "Hand down that way-bill!" Eight persons could ride comfortably in the coach, but there was often a boisterous command from the agent to "make room for three more in there." "Pleases" and "beg pardons" didn't permeate our sentences as at present.

The driver was a man of note, often notorious. The skill with which he cracked his long-lashed whip was the envy of the boys. His whole arm movement fascinated them. They spent hours practicing, which kept ladies' nerves on edge. The regular stage driver's "make-up" was striking.

When equipped to mount his throne, he usually wore a light slouched hat, a wee bit on one side, his face adorned with a big mustache, out of which protruded a cigar, for he had much attention treats of various sorts. He sported a gray cravat, woolen shirt, turn-down collar, plaid coat, his feet encased in big, long-legged, red-topped boots, into which his pants were tucked over all a long fur coat, in winter, and "tippet" of three or four yards in length, wound several times around his neck, one end thrown gracefully over the right shoulder and streaming bravely out behind; he also sported large gauntlet gloves. His position while driving was impressive. With reins between his fingers, leaning to one side, his elbows bowed, every lineament of his body expressed his satisfaction, lie exemplified one driver's answer to a critical passenger. "While I drive this coach I am the whole United States."

At the time of our war, draft stage drivers were exempt, as already being in their country's service, and many cowards were sworn in as stage drivers, who couldn't have mounted a coach and driven two blocks without an accident. This law was so abused that it was soon repealed. Father had one southerner who had sneaked north and taken advantage of this act. He was a good driver; his horses he kept in good order, but at the repeal of the "exempt" law he hurried to Canada, and from there on to the ocean. After he had gone, they found that he had done what they called "doped" his horses, and it took some time to bring them back to their normal condition.

The stage line entered Madison County at the southeast, stopping at St. Charles, which was a worse mud hole than Winterset. The first stop west of Winterset was out seven miles — a postoffice, I think, kept by a McHockenberry. In those days the mail bag was dragged into the house, unlocked, and its contents poured on the floor as you'd empty a sack of flour. Some made quick work of finding their portion, while in other places the whole family knelt around the mail matter, and each one examined every letter and package, shaking the letters to learn if there was any money in them. Such place received all the driver's spare time, by request of mail contractor. McHockenberry wasn't of this sort. He could be depended on for prompt action. It don't take much space to say, "That man attends to his business," but it means a

long paragraph.

Fourteen miles out of Winterset was Arbor Mill, where driver and horses were changed. The drivers and agents were too often changed to remember their names. One I knew was John Dennison. He was a large, good-natured, knowing man. His wife was a line cook. When greenbacks first became a "legal tender", father went over the road to "pay up" and laid out the greenbacks. Mr. Dennison said: "What's them things, Colonel?" Father explained. "No, you don't get me. I won't have nothin' but gold!" More explanations followed. "Don't make no difference I won't take nothin' but gold." Father's patience was tried, he sprang to the door, called in the driver and said: "See here, Bill. I call you to witness that I offer this man this money. Now, Mr Dennison, I've fulfilled the law, and you can take this money or your nothin'." He took greenbacks.

The next was a postoffice at Greenfield. We usually went through there in the night. Fontanelle was the next point. It was a small but growing town, with a good hotel, grocery, blacksmith shop and a nice large schoolhouse, in which they had preaching occasionally. The town was not very devout. Here again was change of driver and horses. No one was anxious for this stage, as it included a sixteen-mile prairie, without one house to break the monotony. The out trip across it was made during the night. To lose the road was too common for comment. Father would often come in saying: "Get me my big blanket. I must go up the road. The driver at Fontanelle wants to quit" — or is a new one, or a horse is sick, lame, or it's too dark, muddy or snowy to trust a driver alone across that prairie. One night the snow had covered the ground, and three times the driver called, "Colonel, I'm off the road!" Father would get out, walk back and forth in opposite directions of the road, and so find it. One of the passengers remarked: "Who is that accommodating fellow? They would find the road themselves for all me!" After the sixteen-mile prairie came Whitneyville. Frank Whitney and his little, pretty and deaf wife owned a fine farm there. Frank became ambitious and laid out a town on it, built a good schoolhouse, hired a young lady teacher at \$35 a month, as there was plenty of money in the school fund for the three pupils in the school district. Last I knew

of the town there had been two houses built. The last stop and "Face about!" was Lewis. There were very good people there — no saloons, but one grocery sold beer. There were no licenses then.

All along the stage line the stage coach was a pleasing feature to the people, and any family felt quite "sot up" if the stage swung up to their gate with a package or message. The whole family — to the last dog and cat — came out with smiling greeting. It broke the monotony of their life. We were not flushed with amusements in those days.

The arrival of the coach took on greater interest during the war. It was watched for, and as it neared the postoffice, from every direction came people, many of them women whose husbands were in the army. They came through the fields, along the wayside and road, often with babies in their arms, leading another, while one, two, three or four followed, trotted ahead or ran a race with the coach. It was a pathetic scene after the stage had gone. There was always some sonorous-voiced man who delighted to read a late paper to the gathering. He often stumbled over the big words, but the listeners were too interested to note small defects if they sensed it. No wonder that this country is so patriotic! They inherited it from both parents.

There came a time when the coach was loaded to its limit with men all in blue, who, without a quiver, went to face death for home and native land. Later, many a wife and mother received their wounded and sick soldier from the same stage coach. He hadn't been crowded on his return trip. The pompous agent was as tender as a woman. The driver couldn't have been hired to crack his whip. Long stops were made for the sick soldier to rest. The long grass on the sixteen-mile prairie made a downy couch. The mail on time? It was not considered. Uncle Sam's mail took the second place to Uncle Sam's boys in blue. That soldier boy was to them the whole United States.

The stagecoach line apparently ran across the Martens property, according to Clarence Martens in the 1970s. He said that the ruts where

the carriages used to go were still visible. His forefathers bought the land - a total of 1400 acres. It covered part of three sections in Madison Township, Sections 11, 12, and 14. The tracks crossed Highway 169 about 1.5 miles northwest of Storck corner, according to Martens.

This property was first deeded to J.C. Watts or A. M. Peters (as shown on the 1875 plat map). It appears to still be in the Martens family today.

Suggestions

If the wagon trail ruts are still visible, this could potentially be a pull-over spot with interpretive signage.



Madison County Historical Complex

The 25-acre parcel of land now known as the Madison County Historical Complex was donated to the Madison County Historical Society in the spring of 1973 by Margaret Guye. The historical society was founded in 1904 by Herman Mueller who recorded much of the county's history. The society was active until 1920 and then reactivated in 1960.

The historical complex includes fourteen buildings including the museum building and the North River Stone Schoolhouse which is still in its original location north of Winterset. The other twelve are outlined below (*denotes an authentic building):

1. **Bevington-Kaser House***: The complex's crown jewel is the 1856 Bevington-Kaser House which is in its original location with Victorian-style furnishings. The house consists of nine rooms, with all-brick construction on a limestone foundation in the vernacular Gothic style. The bricks were made in the brickyard of the home's owner, Charles D. "Doc" Bevington. The walnut for the woodwork came from the hillside below the house. Bevington settled in Winterset in 1853 after accumulating wealth in California during the Gold Rush of 1849. He was one of the richest men in central Iowa and owned over 4,000 acres of land in Madison County. "Doc" was a non-practicing pharmacist who chose to work as a real estate agent and farmer. In 1857, Bevington's third wife (of four) died, and he sold the house to Judge John A. Pitzer, another prominent figure in Madison County history. Bevington bought the house back in 1859 and it remained in his possession (and that of his daughter, Lida May "Mayme" Smalley), until 1934. The house was gifted to the historical society by June Kaser, a former historical society president and the last occupant of the house. The house and its three-hole privy (also built in 1856) are on the National Register of Historic Places. The privy is the only outhouse in Iowa to be on the NRHP.
2. **Blacksmith Shop**: This building houses tools used in a typical blacksmith shop. The metal art structures on display were made by Carroll Beverlin, a Madison County resident.
3. **Elmer McKee Agricultural Building**: In 1991, this barn was built with funds donated by Elmer McKee to house the society's growing collection of tools, implements, machinery, and other farm-related items. It was donated by the Elmer Dean McKee Estate (1905-1990).
4. **Field Mercantile Store***: Built in the mid-1920s by Ancil (Dea-

con) and Nellie Field with the help of Deacon's brother, Ernie, this neighborhood grocery store offered customers penny candy, pickles and various canned goods, tobacco, and 100-pound bags of sugar and flour, as well as bread, cookies, potatoes, onions, eggs, and canned milk. After the store closed in the early 1940s, several families rented the building as a residence. It had electricity but no modern facilities. Renters carried water from the well at the Field's house next door and also used their privy. The store was gifted and moved to the complex in 1986.

5. **Law Office:** Housed in this little building built in 1994 in an early-1900s style are books from 1875, and office artifacts that once belonged to a Winterset attorney.
6. **Log School*:** Originally located in Douglas Township, and later the home of Francis McDonald and the Henry Kuntz family, the schoolhouse was been restored to an authentic 1850s look.
7. **Martin Gas Station*:** Built in 1934, this classic gas station was moved from W. 1st and Washington Street to the complex in 1995. Stones in the rock front were brought from Arkansas by its builder, Clark Criss.
8. **Pleasant View Log Post Office*:** In operation from 1870 to 1876 in Webster Township, this post office was moved to the complex in 1984 and restored to its original 1800s look.
9. **Stone Barn*:** This limestone barn was built in 1856 along with the Bevington-Kaser House and privy. In the 1880s, draft horses (bred by Doc Bevington) were housed here. During the first seven months of 1889, thirty-five carloads of twenty horses each (700 in all) were shipped out of Madison County to eastern markets. Some of Doc Bevington's horses were undoubtedly among these shipments.
10. **Tusha Country School*:** A functioning one-room schoolhouse from 1878 to 1939 just south of Winterset, it was moved to the complex in 1991. (See more under Country Schools.)
11. **Winterset Train Depot*:** The railroad came to Winterset in

1872, with the first depot built that year on E. North Street between 8th and 9th Streets. The Chicago, Rock Island and Pacific Railroad was completed through from Des Moines to Winterset. The first train arrived in Winterset on the last day of February 1872. This train was only a construction train and it was several more weeks before passenger trains arrived in Winterset. During the summer of 1872, with Winterset now being connected to Des Moines, 73 buildings were erected in Winterset at a cost of over \$90,000. In 1909, the train depot was relocated to N. 1st Avenue along W. North Street. (Currently this is an empty lot.) For many years, the train was the only means of transportation to Des Moines. In addition to railroad memorabilia inside the depot, a model railroad is set up outside of the building and serves as a site for gatherings of railroad enthusiasts several times per year. Moved to the complex in 1984, the depot was restored in 1991.

12. **Zion Church*:** Built in 1881, the church was moved to the complex in 1988 from its original site in Scott Township, about three miles southeast of Winterset, and restored. Zion church was federated in 1920. Today the church is still used as the meeting place for the Faith Lutheran congregation and is available for functions or activities.

The museum's collections include quilts, rocks, fossils, Native American artifacts, Civil War and other military memorabilia, local business memorabilia, household and domestic items, advertising artifacts, and early farm machinery. The medical bag of Dr. Jessie V. Smith, the doctor who delivered Marion Robert Morrison (later known as John Wayne), is one of the museum's prized possessions. The museum also houses a local history library.



Bennett Cabin

The cabin was built in 1895 by Andrew Bennett as a wedding present for his son George, and his bride Isabelle. According to the January 21, 1896 issue of *The Winterset Review*, Andrew Bennett built the log cabin on his farm near the Klingensmith Bridge over North Branch in Madison Township. It was 16 by 20 feet with a shingle roof, hewed sides and 'properly chinked'. It was reportedly built of linden and elm wood, and took Andrew about a month of complete.

Andrew Bennett first arrived in Madison County in 1852 with his parents, Jacob and Lydia Bennett.

First public word of the cabin was actually noted on January 14, 1896, in the *Winterset Madisonian*. "We have quite a curiosity in our neighborhood, in the shape of an old fashioned log house. It was built by Andrew Bennett on North Branch and will be occupied by his son. It is called 'Abe Lincoln's log cabin' and looks cozy and comfortable as any of those ancient structures which we read about in the olden time." George Bennett married Isabelle Beadle on October 21, 1896. Multiple newspaper reports indicate that George and Belle lived in the cabin for about two years after they were married.

In 1909, a committee was appointed to secure a typical pioneer cabin and have it moved to the City Park where it would be preserved. The Bennett cabin was gifted to the park in 1917 by Andrew Bennett's family. George Proffinbarger took down the cabin, numbered its logs and timbers, and hauled it to Winterset where it was rebuilt. Proffinbarger was a stone mason and former county auditor.

Over the years, the cabin was used as a shelter, for picnics, and as a place for celebrations, such as Old Settlers Day where free coffee was available "in the old cabin."

Repairs and restorations have been made at times. In 1972, Al Lehman and Dick Mapes apparently restored the cabin, though the only information known about it is the wooden sign above the cabin. In 1986, Joe Roach was an Eagle Scout and Bennett Cabin became his special project. Chuck Garrison and Jerry Mitchell did the work of tuck pointing the cabin, and replacing the existing masonry that was falling apart. Bill Roach, Leo Rogers and Kevin Collins also helped. In 2002, the roof of the cabin was replaced.

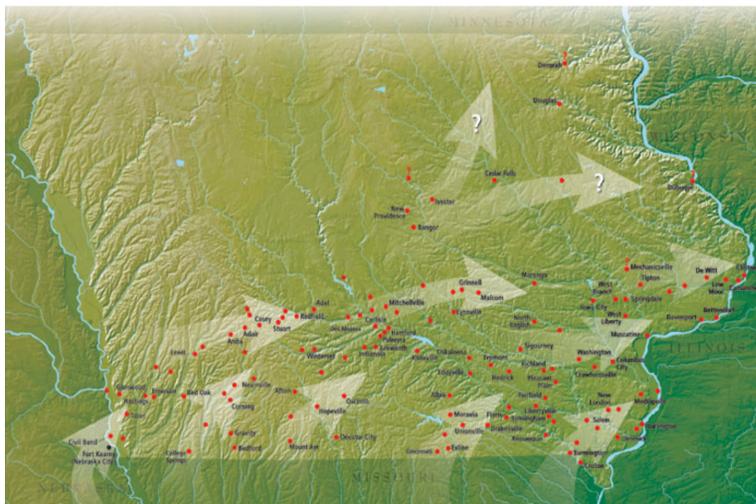
The Bennett Cabin still resides at City Park in Winterset and is managed by the City of Winterset Parks & Recreation department. The wooden sign over the door of the cabin is currently the only signage about the cabin, and the information is incorrect. It says that the cabin was built in 1852, when it was actually built in 1895. 1852 would be the year that the Bennetts first arrived in Madison County.

The Underground Railroad / Iowa Freedom Trail in Madison County

Introduction

Iowa was the westernmost free-state link in the underground railroad. Between 1830 to the end of the Civil War in 1865, it is estimated that approximately 35,000 runaway slaves made it to freedom. (There were four million slaves in the South in 1860, so this was a very small percentage.) Most likely not more than a few hundred freedom seekers

passed through Iowa on the underground railroad. Early settlers who provided shelter, transport, and material support were often motivated by their religious convictions and their principles, namely of individual rights and personal liberty. Anti-slavery Quakers, in particular, played a leading role in helping freedom seekers escape from slavery.



Madison County's location in the southwest quarter of Iowa placed it directly in the path of Freedom Seekers from northwest Missouri who crossed the sparsely populated hills, rivers, farms, and open prairie of Madison County on their way to find sanctuary in larger, more accommodating communities to the north and east.

Freedom Seekers came to Madison County primarily from Missouri and Kansas, following a trail from Mount Ayr to Hopeville to Winterset, or from College Springs to Bedford, Gravity, Corning, Afton, and then Winterset. They came from counties to our west (Adams) and south (Adair, Clarke). They left for the counties to our north (Dallas) and east (Warren). The actual trails begin to emerge as you read documented Madison County Underground Railroad accounts as well as those from the surrounding counties.

Several Underground Railroad trails across Madison County have been identified through research and plotting the locations of the homes of

those who participated as conductors and station masters.

According to local historian Linda Smith, Madison County, with Winterset as its county seat, appears to have been at the crossroads of early 1850s emigrants harboring pro-slavery attitudes. By the mid-1850s, the county's sentiment was tempered by the arrival of many anti-slavery emigrants who were called into action. Their arrival, the political situation due to Bleeding Kansas, and the increasing number of Missouri Freedom Seekers led to the escalation of Underground Railroad activity just preceding the Civil War and in its early years. The total number of Freedom Seekers assisted across Madison County is not known, yet there seems to have been some prowess and organization in the methods used to assist those who set a nervous foot here and to move them quickly across Madison County. Local residents appear to have organized themselves quickly after their arrival in their Underground Railroad work here due to their locations prior to emigrating to Madison County, their family's history in supporting Freedom Seekers in those locations, and their shared religious values and denominations.

According to "The Underground Railroad," an article by Cal Ogburn in May of 1930, "Southern and eastern Iowa had a large population of southern people, who were opposed to abolition sentiment and practice." The Fugitive Slave Act of 1850 had added a layer of fear by punishing anyone who aided runaway slaves with six months' imprisonment and a \$1,000 fine. As A. J. Hoisington wrote in the article "Underground Railway in Madison County" (published in 1915), "Until 1855-56 the political sentiment of this county was largely opposed to abolitionism... By 1856 the number had greatly increased and by 1860 they were so numerous as to make no secret of their work in aiding the negro to freedom."

From the *Iowa Journal of History*, Volume 22, "At the time of the Kansas border war, John Brown crossed Iowa several times on his way to Kansas or to the east. He traveled to Kansas to assist the anti-slavery

forces, and as he passed through Iowa, he established a line of travel for his fugitive slaves. Beginning in the west at Tabor, the line ran north and east to Madison and Dallas counties. This line passed through Earlham - a Quaker settlement.”

In 1869, Presbyterian minister and Madison County farmer Rev. James Graham, living just east of Winterset, described the recent Underground Railroad activity across Madison County. “When we came here [May 1856], and for years after, especially during the rebellion, the underground railroad (in which I was a share-holder and office-bearer) did a very extensive business; so much so, that additional night-trains had to be put on in order to accommodate the passengers.” Rev. John Graham, *Autobiography and Reminiscences of Rev. John Graham* (Philadelphia, W.S. Rentoul, 1870)

An 1872 newspaper article gives an account of the activity in Winterset. “The Underground Railroad had many branches in Iowa but the directest and best patronized route by way of Clarinda through Adams County, Nevin, Winterset, Indianola, and then on to Grinnell. At Winterset there was a branch taking off to Warren County and another to Polk. The line of the latter lead straight to the residence of Mr. James C. Jordan.”

“Winterset Branch - Something like a year ago, the Winterset people celebrated the opening of the Rock Island Branch [rail] Road, but years before there was a road running through their town, night expresses only were used, but they never ran off the track. At Winterset Mr. Nathan Newlon was a presiding genius. His big crib has held frequent loads that were never gathered in a field of Yellow Dent nor Flint corn. But he was not alone in the business. The number of stockholders in the Underground Railroad at Winterset were legion.” (“In the Country,” *Iowa State Register*, Dec 15, 1872)

The same article described the Underground Railroad as it was drawing to a close in this area. “The last train that passed through on the

route came from Ray County, Missouri, starting just after the war commenced. They came through Page County, stopped over a day at Quincy and the next day halted at Mr. Samuel Ainsworth’s at Nevin. That night they started for the Winterset station. The mud was knee deep, but in the gray of morning Hon. B.F. Roberts came riding up to Mr. Newlon’s door with the announcement that Ainsworth with six fugitives was close behind. There was a lively rattle of pots and pans in the farmer’s house, a clearing away of rubbish in the loft, and by the time the train arrived Mother Newlon had a smoking hot breakfast on the table and the quarters for the passengers were all prepared. That night they rested, and at nightfall Mr. Newlon started with them for Indianola. That was the last train, and a few weeks later the blacks began to pass through Iowa without a guide, and none molested them.”

“On one cold mid-winter evening, when there was just enough snow on the ground to make good sledding, John Brown called at the door of my father’s house with seven negroes. He said, ‘Take these people to xxx ‘s at Winterset before light tomorrow morning.’ With these words he quickly drove away. While father was hitching up the sled my mother took the cold and hungry negroes into the kitchen and gave them some hot food and coffee. The sled once ready the negroes were deposited in the bottom in a prone position and then covered with heavy blankets, for fear someone would see them while en route to our destination. In this manner we drove the thirty-six snow-covered miles to Winterset and deposited our human freight at the next station. The running from Adair County ran directly east into Madison County... Abner Root recalls that his father, Azariah Root, was asked by John Brown to transport seven slaves to Winterset.” *History of Adair County, Iowa and Its People*, Lucien M Kilbourn, editor. (Chicago: The Pioneer Publishing Company, 1915)

“There may even be tracks of John Brown (‘Osawatimie Brown’) of Bleeding Kansas fame, across Madison County.” In O.A. Garretson’s 1924 article he stated that, “[John Brown] established a line of travel for his fugitive slaves. Beginning in the west at Tabor, the line ran north and east to Madison and Dallas County. This line passed through Earlham [in northwest Madison County] – a Quaker settlement – Des

Moines, Grinnell..." O.A. Garretson, "Travelling the Underground Railroad in Iowa" *Journal of History and Politics*, Vol. 22.

Based on the accounts given in the sources above, the years that the Underground Railroad was most active in Madison County were 1856 through 1861.

Another route is noted in Cecil Turton's thesis titled "The Underground Railroad in Kansas, Nebraska, and Iowa." He states that Professor James Edward Todd, son of active Iowa Underground Railroad operative Rev. John Todd, recounts "that the stations usually visited after Lewis was reached were Fontanelle and Winterset." Cecil Turton, "The Underground Railroad in Kansas, Nebraska, and Iowa." (MA thesis, Ohio State University, 1935) Turton includes a detailed map of the Underground Railroad routes throughout Iowa including Madison County.

The Painter-Moorman Route

Jesse Painter was a Quaker who came to Madison County in 1855 from Pennsylvania and lived on the southern edge of Walnut Township. His escapades on the Underground Railroad with his Pennsylvania "old-fashioned scoop body, curtained all around" wagon were well known. Painter died in 1860 and his section of the route was put in the hands of his brother-in-law, Thomas Clarke Moorman, who lived on the border of Walnut and Ohio Townships. A.L. Tullis provided Cal Ogburn with a description of the trail. Tullis was the son of John Silvers Tullis, who was another conductor on this line.

"The first 'stations' on the extreme southern border of Walnut township were kept by Jesse Painter and his neighbor, T.C. Moorman. My old friend A. L. Tullis, of Des Moines, was obliging enough to make for me, January 12, 1930, an outline map of Madison county, showing the location of this Road as it was in operation from 1860-1863, which has been supplemented with information from other sources, and establishes quite definitely this section of one of the cross-county, secret passages of fugitive on their way to Canada."

"As traced by Mr. Tullis, this Road extended from Moorman's northward to Jacob Brown's, section 26, Scott township; then northwestward to the home of J. S. Tullis, section 18, Scott township; from there, in the same direction, to where B. F. Roberts lived, in section 2, Lincoln township; from that point and still northwestward, to John Early's, section 11, Jackson township. At Mr. Early's the Road turned northeast, to William Barnett's, section 16 Madison township, and from there it went northward into Dallas county."

Source: Cal Ogburn, "Madison County's Underground Railroad", *Boyhood Memories of an Old Hawkeye*, Chapter 31



Farris Cemetery

Located on private property in Union Township, the pioneer Farris Cemetery is one of Madison County's sixty-one cemeteries, many of which do not have road access or even historic markers to show significance as pioneer cemeteries. A pioneer cemetery, by definition, is a cemetery in which there have been no burials in at least 50 years. In this case, while records show there were at least 20 people buried there, there may be as many as two dozen graves, more or less. The

gravestones date from 1850 to about 1932.

Farris Cemetery is being restored by the Madison County Historic Preservation Commission. Members of the University of Iowa archaeological department, as well as Jennifer Mack, a representative from the office of State Archaeologists, have mapped out as much as possible of the old cemetery using ground penetrating radar equipment.

The goal is to locate and pinpoint all twenty-three graves that are supposed to be located in the cemetery. Of those stones, only two are

left standing due to agriculture vandalism that occurred in the 1970s, according to project coordinator Molly Clause. Local stone carver Ben Mayer is performing the restoration work, having helped restore old tombstones in the past. Much of the cemetery restoration will be paid for by a grant the organization received from the Greater Madison County Community Foundation.

Among those known to be buried at Farris Cemetery include:

Bass, Emily M. (Adams), b. 1-16-1829, d. 1870

Bass, William McCurdy, b. 1-10-1812, d. 5-12-1881

Beedle, Elizabeth A. (Brown), b. 1846, d. 1932, w/o Hiram, (m) 9-7-1865 Madison Co.

Beedle, Isabell (Carson), b. 9-9-182_, d. 7-14-1902, w/o John R.

Beedle, John Riffle, b. 9-9-1819, d. 6-6-1899, Paralysis, h/o Isabell
Beedle, Mary Jane (Barker), b. 1846, d. 1894

Beedle, Margaret (Smith Murphy), b. 1850, d. 1930

Farris, Elizabeth (Morgan) - Born on February 12, 1802 in Kentucky. Elizabeth died on April 4, 1863 at the age of 61 years.

Farris, James - Born August 3, 1797 in Lincoln County, Kentucky. James died on August 13, 1870, at age 72 years, 10 days. His first wife was Phebe Odel of Kentucky. Together they had three children, of which two are known - Charles (1822-1899) and Major (1825-1850). His second wife was Elizabeth (Morgan) Farris, buried here. Together they had six children - William G. (1828), Johnson "Johnse" A. (1829-1907), Nancy (1831-1917), Sarah Jane (1832-1894), James Henry (1839-), and Isaac F. (1844-1889). His third wife was Eliza Jane Brittain? (b. 1831). They married on

November 1, 1863. Together they had two children - Emereta (b. 1864) and Stella (b. 1869). Read more about James Farris under Abolitionists.

Farris, Jerrette, d. 1-11-1862, 21d, d/o J. H. & D.

Farris, Johnnie A., b. 1866, d. 2-19-1870, 39y 11m 8d, son of J. & Elizabeth J.

Farris, Major (d. 1917 of pneumonia)

Farris, Nellie, (1869-1870), d/o J. H. & D.

Farris, Sarah Ellen - Died July 21, 1852, at age 1 month and 6 days. Daughter of Charles and Mary Jane Farris.

Morgan, William, d. 11-13-1862, 30y 4m 21d, enlisted, 8-10-1862, Co. A. 39th Regiment, Iowa

Rhodes, John Thomas, b. 1853, d. 1895, h/o Mariba, (m) 3-30-1875 Madison Co., by J. R. Davis, J.P.

Rhodes, Mariba N. (Beedle), b. 1855, d. 1911, w/o John T.

Rhodes, Elizabeth (Tanner Hopper), b. 1822, d. 1877

Rhodes, newborn, 1901

Rhodes, "Uncle" Samuel Austin, b. 1779, d. 1874

Rick Breeding is a descendant of James Farris and locals Debbie Zacharias and Tom Bass also have family buried in the old pioneer cemetery.

James Farris (1797-1870) - (See Abolitionists)

Elizabeth (Morgan) Farris - b. Feb. 15, 1802. Second wife of James

Farris. She died April 10, 1863, aged 61 years.

William Morgan, born about 1832. Enlisted on August 10, 1862 in the 39th Iowa Infantry. He died just a few months later on November 13, 1862, at the age of 30 years, 1 month, and 21 days.

Margaret (Bryerly) Folwell, wife of Samuel Folwell. Born August 22, 1832 in Westmoreland, Pennsylvania. She married Samuel Folwell, a native of Washington County, PA. Together they came to Madison County in 1850, buying land in Jefferson Township. Margaret passed away soon after, on December 27, 1852. They had three sons and four daughters. William B., John T., James D. (a Civil War soldier of Company B, 15th Infantry, who died from disease at Benton Barracks), Elizabeth (later Mrs. Henry Moore), and three daughters who passed - Rachel, Margaret J., and Rebecca E.

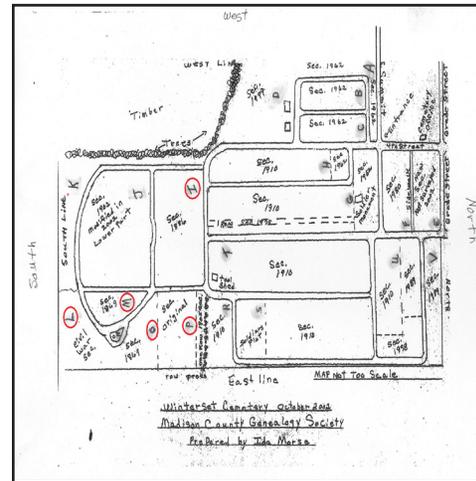
Elizabeth Beedle (1847-1932)



Guiberson House

Built in 1865, the Guiberson home is one of Madison County's finest examples of mid-19th century stone residential architecture. It was built by Caleb Clark at 302 S. 4th Avenue in Winterset. The home's first owner was Edwin R. Guiberson, who moved to Winterset in the late

1840's. According to "History of Madison County," a tunnel (assumed for hiding slaves) which led from the basement to a nearby barn was discovered when indoor plumbing was installed in the house.



Winterset Cemetery

The Winterset Cemetery is located in the city of Winterset. Twenty-one people who were involved in the Underground Railroad as conductors, station masters, or other supportive roles (plus one Freedom Seeker) are buried here.

Winterset Jail

The site of the old log jail, a former jail completed in 1851 and located in Winterset, was associated with an Underground Railroad rescue. During the Civil War, in late October of 1861, four freedom seekers - Anderson Hays, Henderson Hays, John Ross Miller, and Alex Nichols - escaped from Nodaway County, Missouri. They followed the North Star on their journey, hiding during the day and moving at night. In Iowa, the freedom seekers were found out by local citizens of Winterset, captured, and brought to the old jail. While some men went looking for a jail guard, a group of people sympathetic to the freedom seekers circled around the scene and set the freedom seekers free. Afterwards, the group of people gave the freedom seekers food and water and told them of other stops they could visit on the Underground Railroad.

Abolitionists

Abolitionists were those that either demanded the immediate abolition of slavery, or who showed ferocious hostility to the institution

of slavery. Individuals who were both anti-slavery and abolitionist are listed only as abolitionist.



John Brown

The famous abolitionist who led the pre-Civil War raid on Harper Ferry, Virginia in 1859 was in Madison County several times, according to local newspapers and a couple of local men who lived here. In May of 1854, the Kansas-Nebraska bill passed into law, allowing the people in the territories of Kansas and Nebraska to decide for themselves whether

they should be free states or slave states. The struggle for supremacy centered in Kansas. Settlers rushed there from far and near. In the settlement of Kansas, there were representatives from Iowa determined to make it a free state.

In the fall of 1855, when going to Kansas for the first time, John Brown passed through Missouri. The governor offered a standing reward of \$3,000 for his arrest, so thereafter Brown always passed through Iowa to get to Kansas. As described in an article in the *Winterset Madisonian* on September 7, 1938, "Iowa played an important part in John Brown's activities against slavery. He made many trips into Iowa. He drilled his soldiers in Iowa...Brown first came to Iowa in 1855 going through the state on his way to Kansas. He made five trips through the state while engaged in his famous Kansas conflict, and on these trips met many Iowa men who were assisting fugitive slaves on their way to freedom. In 1856, he organized a band of young men at Iowa City. They took 1,500 muskets from the arsenal...The guns were delivered to free state leaders in Kansas in their warfare against the "border ruffians"."

Luke Parsons, one of John Brown's "men," submitted the following to

the *Winterset Madisonian*: "...I loved him (John Brown) and believed in him. I know more about his aims, his plans, than any living man, for I fought with him in Kansas border ruffian war in 1856, traveled with him on foot through the state of Iowa, camped out at nights with him, and slept under the same blanket."

According to Parsons, John Brown was in Madison County several times - Brown and his son Watson passed through St. Charles on October 30, 1856. "After touring many of the western states to procure funds to carry out his plans against slavery, Brown again started for Kansas, and on July 6, 1857, he was in Iowa City. Traveling slowly by team, he did not reach Tabor till some time in September. He probably stopped some time with Jesse Painter in Madison County, for I have heard him speak of a Quaker by that name in Iowa."

In December of 1857, Parsons was with Brown. "Left Tabor, Iowa, for Springdale in Cedar county, Dec. 4, 1857. I was with him this time. We took his usual route through Winterset. Owen Brown spoke about it being such a strange name for a town." According to Parsons, there were ten men in the company - John Brown, Owen Brown, Richard Realf, John Henry Kagi, Aaron D. Stevens, Charles P. Tidd, John E. Cook, William H. Leeman, Richard Richardson (a slave), and Luke Parsons.

In June 1858, Brown traveled to Lawrence, Kansas, "having passed through Iowa over his usual route."

Watson Brown Letter from St. Charles

Watson Brown was the sixth son of John Brown. In 1856, Watson was part of an armed wagon train making its way through Iowa to fight in "Bleeding Kansas." The two hundred rifles on board were financed by the Massachusetts State Kansas Committee which wanted to assure that Kansas came into the United States as a non-slave state. Watson was shot at Harpers Ferry, lingered a day in extreme pain, then died before the raiders surrendered. His death came a week after his 21st birthday, and he left behind a wife and infant son.

At St. Charles, Watson wrote a letter to his extended family. The origi-

nal can be viewed at <http://www.kansasmemory.org/item/4397>. Here is a transcript:

*St Charles, Iowa
October 30th*

Dear Mother, Brothers, and Sister,

I sent you a draft for [\$50?] a few days ago in a sheat (sic) of paper with a very few words on it, they being all I had time to write then. We are well and in fine spirits besides being in good company. We are in the company of a train of Kansas teams loaded with Sharps rifles and canon. I heard a report that Father had gone east. We travel very slow. You can write to us at Tabor. On our way we saw Garret Smith, F. Douglass and other old friends. We have each a Sharps rifle. Oliver, your watch was all that saved us. I want you to write and let us know how you get along. No more now.

*Yours truly,
Watson Brown*

Sources:

Glenn Noble, "John Brown and the Jim Lane Trail," Purcell's, Inc., Broken Bow, Nebraska, 1977. Kansas State Historical Society; John Brown Collection, #299, Box 1, Folder 17, Item: I02557.

Wilbur H. Siebert

While working towards his master's at Harvard University in the late 1880s and as a professor at Ohio State University in the 1890s, Siebert began contacting individuals throughout the United States who either participated in the Underground Railroad or professed to have knowledge of its existence in their locale. He presented them with what he termed a "circular" titled "inquiry concerning the UNDERGROUND RAILROAD" with seven straight-forward questions and asked for "as full answers as possible." His extensive collection of responses includes several references to escapes across Madison County and of the roles played by Madison County citizens.

- In an 1894 letter to Siebert from Mrs. Elvira Gaston Platt of Tabor, Fremont County, Iowa, it states, "Route: Station No. 1 Civil Bend... Station Keeper – Dr. I.D. Blanchard. Station No. 2 Tabor; ... G.B. Gaston station keeper..., Station No. 3 Lewis, Rev. Mr. Hitchcock, keeper... Station No. 4 Winterset – Dr. Scott, keeper." Reply of Mrs. E. G. Platt of Tabor, Iowa to the U.G.R.R. Circular, to W. H. Siebert, Columbus, Ohio, dated Nov 6, 1894, Wilbur Henry Siebert Collection Relating to the Underground Railroad and Fugitive Slaves, circa 1891-1898 (Boston MA, Harvard University, Houghton Library, MS Am 2420, Scrapbook 14).
- Two years later, Siebert received a letter from G.W. Grant, of Adams County, Iowa who wrote of a route issuing from "Maryville [Missouri]...to Bedford...to Quincy... Thence we trace the Road to Winterset, 35 miles, thence to Des Moines, 35 miles..." (G.W. Grant letter, written from York Village, Maine, to W. H. Siebert, Columbus, Ohio, dated January 24, 1896, Wilbur H. Siebert Collection, (Columbus, OH: Ohio Historical Society Archives/Library, MSS 116 AV).
- One of Winterset's prominent citizens, Henry Johnson Brodhead Cummings, a Civil War colonel, US Representative and the editor of the *Winterset Madisonian* newspaper, responded to Siebert's request in 1895. In his letter, Cummings provided what he knew of Underground Railroad activities within Madison County. "Winterset was a station. The depot in [18]59-60 was in the basement of a three-story stone house, a mile west of town, occupied by Hon. B.F. Roberts. The cellar was often filled with live darkies. Taken nights to Indianola (address Col. P. P. Henderson there) in covered wagons piled full of hay or corn stalks to hide them. The southern living Democrats often gave cursory inspections to wagons thus loaded, but never seemed to detect them. I had no hand in the work except for being advised when the cellar was full and would have a clearance. A good many negroes were forwarded to Canada through here." Reply of H. J. B. Cummings of Winterset, Iowa to the U.G.R.R. Circular, to W. H. Sie-

bert, Columbus, Ohio, dated Nov 24, 1895, Wilbur Henry Siebert Collection Relating to the Underground Railroad and Fugitive Slaves, circa 1891-1898 (Boston: Harvard University, Houghton Library, MS Am 2420, Scrapbook 14).

As a result of the responses above, Siebert included references to “Madison” as a participating county within Iowa and named two local individuals, B.F Roberts and Dr. John Scott, in his 1898 book *The Underground Railroad from Slavery to Freedom* (New York: The McMillan Company, 1898).

Other Local Abolitionists

- Arnold, Douglas Ford (Winterset)
- Darby, John Elias (Penn Township)
- Graham, Rev. James (Winterset, Union Township)
- Kale, Susanna Porter Reed (Douglas Township)
- McKnight, William Wylie (Winterset)
- McPherson, Marquis Lafayette (Winterset)
- Odell, Asenath Parcher (Winterset)
- Odell, Eli (Winterset)
- Pitzer, Judge John A. (Winterset)
- Thomson, WDR

Anti-Slavery

Those who disliked slavery but did not necessarily demand the immediate abolition of slavery. Individuals listed as anti-slavery were not known abolitionists. The names include:

- Applegate, David (Douglas Township)
- Barnett, William (Earlham) (North Branch Meeting)
- Barnett, Julia Ann Ballard (Earlham) (North Branch Meeting)
- Browne, Capt. Joseph M. (South Township)
- Bruce, Judith Amelia Keith (Douglas Township, Winterset Vicinity)
- Bruce, Richard P. (Douglas Township, Winterset Vicinity)
- Chase, George Blade (Douglas Township)
- Clopton, Robert (Winterset) - Lost his life in Civil War, Union Army (?)
- Cummings, Hon. Henry J. B. (Winterset)
- Cummings, Louis Jerome (Winterset)
- Dabney, Henry (Jackson Township)
- Darby, Sarah Battershell (Penn Township)
- Graham, Mary Small (Winterset, Union Township, Sec. 33)
- Hutchings, Joseph J. (Winterset)
- Kale, Rueben (Douglas Township)
- McKee, Caroline (Jackson Township, Douglas Township)
- McKee, Matthew Miller (Jackson Township, Douglas Township)
- Newlon, Nathan (Union Township)
- Pitzer, Judge John A. (Winterset)
- Queen, Hogan (South Township, St. Charles Vicinity)
- Queen, Martha Runkle (South Township, St. Charles Vicinity)
- Reager, Isaac (Walnut Township)
- Roland, Charles Wesley (Winterset)

- Roland, Eliza Ann Ford (Winterset)
- Ruby, William Beatty “Billy” (Scott or Union Township, Winterset Vicinity)

Committee Members and Friends of the Kansas Free State Cause in Iowa

The Kansas Free State Cause was an organization designed to help the antislavery cause in Kansas during its territorial phase. This was sometimes through financial assistance to help antislavery people settle in Kansas, and sometimes by political or vigilant means to try to prevent Kansas from becoming a slave state. The men include:

- Arnold, Douglas Ford (Winterset)
- Cummings, Hon. Henry J. B. (Winterset)
- McKnight, William Wylie (Winterset)
- McPherson, Marquis Lafayette (Winterset)

Stations/Conductors/Station Agents

Conductors worked as Underground Railroad agents by moving fugitive slaves from one point to another. Station Agents worked as Underground Railroad agents by hiding fugitive slaves in their homes, barns, or elsewhere on their property. This list includes:

- Applegate, David (Douglas Township)
- Bard, John Stewart (d. 1896)
- Bard, William Holmes (1817-1882)
- Barnett, William Ambrose (1804-1874) (Earlham, North Branch Meeting)
- Barnett, Julia Ann Ballard (1811-1871) (Earlham, North Branch Meeting)
- Brown, Ed

- Brown, Jacob (Sec. 26, Scott Township) “Soap Jake”
- Brown, Sarah Starbuck
- Browne, Capt. Joseph M. (South Township)
- Bruce, Judith Amelia Keith (Douglas Township, Winterset Vicinity)
- Bruce, Richard P. (Douglas Township, Winterset Vicinity)
- Chase, George Blade (Douglas Township)
- Dabney, Henry (Jackson Township)
- Dabney, Maria Stanfield (Jackson Township)
- Darby, John Elias (Penn Township)
- Darby, Lucy A. Tuttle
- Darby, Sarah Battershell (Penn Township)
- Early, Elizabeth McMarren
- Early, John (Jackson Township)
- Farris, Elizabeth Morgan
- Farris, James (Union Township)*
- Gilliland, David W. (Winterset, Douglas Township)
- Graham, Mary Small (Winterset, Union Township, Sec. 33)
- Graham, Rev. John (Winterset, Union Township, Sec. 33)
- Hiatt, Arron
- Hiatt, Elam
- Hiatt, Jesse
- Kale, Reuben Alvin (Douglas Township)

- Leonard, Sylvester Rigdon (Winterset)
- Leonard, Dr. William L. (Winterset, South Township)
- McDonald, William H. (Jefferson Township)
- McGee, Caroline Kale (Jackson Township, Douglas Township)
- McGee, Matthew (Jackson Township, Douglas Township)
- Martin, David G. (Winterset Vicinity, Lincoln Township)
- Moorman, Rhoda Ann Bryan (Walnut Township)
- Moorman, Thomas Clark "T.C." (Walnut Township)
- Newlon, Eliza Ann Winder (Union Township)
- Newlon, Nathan (Union Township)
- Odell, Asenath Parcher (Winterset)
- Odell, Eli (Winterset)
- Painter, Jesse (Walnut Township)
- Painter, Susanna Moorman (Walnut Township)
- Queen, Hogan (South Township, St. Charles Vicinity)
- Queen, Martha Runkle (South Township, St. Charles Vicinity)
- Roberts, Hon. Benjamin F. (Lincoln Township, Winterset Vicinity)
- Roberts, Mariette Jennings (Lincoln Township, Winterset Vicinity)
- Roland, Charles Wesley (Winterset)
- Roland, Eliza Ann Ford (Winterset)
- Roy, Thomas Meadows (Lincoln Township)
- Ruby, William Beatty "Billy" (Scott or Union Township, Winterset

Vicinity)

- Scott, Dr. John Gilmore (Winterset) (moved from Unknown)
- Tullis, John (Scott Township, Winterset Vicinity)
- Tullis, Margaret Kiset
- Wilson, Thomas (Penn Township, Earlham Vicinity)
- Wilson, Ruth Barnett
- Wray/Wroe, Benjamin



Benjamin F. Roberts' Farm

According to *The History of Madison County and Its People*, the Roberts' house (a stone house that stood near the city wells) served as an underground railroad station. Roberts was an early Justice of the Peace and organizer of Madison County's Republican Party.

The B.F. Roberts' farm, barn, and house were the hub of several of the Madison County Underground Railroad trails. The house is referenced multiple times throughout our history as a major Underground Railroad station. The house later served as a boarding house for employees of White & Munger's Woolen Factory before finally being torn down in 1938. It can be seen on 1930 aerial photos and was located 1.5 miles west of Winterset, east of the 4-way stop where Highways 169 and 92 diverge. Here is a 1915 description by Isaac Reager, who lived during UGRR times and was well acquainted with Madison County participants:

"This station, a mile and a half west of Winterset on the Bluffs road, was at the house of B. F. Roberts. Squire Roberts, as he was known, was a man of good build; florid complexion; about 5 feet 8 inches high; with open, pleasing appearance; well educated. They lived in a stone

house south of the road; the house had a basement kitchen facing south A room about 10 feet square was dug out on the north of the kitchen, and connected by a door with the kitchen. This was fitted up for keeping the fugitives in during cold weather, when danger lurked around. The door was so neatly fitted that I could not find it when Roberts told me there was one. He opened the door, but I cannot tell just how. The room was ventilated by a sliding door. In warm weather they staid at the barn, south of the house in the edge of the brush.”

“Mrs. Roberts was a well-educated woman; medium size; rather handsome; I should judge of Yankee extraction; a great reader, as was also her husband. She was a strong Abolitionist, taking for her text Deut. 23rd chapter, verses 15 and 16. The Bible, Uncle Tom’s Cabin, and the Impending Crisis were always on the center-table.”

“Thou shalt not deliver unto his master the servant which is escaped from his master unto thee: He shall dwell with thee, even among you, in that place which he shall choose in one of thy gates, where it liketh him best: thou shalt not oppress him.” (KJV)

Source: Cal Ogburn, “Chloe,” *Boyhood Memories of an Old Hawk-eye*, Chapter 32



Hogan Queen House

All but one of the homes or “stations” where Freedom Seekers found food, shelter, and directions have been lost to the ravages of time. The Hogan Queen home, on the St. Charles highway, still stands as a regal example of the stone homes that so often assisted runaway slaves.

Documented stations have been found in fourteen of Madison County’s sixteen Townships. No documented sites have yet been found within the town of Winterset.

Matthew Miller McGee and Caroline Kale McGee

Matthew was born on August 25, 1829 in Mt. Charles, County Donegal, Ireland. “When Matthew was about 5 years of age his parents came to America, and took up their residence in the city of Philadelphia, Pennsylvania. After a short residence there, the family removed to Tuscarawas County, Ohio, where he grew to manhood.”

Caroline Kale, daughter of Reuben and Rebecca Kale, was born in Tuscarawas county, Ohio, June 11, 1835. At the age of sixteen years she made a profession of religion and united with the Methodist church.

On February 24, 1853, she was married to Matthew M. McGee. In the fall of the same year she and her husband emigrated to Iowa, stopping for a time in Monroe county, and settled in Madison County in 1854, which has been their home ever since. In the winter of 1855 she transferred her membership to the Christian church of which she remained a member till her death. They had four children, John M., Iver Lee, Mrs. C.F. Perkins and Mrs. F.M. Peed.

Matthew was a builder, farmer, stockraiser and general trader, at first in Jackson township, then in Douglas and later in Winterset. “Matthew M. McGee, highly esteemed as one of the valued citizens of Madison County for many years, contributed in large measure to the material upbuilding of the community and, more than that, his influence was always on the side of progress and the right. . . His extensive operations as a builder, farmer, stock-raiser and general trader, at first in Jackson township, then in Douglas and later in Winterset, his activity extending many miles in every direction, are fresh in the memory of the whole community’ . . .”

“...His money was freely spent in building comfortable and handsome buildings, and by so much adding to the attractiveness of the town, and enhancing the valuation of all its property. . .” Madison County Board of Supervisor,s 1864, 1865, 1890.

It was said in the funeral oration: ‘His parents being in close sympathy with the Protestant Episcopal church of England, according to the rules of that church he was baptized in infancy. While still a young man residing in his Ohio home, he became a member of the Methodist Episcopal church, and for reason known to himself, he did not remove his membership from the church of his early choice. His name is still retained in the records of that church. Although not connecting himself with any church in Madison county, yet few men had greater respect for the church: sustained friendly and sympathetic relations with their ministers, contributed to their support, and rejoiced in the prosperity of all good works. He was a close and attentive listener to the preaching of the word of God, and being a close student of the word itself, he knew when the truth was preached, and had a keen appreciation of it. While he loved the church of his early choice, yet no man could excel Matthew McGee in the catholicity of his spirit, and in the broad fraternity of his affection for all denominations of truly Christian people. . .’

“Among the leading citizens of Douglas township was Matthew M. (Matt) McGee. . . Mrs. Nanie (Kale) Dunlap, a sister of Mrs. McGee, said that her father used to help McGee in operating the Underground Railroad in Douglas township. . . the McGees had a daughter, Mary, who married Carson F. Perkins. In the summer of 1926 Mrs. Perkins told my wife – who met her in Winterset, while there on a visit – much about the operation of the Underground Railroad in the home of her father, when she was a girl. She said that fugitive were hidden in the attic of their house until it seemed safe for them to be taken, by night, to the next station on their way to Canada. Once when some of them were so concealed, she had a supply of hazelnuts in the attic, and, to her displeasure, she heard them cracking the nuts! Some years thereafter, when slavery had been abolished, a negro came to their house one day and told about cracking and eating hazelnuts there when hidden in the attic. It was Charlie Moore, who for many years was a familiar character in Winterset.”

“Her parents’ home was one of those in which the colored refugees

found a shelter and a haven in the stirring period preceding the Civil War.” (“Mrs. Mary Perkins Dies”, *Winterset Madisonian*, Winterset, Iowa; September 23, 1926)

Caroline died in Feb. 1889, and Matthew on August 30, 1895. Both are buried in the Winterset Cemetery.

David Applegate

David Applegate was a farmer and stock-raiser who lived in the Douglas township. Born in Trumbull County, Ohio in 1821, he arrived in Madison County in 1858. Applegate held the offices of assessor and justice of the peace, and enlisted in the 39th Iowa Infantry in which he served three years during the Civil War. Applegate and a neighbor (Woods) donated part of their land to create the Stringtown Cemetery.

James Farris

James Farris, who settled in Union township in 1851, was one of the boldest and most active station agents in the county. He often publicly defied searching parties. Reports show that James Farris, a farmer described as very much antislavery and an abolitionist, had relocated to Madison County – James and wife, Elizabeth Farris, moved from Andrew County, Missouri to Union Township in Madison County in 1851, when James was aged 54 – where he was, according to more than one account, an ‘active Station Agent’ of the Underground railroad from his home to the county. Farris followed his eldest son, Charles Farris to Madison County. Charles moved to the county two years previous, in 1849, three years after Iowa became a state following the Louisiana Purchase. Charles was the son of James Farris and Phoebe Odel, James’ first wife.

Historian H.A. Mueller reported that James Farris provided an immediate ‘north east route station’ from Winterset to Des Moines, with the help of William McDonald and others, through land purchased by James Farris in 1851.

Farris was a stout outdoorsman, a noted deer hunter and trapper. He

was known to even defy search teams sent out to find runaway slaves.

In the late 1850s, a runaway slave from Missouri apparently approached Farris after hiding in a wooded area near the Farris homestead. The slave was desperate due to hunger and fatigue, stemming from his recent overnight travel ordeal. The slave learned he should travel to the Farris farm, but go no further.

Upon talking with the slave, Farris discovered that the slave belonged to a son-in-law in Missouri. Apparently the slave remembered Farris and Farris' occasional visits to Missouri, hoping Farris might be his link to freedom; he had recalled Farris' strong stands on slavery.

Farris agreed to put up the slave while the former slave regained his strength for travel. He was told to hide in the loft of one of several log houses on the property in which Farris lived.

That evening, however, Farris' son-in-law from Missouri, with a small entourage, appeared at the Farris homestead, looking for the son-in-law's lost property.

The son-in-law and his search party were afforded the opportunity to stay the night, before setting out again the next day. It is reported that the slave and master, unbeknownst to all but the slave, stayed under the same roof that night.

The following day, Farris participated in a small bit of misdirection, encouraging the search party to proceed to the banks of the North River, because to go further – as far as the Raccoon River – would result with an encounter with even more staunch abolitionists. He said that if the slave had made it to the Raccoon River, he would have surely won his freedom.

The search party set out, and is said to have searched all that day searching along the North River. But all was in vain.

After the day-long search, the search party again stayed at the Farris

household; both slave and former master again shared unwitting accommodations. The following day, the son-in-law and the search party left, empty handed.

The night after the search party departed, it is said that two men – one of whom was named David W. Gilliland – escorted the slave to freedom.

(See also Farris Cemetery)

William McDonald

William McDonald, who lived in southwest Jefferson township, was also a station agent. He used a family carriage as a passenger coach.

John Early

John Early, of Jackson township, was in charge of a very busy station and apparently had as many as five freedom seekers at his place at one time. At one time, Early played host to Sheriff Sam Hamilton, who was pro-slavery. Early invited him and another man to dinner where they sat side-by-side with an African American woman.



Reverend John Graham

Presbyterian minister Rev. John Graham moved his family two miles east of Winterset in 1856 and he participated in the Underground Railroad until the end of the Civil war. Three of his sons served in that war. Here he looks back on Madison County's contribution with satisfaction of a job well done.

“Times and things are changed. When we came here, and for years after, especially during the rebellion, the under-ground

railroad (in which I was a share-holder and office bearer,) did a very extensive business; so much so, that additional night-trains had to be put on in order to accommodate the passengers.

But when the Company broke up for want of employment after the war was over, and the books were balanced, all the share-holders and officers felt amply rewarded for all the money, time, and labour they had bestowed on the undertaking.

Now, no wanderer who had fled at the risk of his life from a land of bondage is seen crossing Middle River at some secret place after sun-down when all is still; and trudging along the prairie, looking behind him to see whether his pursuers were not on his track; with all he possessed on earth tied up in a coarse dirty clout; coming to our humble habitation and inquiring if ‘Oul massa — lived in dis house?’ O then cursed system of iniquity, injustice, and oppression! that ‘hast come to a perpetual end!’ The God of Justice has listened to the groaning of the prisoners and sent them deliverance. Happy are we who have lived to see our prayers answered, and our feeble endeavors in behalf of the down-trodden and oppressed crowned with success; and who have been permitted to witness the last fragment of that villainous system, slavery, taken up and dashed against the stones! Oh, what a glorious change has taken place! — The Jubilee trumpet proclaiming liberty to all the inhabitants of the land! Four millions of human beings of the race of Adam who were formerly bought and sold, and treated like brute beasts in our far-famed land, which had declared that ‘all men are born free and equal,’ — made free, and never again to return to bondage.”

Source: “The Autobiography of Rev. John Graham”, 1869

Freedom Seekers

A modern term to describe the same thing as the traditional term, fugitive slave.

“Aaron”

Very little is known about Aaron. According to *The Story of Nevin: An Historical Narrative of the Early Days of the New England Colony of Iowa* by Joseph Loran Ellis, Aaron arrived in Nevin (later known as Nevinville) in Adams County, Iowa on December 20, 1857. He was being transported by two abolitionists - B. F. Allen and David Peterson of Quincy - in a wagon. The two men stopped at the home of the Ellis family and cautiously inquired as to whether they could “bring their load in and have it warmed.” Upon learning that they were meaning a man and escaped slave, they agreed and Aaron was allowed to come in. Aaron (as he called himself) was “of middle age, stout...” and claimed to have left his master on the Missouri-Kansas border. Mr. Ellis recommended that the men take Aaron to the New England House, a hotel run by B. O. Stephenson, a known sympathizer. Aaron was concealed at the hotel for nine days before being forwarded to Winterset.

In late October of 1861, four freedom seekers - Anderson Hays, Henderson Hays, John Ross Graves (later Miller), and Alex Nichols - escaped from Nodaway County, Missouri. They followed the North Star on their journey, hiding during the day and moving at night. The freedom seekers were found out by local citizens of Winterset, captured, and brought to the Old Log Jail. While some men went looking for a jail guard, a group of people sympathetic to the freedom seekers circled around the scene and set the freedom seekers free. Afterwards, the group of people gave the freedom seekers food and water and told them of other stops they could visit on the Underground Railroad. These four men found refuge in Newton, Jasper County, on farms near the Wittemberg community - John Miller was hired out to Richard Sherer, Anderson Hays to Uncle Tommy Vanatta, Henderson Hays to John R. Clements, and Alex Nichols to Mr. Bishop — all prominent abolitionists.

All four enlisted in Company E of the 60th United States Colored Infantry, becoming members of Company E, and were among the numerous men of both races from Wittemberg who fought for the Union. Over eleven hundred men served in the 60th, stationed on the banks of the Mississippi River and in Helena, Arkansas for most of their

two-year service. In Helena, the men of Company E were stationed on Island 66 guarding government-employed wood cutters against possible Confederate attack. Speaking of their assignment on Island 66, Captain George F. Work of Company E said, "We were stationed there for about three months to guard a government woodyard and until quarters were built the boys had a hard time and being constantly threatened with attack by guerrillas kept each one frequently on picket duty owing to the long line to guard and the fewness of my men." Throughout their service, the men of the 60th were engaged in a few minor skirmishes and one major battle at Wallace's Ferry in Big Creek Arkansas for which they won the praises of white officers and soldiers.

Anderson Hays (1836-1923)

Anderson Hays was born a slave in 1836 in the state of Missouri. In 1861, he escaped from Missouri along with his brother Henderson, John Graves, and Alexander Nichols. Anderson was 27 years old when he arrived in Newton, and on September 11, 1863, he enlisted in Company E in the 60th United States Colored Infantry. He was promoted five times during his service in the Civil War, mustering out on October 15, 1865 at Devall's Bluff, Arkansas. Anderson was briefly reunited with his mother in Missouri before returning to Newton. He would soon return to Missouri, though, to bring his wife and four children safely to Newton. Anderson was a member of G.A.R. He was very active for his age, and made many friends. In 1923, at the age of 87, Anderson Hays died at the Old Soldiers' Home at Marshalltown. His wife preceded him in death by several years. He was survived by his son, John Hays, who resided in Newton, as well as several grand and great grandchildren.

Henderson Hays (1835 - 1864)

Anderson Hays' older brother. Henderson escaped slavery alongside his brother Anderson, John Graves and Alexander Nichols, and settled in Newton, Iowa. He enlisted in Company E on August 31, 1863, as Third Corporal. Henderson was mustered on October 11, 1863, then promoted to Second Corporal on November 30, 1863. Henderson died of disease on March 3, 1864 on Island #66 along the Mississippi River.

John Graves / John Sherer / John Ross Miller (1841-1923)

John Ross Miller was born into slavery on November 8, 1841 in Kentucky to parents Pauline and Clarissa Miller. (John first went by his slaveowner's surname of Graves, later changing it to his given surname of Miller, then to the surname of the man who hired him in Newton, Iowa (Sherer), and later back to Miller.)

At the age of ten years, John was sold to a farm owner located in Nodaway County, Missouri. He lived and worked on the farm until the beginning of the Civil War, when he, Anderson Hays, Henderson Hays, and Alex Nichols, who were enslaved on neighboring farms, heard that they were to be sent south to Texas. (At the outbreak of the Civil War, slaveholders throughout the South were afraid that they would soon lose their human property.) After hearing the possibility of being sold further south, the four men planned their escape while meeting in secret and under the cover of darkness in a nearby forest.

In 1861, the four men "borrowed" two horses and two mules, and began their journey north to freedom in Iowa. The group traveled at night and hid during the day. One of the freedom seekers had heard stories of other freedom seekers following the North Star to liberty, so this group did the same. They made their way up to Winterset. Once in the town, they found the local blacksmith to get their horses shod. The blacksmith told them it would take two hours but the freedom seekers soon became frightened of being found out, so they left and this resulted in their capture.

John later recounted his experiences to C.C. Stiles, a St. Charles native and co-worker at the State Historical Building, who published the story "John Ross Miller" in the *Annals of Iowa* in July 1934. Here is an excerpt:

"They were making preparations to send us all down to Texas, so us boys just borrowed two horses and two mules from our masters and lit out for Canada. We thought that it was just a little ways up there. We

traveled after night and hid in the brush in the daytime. The second day we traveled during the day and landed in Winterset, Madison County, Iowa, about one o'clock. It was on Saturday in the latter part of October, 1861. I wanted to get some shoes put on my horse, but the blacksmith told me I would have to wait about two hours. There was a great crowd in, and a company of militia was drilling, so we done got scared and left. We had gone about two or three miles and was in a long lane when a crowd of men on horseback come on the run down the lane after us. They had shotguns and rifles and was raising an awful dust and making a lot of noise. We was shore some scared and thought that our time had come to go to Texas, but it wouldn't do any good for us to run, on account of them mules, they couldn't run as fast as horses. One of the men after us was riding a big white horse and had a gun on the saddle in front of him. He run past us and then turned and headed us off. They surrounded us and took us back to town, but they couldn't find any officers to put us in jail and while they were lookin' for the officers they formed a ring around us boys to keep the crowd back. They got to talking pretty loud and someone dared any one to try to come inside that ring, and they hadn't more than said it than the coats began to fly and there wasn't any ring at all. The men that took us out of the ring gave us something to eat and told us which way to go, and we wasn't long in getting out of there. We started east and at the top of a long hill we hid in the brush till night. Then we traveled by the north star and landed in Indianola the next morning. We went from there to Newton in Jasper County. I worked on a farm near Newton the following summer for a man by the name of Sherer. I took his name for you know that us colored boys had no names only the names of our masters. I enlisted under the name of John Sherer in the First Regiment (Colored) Infantry, which was afterwards the Sixtieth Regiment U. S. Colored Troops. I served through the war and then come back to Newton. After the war was over I went back to the South and learned that my father had taken his father's name, which was Miller, so our folks all took that name and I have been known by the name of John Miller ever since."

In 1862, after safely reaching Newton, Iowa, John made the dangerous journey back to Missouri, bringing his siblings to Iowa and freedom. After serving in the war, John spent several years in Missouri with his parents, then brought them to Newton where they spent the rest of their lives. Both John and his brother Clement (who also enlisted in Company E during the Civil War under the name Clement Graves) changed their surname to Miller.

According to Stiles, he was invited by the Historical Society of Madison County around 1920 to appear on the program at their annual meeting, and present an article on the history of Madison County which had never before been written. Stiles writes, "I asked Mr. Miller for permission to write a sketch of what he had told me, and also to go with me to Winterset, to which he consented, but with the remark 'I don't know about that town of Winterset.' I laughingly assured him that he would not be court-martialed for getting away from the mob that day, nor prosecuted for borrowing that horse from his master, for he still insisted that he just borrowed it and said, 'Of course under the circumstances you couldn't expect me to take it back, and anyway my master learned me himself how to run away.'" John did return to Winterset on March 16, 1915 to recount his story of capture and eventual escape from the site of Winterset's "Old Log Jail," for the annual meeting of the Madison County Historical Society. ("Historical Society," *Winterset Reporter*, March 17, 1915) The capture/escape and the subsequent Historical Society meeting that occurred 50 years later were published in the 1934 Summer issue of the *Annals of Iowa*.

John worked his whole life as a farmer, laborer, and owner of several properties. He worked for many years as a janitor at the State of Iowa Historical Building in Des Moines right up to his death, which came on December 29, 1923, at the age of 82.

"The subject of this sketch...died December 29, 1923...which occurred suddenly, being stricken with heart failure just as he was boarding a street car on his way to work at the Historical, Memorial and Art Building of Iowa, at which place he had been employed as janitor for a great many years. Funeral services were held in Des Moines, and the

burial was at Newton, Iowa, his former home. The writer of this article knew him intimately as he always came to me to do his writing for him and to ask my advice in business deals. He was frugal and saving in his expenses and had accumulated considerable property, owning property both in Des Moines and in Newton. He was of a jolly disposition and got a great deal of pleasure out of life. He was honest, faithful and true to his friends and respected by all who knew him.” *Source: C. C. Stiles, “John Ross Miller,” Annals of Iowa, July, 1934*

Alexander “Alec” Nichols (1834 - 1864)

Alexander was born in Kentucky around the year 1834. He was the fourth member of the group from Nodaway County, Missouri, who escaped slavery and ended up in Newton. According to Dwain Conrad Coleman’s graduate thesis “Still in the Fight: The struggle for community in the Upper Midwest for African American Civil War Veterans”, Alexander returned to Missouri “and led a daring raid that freed his siblings Daniel and Ellen Seigel, as well as Lizzie and Lettie Miller (other sisters of John and Clem Miller). Alexander Nichols’ heroic raid on his former master’s plantation and the freeing of four additional family members demonstrates that these men had no intention of leaving their families and friends in bondage. They had hopes that one day all of their family and friends would be free.” Alec enlisted as 8th Corporal in Company E on August 23, 1863. He mustered on October 11, 1863, and was promoted three times. He died of disease on October 6, 1864 in Helena, Arkansas.



Charles “Charlie” Moore

Born in May of 1838 in Tennessee, Moore’s parents were slaves on a southern plantation, and Charlie was sold when he was just a boy. “While but a boy he was sold to a man in Nashville who trained and traded race slaves. It was there when but a youth that he acquired

that fondness for the noble animal which was his well-known characteristic in older years. He truly loved horses and there were few who knew more about the nature and characteristics of them than he.”

Charlie Moore was associated with Winterset and Madison County for many years. He first passed through as a Freedom Seeker around 1860 and found assistance from Madison County residents.

Charlie lived in Pleasant Ridge, Lee County, Iowa in 1870, and in Page County in 1872. Charlie “went from Grinnell to Amity where he was married to his first wife,” Mary Glover, in 1872. “Another story is to the effect that at the close of the war a soldier from Grinnell brought him from the south; that from Grinnell he went to Amity a small town near the Rock Island railroad in Scott county and from there to Winterset.”

Charlie returned to Winterset sometime in the 1870s for the last 50 years of his life, and worked in the livery business, training horses. “The first reliable information we can obtain is that he was first known as a keeper of Col. Lothrop’s when he was in the business of transporting passengers from DeSoto to Winterset before the Winterset railroad was built.”

“After locating in Winterset Charley was employed by Col. Lothrop to care for his horses. Afterward he and George Stanfield operated a livery stable and a mail route. Later he was employed in managing a feed stable, training horses and exchanging or trading them. He was the most important trainer of horses that ever lived in the city.”

“Dr. Leonard who is well-known by the older citizens had quite a number of horses on his farm near Winterset and at the time of his death it became the duty of his neighbor, Judge Lewis, to dispose of them. Few of them had been harnessed and most of them were colts and some stallions. The judge tells us he hired Charley to come out and tame the wild and undisciplined herd. He says that in a few hours

they were reconciled with their new keeper. It was not long until some of them would follow him about. When he intended to harness any of them the first time he would lead them out into a lot and play with them for a time and then bring out the harness and throw it on the ground. Then by easy approaches would lead the horses to where it was lying; he would pick up the harness and throw it down again and in this way familiarize the animal with the harness until he could gently place it on the beast's back without frightening it."

"Charley did a thriving business training horses during the period when Winterset went crazy about horses and when every citizen had a trotter or a pacer which he thought could trot or pace faster than any other horse owned by any other man. It was about that time Charley came in possession of the young stallion which he named Moline and which was his inseparable companion and friend for a quarter of a century."

"Soon after the Moores came to Winterset, their first and only child was born, a boy, and named him Charles Marion, thereafter for many years known to the people as Maney. He grew to manhood here, graduated at the city high school and for a time studied law with A. R. Dabney. Not finding law congenial he turned his attentions to music and became quite proficient. He then went east and entered the theatrical profession which, we understand he still follows. Several years ago when the Chautauqua was held in a tent located near the high school grounds, Maney and his wife were members of a concert troupe which gave an afternoon performance under the auspices of the Redpath Chautauqua bureau. Many years ago Charley's aged mother came to spend her last days with him. She too had been a slave and although he had been sold by their master and had been taken elsewhere, the son and mother having been separated when he was a young boy, he had not lost his affection for her, neither did he try to evade his responsibility to care for the one who bore him. He cared for her until her death."

Charlie's wife Mary passed away in October 1886. In January of 1909, he married Martha Kay of Knoxville. The local newspaper announced: "Charles Moore Announces Nuptials for Sunday Afternoon. Charles Moore, the only colored man in Winterset, will be married in the Armory Sunday afternoon at 3 o'clock to Miss Martha Kay, of Knoxville. Moore has been a widower for many years. Miss Kay came from Knoxville last week, and they will reside in his home north of the square. The wedding will be a public one, to which all are invited. Come one! Come all!"

When Charlie died on June 28, 1920, Charlie was buried in the Winterset Cemetery. For 146 years, he rested there without a gravestone. The Madison County Historic Preservation Commission (MCHPC) felt that a gravestone should be placed to recognize his struggle for freedom and his many years as a Madison County resident.

In mid-September, 2016, a flat, square stone with his name, birth and death years, and the phrase "Followed the North Star" was put into place. Beginning with a generous donation from the Madison County Genealogical Society which was followed with contributions of interested citizens, 160% of the amount needed was raised. The extra funds will be used to repair the gravestones of other Madison County residents involved in the Underground Railroad.

Among the leading citizens of Douglas township was Matthew McGee and he had married Miss Caroline Kale, a daughter of Reuben and Rebecca Kale. Mrs. Nancy (Kale) Dunlap – now residing in Los Angeles – a sister of Mrs. McGee, says that her father (Reuben) used to help McGee in operating the Underground Railroad in Douglas township.

The McGee's had a daughter, Mary, who married Carson F. Perkins. In the summer of 1926, Mrs. Perkins told my wife – who met here in Winterset, while there on a visit – much about the operation of the Underground Railroad in the home of her father, when she was a girl. She said the fugitives were hidden in the attic of their house until it seemed safe for them to be taken by night, to the next station on their way to Canada.

Once when some of them were concealed, she had a supply of hazelnuts in the attic, and, to her displeasure, she heard them cracking the nuts!

Some years thereafter, when slavery had been abolished, a negro came to their house one day and told about cracking and eating hazelnuts there, when hidden in the attic. It was Charlie Moore, who for many years was a familiar character in Winterset. During the time of his residence there, Charlie was industrious and respected.

Source: Cal Ogburn, "Madison County's Underground Railroad," *Winterset Madisonian*, May 8, 1930

"Chloe"

A female slave was briefly in the home of James Johnson of Scott Township in the early 1860s. Cal Ogburn, a neighbor boy, gave her the name of "Chloe." He later recounted their meeting:

"Chloe! Maybe that wasn't her name, but it was no more than that – just 'Chloe', or 'Peggy', or 'Sookey.' Perhaps there were those who spoke of her as 'Abe Smith's Chloe', or 'Dave Turner's Sookey'. Somewhere 'down South' they did that – probably in Missouri, which was not far away, and there was but little doubt that Chloe came from there. She was of middle age, rather above than under medium height and weight. The first negro I ever saw. No wonder it made a lasting impression." Source: *Winterset Madisonian*, April 24, 1930

Men Arrested by Herbert Hoxie on Sept. 14 & 15, 1862 under the suspicion of being traitors

Herbert "Hub" Melville Hoxie (1830-1886) was an abolitionist, railroad executive, and the first Republican United States Marshal in the State of Iowa. Hub joined the new Republican Party with Thomas Mitchell and helped the Underground Railroad. Hub rose from secretary to chairman of the Republican State Central Committee by 1860 when Abraham



Lincoln won the presidency and the Republicans took control of Congress. He arrested a number of critics of the Lincoln administration including several newspaper editors, such as Dennis Mahoney of the *Dubuque Herald*. It is still argued today whether Hoxie's activities were violations of constitutional rights to freedom of speech, press, and expression.

The Knights of the Golden Circle (KGC) was a secret society in the mid-19th-century United States. The original objective of the KGC was to annex a "golden circle" of territories in Mexico, Central America, and the Caribbean as slave states.

As abolitionism in the United States increased after the Dred Scott Decision of 1857, the members proposed a separate confederation of slave states, with U.S. states south of the Mason-Dixon line to secede and to align with other slave states to be formed from the "golden circle". In either case, the goal was to increase the power of the Southern slave-holding upper class to such a degree that it could never be dislodged. During the American Civil War, some Southern sympathizers in the Union or Northern states, such as Ohio, Illinois, Indiana, and Iowa, were accused of belonging to the Knights of the Golden Circle, and in some cases, they were imprisoned for their activities. The KGC was supposedly organized to discourage enlistments.

The following is from the blog Confederates from Iowa: Not to defend, but to understand by writer David Connon.

1861 - The head of the State Republican Central Committee was named U.S. Marshal for Iowa after Lincoln's election. When Lincoln restricted civil liberties, Marshal H.M. Hoxie began arresting Democrats. Early in the war, Iowa Democrats divided over how to restore the Union. Some agreed with Republicans and favored war; others favored negotiations and compromise. Lincoln suspended the writ of Habeas Corpus in the Department of the Missouri, including Iowa. The result: Anyone could be arrested without formal charges, and be imprisoned

indefinitely, without a trial.

Three weeks later, Secretary of War Edwin M. Stanton suspended the writ of habeas corpus across the U.S. Stanton ordered law enforcement personnel nationwide to “arrest and imprison” anyone “seeking to discourage volunteering, giving aid and comfort to the enemy, or, through writing, speech, or act, engaging in any disloyal practice.”

Anyone could be accused of “seeking to discourage” enlistment or of “giving comfort” to a distant enemy. No one defined the word “disloyal.” Iowa Democrats were easy targets. H.M. Hoxie, U.S. Marshal for Iowa, carried out Stanton’s orders. The Republican Hoxie arrested some 36 Democrats.

Over in Madison County, the pot started to simmer. Many residents had already left to enlist in the Union Army. A large portion of remaining residents had Southern roots, and most were Democrats. Some Democrats referred to soldiers as “Lincoln’s hirelings.” This insulted resident Caroline Murray.

Years later, Murray described “the hatred we then felt for our foes and the Southern sympathizers living in our midst, whom we spoke of as Butternuts, Copperheads, and Rebels.” She described them as “undesirable citizens” and “a constant annoyance in all that pertained to the war.” Murray wrote, “We really felt more bitter toward them than we did toward the southern rebels. They were constantly stirring up strife and insulting our patriotism.”

Some local anti-war Democrats met privately and vented their feelings. George Rose, a shady resident (and former gun-smuggler), spied on them for Marshal Hoxie. Rose made the men sound subversive.

Hoxie now had the opening he desired. In a letter dated September 18, 1862, Hoxie wrote to the Hon. Edwin M. Stanton that he feared an open rebellion and that KGC members were armed and organized

in Madison County. He added that he had “detailed an experienced detective to ascertain the truth” of his information. The “expert” turned out to be George Rose, a Madison County citizen who had been arrested in Missouri for smuggling weapons just a couple of weeks before the raid detailed below. Rose had attended a Democratic caucus in Winterset, and may have transformed it into a KGC meeting. The KGC were supposedly meeting in Union township, and above Sam Snyder’s grocery store in Winterset, as well as meetings at Brown’s Bridge at North River, and in St. Charles. It has been written that W.C. Newburn and Samuel G. Ruby, after returning from the war, made a raid on one such meeting.

A few days before, during the evening of September 14 and morning of September 15, Hoxie had led rifle-bearing troops to Madison County where they arrested Democrats. Hoxie ordered the soldiers to shoot anyone who tried to escape.

The Marshal took the following seven men (see biographies below) to prison at Camp McClellan, near Davenport:

- William Evans was around 23 years old at the time of his arrest. His father was wounded by a soldier’s bayonet when he opened the door. Reportedly, an officer fired a shot into their house. Joseph Evans was his uncle.
- Joseph K. Evans, former county treasurer, recorder, and sheriff. Soldiers forced him out of his house at bayonet-point. They reportedly stole \$400. Born in 1819 in Washington County, Indiana, Evans had moved to Iowa in 1841. His father, a native of Wales, had served under General Harrison at Tippecanoe and under General Jackson. Evans held the office of Sheriff of Madison County for several years. He had retired comfortably but his imprisonment (and the subsequent robbery of his house) apparently reduced him to poverty.
- David McCarty, former Madison County Justice of the Peace. Born in 1808 in Claiborne, TN to Captain Thomas McCarty (who served under General Jackson) and mother Phebe. McCarty moved to Madison County in 1851. McCarty served on the

Board of Supervisors, and had an unsuccessful run for Senator in 1856 against Republican B.F. Roberts. (It should be noted that David McCarty's son, Asbury, married the daughter of the most prominent avowed abolitionist Quaker and UGRR station master in Warren County, IA - Mahlon Haworth. Asbury was buried in the Quaker Cem in Ackworth, IA in April of 1870. His wife re-married a couple of years later and moved to Cuba, Kansas.) McCarty died Jan. 1, 1880, and is buried in the Winterset Cemetery. David McCarty, along with several neighbors in Madison County, were holding meetings at the local schoolhouse that were believed to be connected politically with the Democrat Party. One of the neighbors was arrested and induced by Marshall Hoxie to make a sworn statement accusing members of the meeting of being part of a lodge of the Knights of the Golden Circle. The statement specifically accuses David McCarty of attending the meeting where it was, "resolved to resist the collection of the tax and the draft." It was also noted that he made a speech at the same meeting approving what Joseph K. Evans had stated that the whole Mississippi valley would belong to the south if the war continued. It also noted that he was serving as president of this lodge (Knights of Golden Circle).

- Joseph W. Gideon, a farmer of limited education, he was arrested and immediately taken to Winterset.
- Valentine M. Gideon was arrested at the same time as his brother, Joseph.
- James Keith was arrested and then taken to Des Moines.
- John H. Porter. Although illiterate, soldiers reportedly searched his house for documents about the Knights of the Golden Circle of which he supposedly served as Secretary.

After arriving in Des Moines, the prisoners were marched to Camp Burnside. The next day they were placed in irons and driven to New-town, Jasper County, and from there to Davenport to Camp McClellan nearby. Never officially charged, the prisoners never received a trial. They were released in February 1863 after a petition was presented to

the government. Though it was said that many of them later renounced their allegiance, they never recovered from the odium attached to their actions.

About 100 armed men came to Winterset to publicly oppose the war. They were Peace Democrats. Their desire: Persuade the Southern states to come back into the Union. They risked jail time when they admonished that:

- The Confederacy should be recognized at once.
- They would oppose the draft.
- They would oppose paying taxes if the war continued.

One speaker also criticized the Lincoln administration.

The new Union Army recruiter, Lt. G.A. Henry, heard the resolutions. Some Peace Democrats spoke heatedly. Someone said he would tear down the U.S. flag if Lt. Henry dared to raise it. Lt. Henry responded, he would shoot anyone who touched the flag. Rumors ran wild about the Peace Democrats' evil intentions. December 1862. Some two hundred Winterset residents gave them a joyous welcome. Their joy was brief. A month later, in January 1863, the Emancipation Proclamation went into effect, freeing slaves in Confederate-held territory.

The local Republican newspaper editor and other "loyal Union men" assumed the worst. They begged Gov. Samuel J. Kirkwood for 100 rifles and ammunition to defend themselves from the "nullifiers" as they called the Peace Democrats.

Hoxie believed informant George Rose (a shady character and former gun-runner) that 800 Madison County men belonged to the Knights of the Golden Circle. Supposedly, they met secretly and wanted to overthrow the Union. Hoxie wrote, "The public mind is in a feverish state."

Hearing from Hoxie, Gov. Kirkwood also assumed the worst. The governor sent an Army Captain and ten troops to guard Lt. Henry's recruiting station in Winterset. Kirkwood also sent 50 muskets and ammunition to the "loyal Union men." Local Republicans, Lt. Henry, Marshal Hoxie, and Gov. Kirkwood all jumped to conclusions about the local Peace Democrats. They thought that Peace Democrats were ready to help the C.S.A. gain its independence. They accepted George Rose's false report of 800 K.G.C. members in Madison County. They feared that the bitter war in Missouri might spread into southern Iowa.

Decades after the war, resident Caroline Murray remembered that a Peace Democrat came inside a Winterset store with a butternut symbol pinned to her waist. A Mrs. McNeil, whose husband was a Union soldier, tore the butternut off the other woman's dress. Murray recalled, "A lively fist fight was on, but the bystanders separated them, and thus spoiled what promised to be the liveliest female battle of the war."

For the rest of the war, there were no other arrests. But the hard feelings continued. Murray recalled, "It is hard for us now to realize that the much loved, martyred President, Abraham Lincoln, was so thoroughly hated and constantly abused in language, not only by the southern rebels, but equally as much by our home ones... At the time of his assassination, an ignoramus was heard to say, 'I would like to have a stone as large as I could carry and drop it on him as he is put in the grave.'"

The Civil War

Introduction

Iowa supported the Union during the Civil War, voting heavily for Abraham Lincoln, though there was an antiwar "Copperhead" movement in the state, caused partially by a drop in crop prices caused by the war. There were no battles in the state, although the battle of Ath-

ens, Missouri, 1861, was fought just across the Des Moines River from Croton, Iowa, and shots from the battle landed in Iowa. Iowa sent large supplies of food to the armies and the eastern cities.

Much of Iowa's support for the Union can be attributed to Samuel J. Kirkwood, its first wartime governor. Of a total state population of 674,913, 76,534 Iowa men served in the Union Army. Iowa contributed proportionately more men to Civil War military service than did any other state, north or south. Over one-sixth of these soldiers died during the way - more Iowa soldiers died from diseases (two-thirds) than were killed in action.

In 1850 Southerners comprised 16.7% of the population of Iowa; in 1856 they accounted for no more than 10.8% of the total, while in 1860 they fell to only 4.6% of the population. In cold statistics, and in truth, Easterners replaced Southerners in numbers and in influence in all but the southernmost tier of counties, and even here their numbers were not entirely negligible."

Madison County sent seven hundred and ten men to the Union armies (not counting re-enlistments) - nearly 1/10th of the county's entire population.

From the narrative "Madison County During the War", written by Caroline Murray on March 17, 1908 (a partial transcript follows):

The passing years have softened that feeling of hatred we then felt for our foes and the southern sympathizers living in our midst, whom we spoke of as Butternuts, Copperheads, and Rebels.

The tears must soon be dried and their attention turned to the practical things of life, the crops must be raised, the affairs of everyday life must be attended to, as many of the men left at home were too old, and others too young to enlist, the women had to assist in the outside work, but I never heard any complaining, they did what they could.

When the first call was made for 75,000 volunteers, the excitement

all over the county was intense. No place was too small for the interest and excitement to penetrate, and all supposed that Uncle Sam's boys could clean them out in no time, and some of our patriotic and hot-headed boys were so anxious to get in and help with the job that they did not wait for a company to be formed here but took a carriage and rushed over to Indianola and enlisted with a Company then forming there...the Third Iowa Infantry. These were Miller R. Tidrick, Samuel G. Ruby, Benjamin F. Murray and N. C. Newburn. Samuel G. Ruby and Miller R. Tidrick are still living. Perhaps no greater patriot ever enlisted than N. C. Newburn. When he was so severely wounded at the battle of Hatchie, that one leg had to be amputated, and when just emerging from the effect of anesthetic, he heard the nurse as a company of soldiers were passing, his emotion found vent in a stream of patriotic eloquence seldom equaled, a copy of which may be found in the History of Madison County. It was written by a war correspondent and published in a Cincinnati paper. When this thrilling account of the event reached Winterset, great was the interest and excitement. A copy was taken to school where he had attended and read aloud by Sophie Ogden later Mrs. S. C. Ruby. I think some of us tried to hide the tears, which streamed down our faces during the reading

Another home boy who left our school to enlist, and who never returned was Dwight Ewing, who had reached the rank of Lieutenant when killed.

As the years went by and the conflict continued and companies were formed here, and more and more of our boys went to the front, there came a time when there were not enough enlistments and a draft had to be resorted to to fill the fast thinning ranks.

Our lives were spent in watching the movements and actions of the various armies. We were not a rich community, nor was this a rich county at that time, but we did what we could to aid the families of the enlisted men; we gave supplies and held socials for raising the money for the purpose.

But unfortunately all in our midst were not loyal. We had some "unde-

sirable citizens" - citizens who were southern sympathizers and were a constant annoyance in all that pertained to the war. We really felt more bitter toward them than we did toward the southern rebels. They were constantly stirring up strife and insulting our patriotism. It was discovered that some of the men were organized and secretly drilling out in Union Township under the leadership of one Blair. They called themselves "The Knights of the Golden Circle." They had various places of meeting one was above Sam Snyder's grocery store, at which place W. C. Newburn and Samuel G. Ruby, after their return from the War, made a raid on them and broke up their meeting. They also held meetings at Brown's Bridge at North River at Blair's and at St. Charles.

Seven of the leaders were arrested and taken to Davenport. They were Jack Porter, J. K. Evans, David McCarty, V. M. Gichan, Peter Mann, William Evans and James Keith. Soldiers from Des Moines were sent here after them in 1862. In 1863 a petition was presented to the government and they were released, and returned home and their friends gave them quite a welcome. At one time they became so troublesome that a squad of soldiers under the leadership of Capt. Henry was stationed here for some time, during which time we heard no boasting by our home rebels. Under the leadership of Brad McCarty they had threatened to tear down the flag, mob the printing office, burn down the town etc. J. M. Holaday was at that time editing the Madisonian and when he was not in the service and had changed the name to "The Hawkeye Flag" he was sending hot sheet with each issue

Samuel Ruby and Benjamin F. Murray had set a splendid flagpole in the center of the square, which was in pretty constant use. The stump of it was recently found in making some excavation under the courthouse and the County Auditor, Mr. Herman Mueller, had it tenderly cared for and it is now preserved as a relic and reclines in an upper room of the courthouse.

We one time we thought we were going to have a taste of war right here in Winterset. The report came that Anderson with his guerillas

was going to make a raid on us. When the news came we were in consternation - all the church bells rang - squads of men were sent in every direction to intercept them, valuables were hastily buried in backyards. No one slept any that night. The next morning the news began coming in and we realized it was a false report.

One of the events that stands out prominently in my memory is the sight of Jonas Brock making a speech from a wagon to a crowd as large as could hear him. He had returned from a long siege in southern prisons and was reduced to almost a skeleton. His denunciation of the hellish southern prison pens were hurled out with all the feeling and eloquence that his feeble body would permit, and was listened to with intense interest.

When Benjamin F. Murray fell in the battle of Shiloh, his comrades thought he was killed, and that report was believed here for some time, but he had fallen from exhaustion and was taken prisoner, and for two months was dragged from one prison to another, as they were driven farther south in retreat. After he was finally exchanged, and after spending some time in a hospital in St. Louis, he returned home. His return was an event in Winterset. His father, Nicholas Murray, laughingly said that the Rebs would have hard work shooting Frank as his legs were so thin a bullet would pass between them. While he was in Andersonville Prison, the conditions became so intolerable that some of the prisoners decided to get a remonstrance and send in, believing that they would be shot for it, but thinking that they would die a worse death under existing conditions they prepared the paper and wanted some one to sign it. Frank Murray immediately put his name to it and it went in, he expecting to be shot for it, but somehow they did not, but it did not improve things.

Reverend John C. Ewing who had a long pastorate in the Presbyterian Church here, and who had two sons in the service, was suspected of reporting on the doings of "Knights of the Golden Circle" or of another secret organization - the "Ku Klux Klan" was twice warned to keep

indoors after dark, but he was not to be daunted by them but walked the streets at any hour that suited him.

Our patriotic songs written for those times, "They've Drafted Him into the Army", "John Brown's Body Lies Moldering in the Grave", "Dixie", "The Year of Jubilee" and many of the Negro melodies were hummed by every one, were soul-stirring in their words and tunes."

From "Memories of the Civil War" by Civil War Nurse Emma French Sackett (1914):

...quick response was given to the president's call for 75,000 men for only three months, as it was thought the war would be of short duration and by April, 350,000 men stood ready for action.

It has been well said, that the men who went to war were no more heroes than the wives and mothers who stayed at home, and assumed the duties of the field, and enduring all sorts of hardships with destitution staring them in the face and struggling to make a living for their helpless little ones.

Knights of the Golden Circle was a secret organization numbering several thousand in both north and south before the war, and gave aid and comfort to the rebels.

A draft became necessary in the spring of 1863, which called for the enrolling of all able bodied men between the ages of 18 and 45.

On the morning of April 15, 1865, as the tidings came that Lincoln was dead, the stillness of death was all about us. No one could conceive what the future might bring forth.

Enlisted Soldiers from Madison County (by regiment)

4th Iowa Cavalry

Formed of companies from other regiments in Autumn of 1861. Comprised of 2,652 men - Henry County with three companies, Poweshiek

County, Madison County, and Jefferson County with one company each, among others. They assembled at Camp Harlan near Mount Pleasant and were mustered into service November 1861. Regiment lost during service four officers and 51 enlisted men killed and mortally wounded, and five officers and 194 enlisted men by disease, for a total of 254.

4th Iowa Volunteer Infantry

Organized at Council Bluffs and mustered in August 8, 1861. The regiment included 2,163 soldiers, largely consisted of men from the southwest portion of Iowa, including Madison County. The regiment lost six officers and 109 enlisted men who were killed in action, and two officers and 285 enlisted men who died from disease, for a total of 402 casualties.

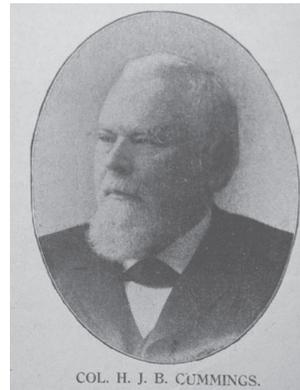
10th Regiment, Iowa Infantry

Organized at Iowa City and Montezuma in August and September, 1861. Consisted of 1,739 men from Polk, Boone, Warren, Tama, Madison, Greene, Jasper, Poweshiek, and Washington counties. The regiment lost six officers and 95 enlisted men in action, and 134 enlisted men who died from disease, for a total of 235 casualties.

23rd Regiment, Iowa Infantry

Organized at Des Moines and mustered in September 19, 1862. 1,480 men were recruited from a large number of counties, including Madison. The regiment lost six officers and 69 enlisted men who were killed in action, and one officer and 208 enlisted men from disease, for a total of 284.

39th Iowa Volunteer Infantry



This regiment was made up of 1,319 men from two companies each from Madison, Polk and Dallas counties, along with one each from Clarke, Greene, Des Moines, and Decatur. Company F of the 39th consisted of men from Madison and Warren counties, primarily from St. Charles and Winterset. They were known as the "St. Charles Invincibles". Henry J. B. Cummings of Winterset was commissioned as colonel. Organized at Des Moines and Davenport and mustered in November 24, 1862. The regiment lost six officers and fifty-eight enlisted men killed and mortally wounded in action, and two officers and 134 enlisted men to disease, for a total of 200 casualties, 15% of the regiment.

After the War

According to Tom Morain for *Iowa Pathways*, "The state's population was increasing rapidly. The war slowed immigrants from Europe, but after the war many new families poured into the state. Germans and Irish were the two largest immigrant groups, but many people from Great Britain and the Scandinavian countries (Norway, Sweden and Denmark) came also. The 15 years after the Civil War also saw a boom in railroad building and new towns going up all over the state. Trains were soon pulling carloads of Iowa grain and livestock on their trips east and returning with manufactured goods. During the war many Iowa farmers bought new equipment drawn by horses to do the work of men serving in the army. As a result farms could produce more, and farm production soared."



Monumental Park

Iowa contributed proportionately more men to Civil War military service than did any other state, north or south. Madison County sent seven hundred and ten men to the Union armies (not counting re-enlistments) - nearly 1/10th of the county's entire population.

To honor and perpetuate the memory of those who gave their lives for the defense of their country, the marble monument was erected in Monumental Park in 1867. For two years, funds were raised through festivals, lectures, exhibitions, public plays, and more. Each township competed to see who could raise the most in subscriptions. Farm and garden produce were sold at county fairs for several years to add to the fund.

The grounds of the park were the site of the first Madison County courthouse which was constructed in 1849. The one-story double log cabin cost \$150. Along with court and county business, it held school sessions and church services. In 1851, a jail was attached. The courthouse was used until the early 1860s, then moved and repurposed as a

residence, leaving an empty lot. In 1867, the County Board of Supervisors donated the lot to the project. A second, adjacent lot was needed, so the county purchased it for a fee of \$175 from early pioneer and covered bridge builder, Eli Cox.



The monument is 14-feet high, made out of marble, while the base was made of native limestone. Each of the four sides of the monument has a unique carved phrase and symbol: a wreath, a shield with the date 1867, a cannon, and two flags under an eagle.

The monument was dedicated on October 7, 1867. It was one of the very first Civil War monuments erected anywhere in the United States. During restoration work of the soldiers' monument in 1974, a small copper box was

found hidden in the base of the monument. It was a time capsule and it contained relics from 1867 such as 20 U.S. Coins, various newspapers, a statement of condition of the National Bank of Winterset, a business card of Colonel J.B. Cummings, and an 1866 Madison County Directory. Many of the paper items were damaged beyond repair due to water leakage into the box but the coins can be seen at the Historical Complex museum. In an effort to pass down items from their own time, the 1974 founders cleaned and re-soldered the time capsule and filled it with a 1973 Madison County Financial Report, 2 books (*Scenic Madison County, Iowa* by Lloyd H. Smith and *The Delicious Apple, 100 Years* by Henry C. Miller), a 1974 Covered Bridge Medallion, an Iowa road map, and a statement from Breedings Hardware for the cleaning and re-soldering of the copper box. The box is now located back in the base of the Monument for future generations to discover.

In 1878, Colonel Henry J. B. Cummings - a Civil War hero, editor of *The Madisonian*, and a legislator in the U.S. House of Representatives - arranged for the passage of a resolution by both houses of Congress

that allowed four abandoned Civil War cannons and carriages, plus 36 six-pound shot to be sent to Winterset. While the shot disappeared over time, the four cannons remain. Each cannon is a Model 1841 Field Gun. It is not known where they were used during the war, but their foundries and the years they were made are stamped on them. Three were forged in Massachusetts with dates of 1855, 1861, and 1862. One was forged in 1861 in St. Louis, Missouri.

Over the years, permanent metal benches and a limestone arch were added to the park. A flag pole was added in 1996.

**SUB-THEME 3:
INDUSTRY & PROGRESS**



Introduction

Following the Civil War, Iowa's population continued to grow dramatically, from 674,913 people in 1860 to 1,624,615 in 1880. Madison County also experienced notable growth. There were just over 7,000 people living in the county in 1857. Ten years later, there were 9,764. By 1875, the county's population had nearly doubled to 16,030 residents.

The following information was found in the booklet "Three River Country":

By 1889, Winterset boasted that they had two national banks, a building & loan, two newspapers, two creameries, a large elevator, an excellent fire department, a telephone exchange with Des Moines and all surrounding towns, and two hotels. In addition, an electric plant was being put in, offering that the city of Winterset would be well and thoroughly lit by October 1, 1889.

The town of Macksburg, with a population of 300 residents in 1889, was a trading point and depot of supplies. It had a schoolhouse, two large church societies (Bapist and Methodist Episcopal), and the shops and businesses of an agricultural trading center. The two-acre park in the center of the city was home to numerous public meetings.

Earlham had 400 inhabitants in 1889. Located on "Coon Divide," it was also known as the "Quaker Divide" due to it being a large Quaker settlement. Earlham was the center of a large trade. There was a bank, a tile manufactory, and other business establishments. It was known for its large and well-developed stone quarries, as well as cattle and horse breeding. There were two churches - Presbyterian and Methodist Episcopal.

St. Charles had approximately 500 residents in 1889. It was a trading center and shipping point for grain and livestock. There was abundant water supply, a public school, prosperous churches, Masons, Odd Fellows, Sons of Veterans, and other organizations. St. Charles had superb railroad facilities, and was the largest shipping point on the Des Moines and Kansas City Railway between Des Moines and Osceola, and the

great Chicago, St. Paul and Kansas City Railroad passed through Hanley, the principal suburb of St. Charles back then. The upper coal measure had been opened and worked within a couple of miles of St. Charles.

Patterson had approximately 300 inhabitants at the time. It was along the Chicago, Rock Island and Pacific Railroad line. It had good schools, numerous churches (Baptist, Methodist Episcopal, Disciples, and United Presbyterian) and businesses.

About 200 people called Bevington home in 1889. Situated on the banks of Middle River and the Chicago, Rock Island and Pacific Railroad line, there was a general merchandise store, two hotels, a drug store, blacksmiths, and other businesses established. It was known for its fine farming country and the large and influential settlement of Irish to its north (St. Patrick's Irish Settlement).

The thriving little town of Truro boasted 150 residents in 1889, mostly made up of settlers from Ohio. Located near the Des Moines and Kansas City railroad, Truro had schools and churches established at the time.

Located on the north bank of Clanton Creek and along the Chicago, St. Paul and Kansas City Railroad line, Peru boasted an abundance of fuel and building stone, as well as cultivated farm land. Considered an "old town" by 1889, the railroad had infused new life into Peru. It was becoming one of the best shipping points in the county. There were also three churches and a good grade school.

Barney, now considered one of Iowa's "lost towns," was an unincorporated community laid out in 1887, in the southernmost part of Madison County in Walnut Township. According to past residents Charles and Mary Osborne, there was a school in Barney. There was also a general store in 1889, opened by Ben Rankin. When his stock of goods was destroyed by a fire in 1895, Rankin re-located to Truro. (All that remains today of the old Barney is a house, a cemetery, and remnants of the old railroad.)



Madison County Covered Bridges and Their Builders

“Covered bridges are a pre-eminently American phenomenon. Nowhere else in the world were such impressive timber bridges attempted, and nowhere else were they built in such vast numbers. Over the course of two centuries, covered bridges have played a significant role in American life, by facilitating settlement, transportation, and commerce.” (Covered Bridges NHL Context Study) As Terry Miller and Ronald Knapp state in their book *America’s Covered Bridges*, “Over the years, the American covered bridge has passed through a series of phases, from its beginning as a common utilitarian river crossing to become a principal icon for an imagined, romanticized, and nostalgic past.” They also represent a period of remarkable achievement in civil engineering, during which bridge building evolved from an empirical craft to a science. As David Stevenson said in *A Sketch of the Civil Engineering of North America* in 1838, “It is in timber work that the Americans excel...”

“Covered bridges are essentially wooden (or mostly wooden) trusses

that carry a roadway over a body of water,” according to *America’s Covered Bridges*. They are what engineers refer to as “through” bridges, as the roadway passes between trusses whose base is level with the roadway. The authors of *America’s Covered Bridges* suggest that a more accurate term for them would be “covered wooden trussed bridges”, as the trusses and wood are essential elements. It is the nature and design of those wooden trusses which set the American covered bridge apart from those found in other areas of the world. Our bridges were intended for vehicular traffic such as wagons and farming equipment, along with horses and other livestock. In the 18th and 19th centuries, passage over waterways was extremely limited and, at times, treacherous. If a ferry were not possible, the only option was fording and that required low water levels and a strong enough river or stream bed to support vehicles, machinery or horses – something that wasn’t possible after severe weather.

The era of covered bridges in North America spans slightly over two centuries, though covered bridges in Madison County were built mostly during an 18-year period in the 1860s to 1880s. (The first settlers didn’t reach Madison County until 1846.)

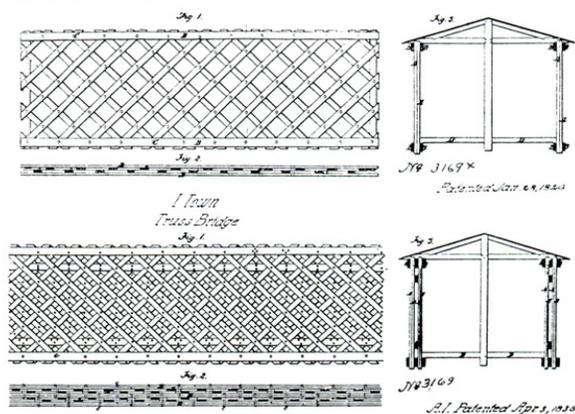
America’s immigrants may have been accustomed to bridges in their homelands, but very few knew how to build them. It was a skill that needed to be acquired and quickly. The two resources most commonly found across the new country were stone and timber. Stone was costly and time-consuming to use, so most builders turned to the abundant and easier-to-work timber. Most of the bridge builders had experience building houses and barns out of wood, and they applied these techniques to building bridges.

The main solution to creating a structure stable enough and strong enough to span a long distance and provide adequate support was to join timbers into configurations called trusses. Most trusses are based on the principle of a triangle. While it’s possible that America’s early bridge builders were familiar with the design of European bridge builders, there is no evidence that ties those designs to what America’s early bridge builders created. While only four bridge patents were

issued before 1800, fifty were issued between 1820 and 1850. Twenty of those truss types can be found in surviving bridges. We will focus on the two main ones used in the covered bridges in Madison County.

Queenpost Truss

According to *America's Covered Bridges*, the queenpost truss consists of three panels and might be described as two halves of a kingpost with a horizontal beam between. It is sometimes referred to as a "trapezoidal truss." Because the center panel can sometimes be long, it is normally filled with additional framing. The horizontal cross beam at the center panel functions as the upper chord and is therefore in compression. The brace ends might be notched into the lower chord and secured with bolts while the center horizontal is often mortised into the posts and secured with wooden dowels (called treenails).



Town Lattice Truss

Ithiel Town received a patent for the Town lattice truss on January 28, 1820. Town's truss required only planks and was easier to assemble than most other trusses. Town's design was America's first bridge patent to be used globally. Ithiel

Town was born into a farming family in Connecticut in 1784, moved to Massachusetts at age eight, and was teaching by age seventeen. He then apprenticed as a carpenter and by 1812 had established himself as an architect. He designed the lattice truss while living in the South. It's a pattern of overlapping isosceles triangles built from planks (not unlike a garden trellis). The Town lattice truss was used extensively in America for early all-timber bridges. Its closely spaced diagonal members formed a web of considerable strength and rigidity, and the structurally indeterminate configuration lent itself to empirical design by craftsmen lacking formal engineering training. "Town also offered a formula for

determining the height of the trusses – approximately one-tenth of the clear span. Thus a bridge of 100 feet must have trusses at least 10 feet high. For a double lane bridge, he recommended a center truss reaching the peak of the roof." He further suggested that the planks be of white pine or spruce, ten or eleven inches wide and three to three and a half inches thick. His design required no ironwork, and could be built for less money than heavy truss bridges. Town continued to perfect his design and secured a second patent in 1835. After Town died in 1844, his design passed into public domain and has been freely interpreted by builders since. It was used in limited areas of the United States and did not spread much west of Ohio with one exception – the majority of central Iowa's surviving bridges have Town lattice trusses, including the six remaining in Madison County. A lighter-weight variation was used here, secured with queenpost beams and pinned with metal bolts instead of treenails.

The few photographs that exist of the building process show that the original bridges were built on site over the river beds. Builders here first used wooden trestles (known as "falsework") as abutments and then replaced the falsework with steel cylinders filled with concrete or rock. There were several instances of a covered bridge being moved from its original location to a new location (fully intact), and this was often done with the help of a steam engine and crew. "Because Iowa's rivers are muddy and subject to overflow, the Madison [County] bridges were originally built on wooden bents later replaced with pairs of cylindrical metal tubes, giving them the appearance of being perched precariously on poles. Adding to this effect are the open wooden approaches." (*America's Covered Bridges*)

The highest concentration of covered bridges, according to researchers Bill Caswell and Trish Kane (www.lostbridges.org), were in Pennsylvania, Ohio and Indiana, West Virginia and Kentucky. Ninety-six were built in Iowa in the 1860s.

Like most of Iowa's counties, Madison began its bridge building on a

modest scale, with a 40-foot timber structure built in 1854-55. In the 1850s and 60s, the County Board of Supervisors ordered numerous short-span timber pile and kingpost structures. Though inexpensive to erect, most of these spans tended to be structurally suspect and required frequent maintenance to prevent their collapse. Moreover, they were restricted to short-span crossings.

With limited funds and an abundance of crossings, the county elected to leave these earliest structures uncovered. The more complex and expensive timber trusses, left open to the weather, proved vulnerable to deterioration in their upper chord connections. For this reason, the county began sheathing its wooden through trusses with shingle roofs and plank siding in the late 1860s. Between 1868 and 1884 – a sixteen year period - Madison County erected nineteen wooden covered bridges, making it the Covered Bridge Capital of Iowa with the largest group of covered bridges that exists in one area west of the Mississippi.

Madison County required so many bridges because of the number of rivers, creeks and streams in the county, and the need for farmers to cross them. “Bridging the streams of Madison County has been an expensive proposition,” reported Herman Mueller in the *History of Madison County*. “The bridge fund has always been expended to the penny. North Branch, North River, Middle River, Jones Creek, Clanton, South River and Grand River and their tributaries have many crossings.”

In 1870, the Board of Supervisors plan was published in *The Winterset Madisonian*: “Our Board of Supervisors have done well in adopting new rules to govern the erection of county bridges. There has been much complaint about the erection of county bridges, as to their stability and make. The plan by the Board does away with the stone abutments, thus saving such expense and enabling the county to build a number more bridges. It is claimed that timber can be readily replaced, and that ice will effect [sic] it less than stone. They also require that bridges shall be covered. The expense of the roof is more than made up by the perma-

nency of the bridge. Instead of the old style framing for the support of the bent, they have adopted the lattice work frame like that used to support the ceiling of our court room.”

In January of that year the Supervisors visited the Donahoe, Wiggins and Wilkins fords to “determine which is most needed and in what order they shall be built.” The board opted to construct a bridge at the Wilkins Mill first, followed by the Donahoe Bridge over the North River in Bevington.

Although the county began building all-iron spans in 1872, the supervisors continued to hire the local builders to construct timber trusses well into the 1880s. The two last covered bridges built in Madison County were the Roseman and Casper (later named Cedar) bridges over the Middle and North rivers, respectively. Both approved by the Board in 1877, they were built in succession by Jones.

Supervisor Thomas Runkle, who served on the county board from 1872-1874, provided oversight of early bridge matters. Runkle came to Madison County from Bartholomew County, Indiana. A great many of Madison County’s early settlers came from Ohio and Indiana, including covered bridge builders Eli Cox and John P. Clark, and their knowledge of the relative long lifespans...

Four of the six remaining covered bridges in Madison County have flat roofs, unique in the United States, and a product of the same builders, Harvey P. Jones and George K. Foster. Some locals believe that the flat roofs aid in snow melt and removal (the wind blows the snow off them as well). It may have just been a practicality.

“It is fair to conclude that Madison County’s early timber bridges, including the covered bridges, were constructed with native timber. Indeed, the abundance and relatively low cost of timber in the area may have contributed to the decisions of supervisors to embark on a second phase of covered bridges-even as iron bridges has superseded them elsewhere.” – David Hargrove & Walt Libby, “Covered Bridge News,” *Winterset Madisonian*, 9/4/2019

Most covered bridges throughout the country were left unpainted until the mid-20th century. “Those that were painted might be red or white, but other colors were also used. By the 1950s, Americans decided, for reasons yet unknown, that covered bridges should be red. Within two decades, one-third of America’s covered bridges were painted red.” There are several theories as to why the color red was chosen. One practical reason may have been that iron ochre was an inexpensive pigment. It is also thought that by resembling the color of a barn, horses (that were otherwise easily spooked) would more readily enter a covered bridge. It is not known if all of Madison County’s nineteen covered bridges were painted originally and what color. We do know from County Supervisor records in 1867 that Eli Cox was instructed to paint the Cox Bridge with “three coats best white lead,” so that was at least one covered bridge that was likely white.

Madison County stopped building covered bridges in 1884 as the demand for more modern bridges grew and materials became more expensive. As documented in Mueller’s *History of Madison County*, “Bridging the streams of Madison County has been an expensive proposition. The bridge fund always has been expended to the penny. North Branch, North River, Middle River, Jones Creek, Clanton, South River and Grand River and their tributaries have many crossings. The demands for good roads and well bridged streams will keep the county bridge fund exhausted for some years to come. In the old days a man was content to get across a stream on any kind of a bridge. The steam threshing outfits now demand a heavy bridge and a man in his heavy motor car, when he hits a county bridge full tilt at forty miles an hour, swears if it gives him a bump or he can feel the slightest tremor.”

Over time, all but five of these structures were lost to floods, ice jams, fires, progress or willful destruction. In 1933, the Madison County Historical Society began a campaign to save the county’s ten surviving covered bridges, but they faced strong opposition from progress-minded citizens and local farmers, who desired modern open spans. Controversy continued for nearly two decades, and during that time, several more bridges were lost. In 1950, the Board of Supervisors finally agreed to maintain the county’s seven surviving covered bridges as

tourist attractions. One by one, the bridges were moved or bypassed over the next several decades, but the county upheld its commitment to preserve them.

The Madison County Covered Bridges Preservation Association was established in January 1994 “To promote the repair, maintenance and preservation of Madison County’s six covered bridges.”

Covered bridges began to appear regularly in American popular culture in the 20th century as nostalgic, romantic or mysterious. Many examples can be found in mid-twentieth century literature, music, film, television and advertisements. Even though the term “kissing bridge” predates covered bridges, they have become synonymous recently, as they provide the seclusion needed for couples to kiss unobserved.

Why are the bridges covered?

Covering a bridge was an economic measure, designed to lengthen the life of the structure. Complex and expensive timber trusses, left open to the weather, proved vulnerable to deterioration. A wood bridge left uncovered might last fifteen years, but when covered, it can last indefinitely. For this reason, the county began sheathing its wooden through trusses with shingle roofs and plank siding in the late 1860s. Minutes from a Madison County supervisors’ meeting in January of 1870 reveal that the supervisors decreed that the bridges be covered as the “permanency of the bridge more than compensated for the extra expense of adding a roof over it.” The cover also “prevented rain from getting into the joints and around nails and bolts” (*History of Madison County*). “Since most species of wood suitable for structural applications deteriorate rapidly when exposed to the weather, bridge builders quickly learned the value of covering wood bridges with roofs and siding to protect the underlying framework (a practice thought to have originated in Switzerland).” (*Covered Bridges NHL Context Study*)

Guy Beard, the county’s bridge foreman in 1970, who helped move Cutler-Donahoe Bridge to City Park, commented on the bridge’s good

condition to a newspaper reporter, “It’s still real solid...One of the big problems with covered bridges was in the winter when the people used sled and sleighs to travel years and years ago. The roof kept the snow off the bridge, of course, and the sleds wouldn’t slide on the boards. The horses just stopped until the driver got out and piled snow on the bridge so the sleds could get across. But the people that built the bridge knew what they were doing. It wouldn’t have lasted like this without the roof.”

The Builders



Eli Cox

By most accounts, Madison County’s first covered bridge was built over the North River in Union Township by Eli Cox, just north of Cox’s farm and sawmill. Eli Cox himself milled the timbers, quarried the stones for the abutments and built the Cox Bridge in 1868, under contract with the county. According to Andrew R. Howard’s *Covered Bridges of Madison County, Iowa: A Guide*, Eli Cox was born in Clinton County, Ohio in August of 1825. He married Mary Mills in 1846 and was disowned

from the church since his wife was not a Quaker. Together they had twelve children. They moved to Madison County in 1856.

Cox was a farmer and contractor who (along with his sons George, John and Alfred) “built Madison County quite a number of bridges of the wooden, covered kind”, along with barns and a schoolhouse. According to Mueller’s *History of Madison County*, “they sawed the lumber at their own mill, and built the framework of solid oak. The piers were of stone quarried near the bridge sites, making them entirely home-made structures. Even the mortar used in the piers was Madison’s own product, the sand being hauled from the creeks and the lime burned in

local kilns...All his first bridges were of the uncovered kind, because the board of supervisors of early days had too many bridges to build, and they could not afford the covered ones.”



Mueller continues, “One of the first covered bridges Eli Cox built was the Donahue bridge, over North River, near the eastern line of the county. It stands here today a testimony to his honest workmanship. The cover protected the timbers and prevented rain from getting into the joints and around nails and bolts. When these old bridges are taken down the timbers are invariably found to be in a good state of preservation.”

An advertisement in the local paper listed Cox as a carpenter and joiner who “takes contracts for building houses, barns and bridges”. Located six miles northeast of Winterset, it states that Cox “also manufactures all kinds of native lumber at his mill”. In 1867 and 1868 he served on the Madison County Board of Supervisors. He passed away in 1885.

Harvey Pierce Jones

Harvey was born on September 13, 1825 in Urbana, Champaign County, Ohio to John Jones and Nancy Bradley Worley. John Jones was the

second husband of Nancy's – the first was a man named George Bell, with whom she had a son named George Washington Bell (born May 7, 1821). George Washington Bell (Harvey's half-brother) died a hero on August 21, 1863, in Quantrill's Raid on Lawrence, Kansas, at the age of 42. He was survived by his wife, Anna Maria "Mary" Thompson, and six children. When Nancy remarried John Jones, they had four sons - Harvey Pierce Jones, Sylvester L. Jones, Emanuel M. Jones, and Lemuel Barnes Jones.

In the 1850 federal census, Nancy Jones was living with sons Harvey, Sylvester, Emanuel and Lemuel in Rock Island District 37, Illinois. Harvey was 26 years old at the time and his occupation was listed as a carpenter. On November 24th, 1850, Harvey married Irene Sloper (1832-1890) in Davenport, Scott County, Iowa. Jones and Sloper had five children – Isabell Jane Jones (b. Nov. 8, 1851 in Illinois – d. Mar. 22, 1875), George Belle Jones (b. June 15, 1855 in Illinois – d. Oct. 26, 1910), Francis Edwin (F.E.) Jones (b. 1858 in Iowa), William Gifford Jones (b. 1863 in Scott Co., Iowa) and Harry S. Jones (b. Jan. 22, 1871).

Rock Island is a city in and the county seat of Rock Island County, Illinois, United States. The original Rock Island, from which the city name is derived, is the largest island on the Mississippi River. (It is now called Arsenal Island.) Rock Island is located on the east side of the Mississippi River in Illinois, while Davenport, Iowa is located on the west side of the river, less than two miles from Rock Island. The Government Bridge (or Arsenal Bridge) spans the Mississippi River, connecting Rock Island, Illinois and Davenport, Iowa. It is located near Upper Mississippi Mile Marker 483, adjacent to the Mississippi River Lock and Dam No. 15.

According to his obituary, Harvey was a millwright and was employed on the construction of the original government bridge. Construction of the first government bridge across the Mississippi began on July 16, 1853, and lasted for three years. When it opened in 1856, it was the first railroad bridge across the Mississippi. The bridge was 1,582 feet (482 m) long, and the draw-span was 285 feet (87 m). The bridge played a prominent role in the period before the American Civil War

and construction of the First Transcontinental Railroad. The bridge connected the Chicago and Rock Island Railroad with the newly-created Mississippi and Missouri Railroad, proposed by Thomas C. Durant as Iowa's first railroad (linking Davenport and Council Bluffs). Companies operating steamships on the Mississippi opposed the bridge, fearing that it would pose a navigation hazard and alter their monopoly on trade.



The bridge was built by utilizing timber and iron, which rested on granite piers. The draw-span allowed an opening of 120 feet (37 m) on both sides to let steamboats pass through. The lower deck of the bridge, which was 35 feet (11 m) above water, was used for wagons while the upper

deck was used for railway traffic. [On May 6, 1856, the steamer Effie Afton collided with the bridge after one of its paddles stopped. The crew was rescued, but the steamer caught fire, damaged the bridge, and sank. Steamboat companies sued to have the bridge dismantled. The Mississippi and Missouri Railroad (M&M) and the Rock Island Line hired Abraham Lincoln to defend the bridge, and the case worked its way to the Supreme Court. In the meantime, the M&M and Rock Island merged to become the Chicago, Rock Island and Pacific Railroad. At the time of the collision, the bridge was built in a difficult part of the rapids, and its draw-span was at an angle to the current (making the bridge hard for steamboats to clear.) Many felt that the bridge had been designed to interfere with steamboat traffic. The original bridge was replaced in 1866 by a wooden structure.

In "A History of the Rock Island Arsenal from its Establishment" by Daniel Webster Flagler, there was a listing of a Harvey Jones among men listed as have built, owned and occupied a dwelling house on

Rock Island in 1853. All of these dwellings were built near the dam. Is it possible this was our Harvey Jones? It would have been convenient during the construction of the first Government bridge, which was completed by 1856.

In the 1856 state census, the family was living in Blue Grass, Scott County. In the 1860 federal census, the 1863 Civil War Draft Registration and the 1870 federal census, the Jones family was living in Hickory Grove and Davenport, Scott County, Iowa.

Harvey P. Jones created many designs which he frequently patented throughout his life. One of the earliest was for a steam washing machine, which he patented in 1865 while living in Scott County, Iowa (either Hickory Grove or Davenport). In September, 1867, the *Quad City Times* of Davenport listed H. P. Jones as the manufacturer of a bread kneader and butter maker. According to Homer L. Calkin in his paper "Inventing in Iowa," "The eight patents received by H. P. Jones of Davenport were more varied. They were two dough kneaders, two steam valves, two washing machines, a tating shuttle winder, and a binding attachment for reapers." Calkin also states that "Among the counties, Scott County had the most with 112 inventors receiving 143 patents."

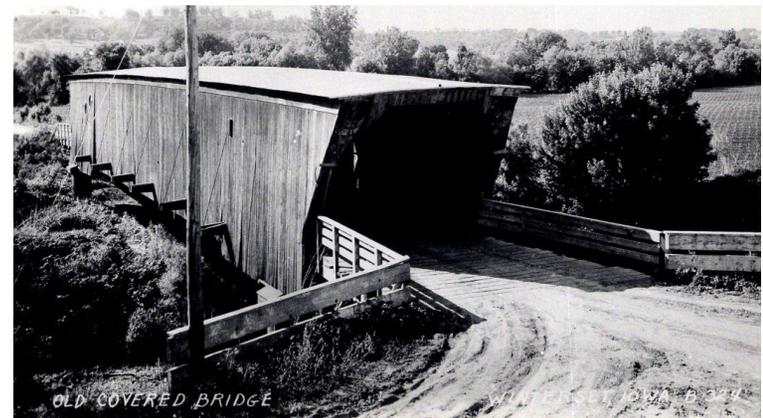
His son Harry S. Jones was born in 1871 in Davenport, but it is believed that he bought property in Winterset from J. P. Clark (another bridge builder) and built a house on it in 1871. He was also a neighbor of Eli Cox, the first bridge builder in the county and owner of a saw mill. It is very likely that these two builders had an influence on Jones, or enlisted his help in building bridges here. This home was eventually owned by Marvin Cox, a relation of Eli's. (In an article in the *Winterset Madisonian* dated September 11, 2002, a gentleman named Brad Wagner is living in the Jones' house and recounts finding a leather stencil bearing the name of H. P. Jones in one of the walls during renovations. It mentions another neighbor, William Doak, was a cabinetmaker.) On an 1875 Plat Map of Jefferson Township in Winterset, the Jones' property is located along the North Branch of North River, and next to the

Doak property and Doak School (School No. 8). There is additional information in *The Madisonian* archives listing the "H.P. Jones farm near the Doak schoolhouse" in Jefferson Township.

Wagner himself is a carpenter and specializes in historic restorations. He believes that that Jones, Clark and Cox "created a settlement of superior craftsmen." He adds, "Only the good carpenters would be able to build a bridge, because it takes both carpentry skill and knowledge of engineering." Wagner states that the Town lattice design used on the bridges with its series of crossing planks "gives strength in all directions." Wagner also believes that Jones built Cedar Bridge's roof with a small arch to add more strength.

H. P. Jones was listed in the *Winterset Madisonian* on April 16, 1874, as having returned from Keokuk with his son G. B. (George Bell) Jones where they had been spending the winter and now had their farm for sale. His daughter Isabelle died in 1875 at the age of 23 in Illinois.

In the *Winterset Madisonian* on September 11, 1879, H. P. was listed as having been paid for a "butter worker" for a poor farm, an item he later patented along with many others. November 13, 1879, H. P. Jones is listed as having been paid for working on a pile driver.



By the 1880 census, the family was living in Jefferson Township, Madison County. Harvey was foreman of the county bridge crew from 1878 to 1886 and is considered the builder of at least fifteen bridges, both

timber and iron spans. Most notably, he and George K. Foster built the flat-roofed Cedar, Hogback, Holliwell, McBride, and Roseman covered bridges. Payment to H. P. Jones for labor on bridges in the county first appeared in September of 1877 and continued steadily throughout the years until 1887. Jones constructed a number of covered bridges in the Winterset region. Although his structures were based upon the Town lattice plan popular in New England, Jones added details uniquely his own. Richard S. Allen wrote in his book *Covered Bridges of the Middle West* (1970), "For substructure he used caisson piers, and he buttressed the sides of his spans with taut guy rods attached to protruding floor beams. Inside, his single-web lattices were usually given the extra reinforcement of auxiliary arches, queen posts, or a combination of the two. Jones's most startling innovation was the virtual elimination of the conventional high-pitched roof. His bridges are tightly weather-boarded to the eaves, and their roofs have only a very slight pitch... These square tubular covered bridges in Iowa have a unique appearance duplicated only in a few other places in the world".

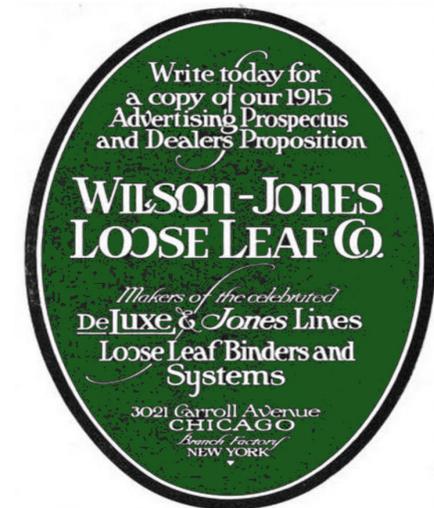
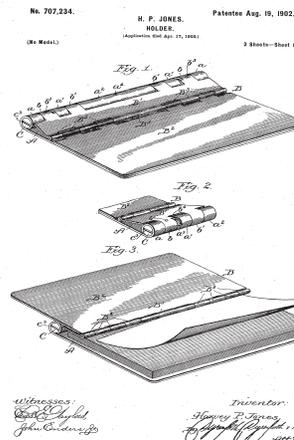
35	G. K. Foster	"	Sulgrove
38	G. K. Foster	"	"
40	W. W. Scott	"	Hollowell
11	D. Clearwater	"	"
13	D. Clearwater	"	"
18	D. W. McKibban	"	"
20	J. M. Limmon	"	"
21	G. H. Warfel	"	"
27	H. P. Jones	"	"
"	H. P. Jones	"	"
"	J. W. Walker	"	"
"	D. W. Clearwater	"	"
"	J. C. Beurbower	"	Sulgrove
"	H. J. Beurbower	"	Hollowell
"	D. W. Clearwater	"	Sulgrove
"	G. K. Foster	"	Hollowell
"	D. W. McKibban	"	Sulgrove
"	J. M. Limmon	"	"

There is also mention in several papers that Harvey P. Jones of Winterset, Iowa, had patented an improvement in saw filers in December of 1882. According to *Scientific American*, Volumes 48-49, February 10, 1883, "The invention

consists of devices in combination with a clamp for holding the saw and a frame for carrying the file to gauge the depth, pitch and inclination of the teeth; and it also consists of a contrivance of the file frame, whereby the file is made to run with a rising and falling guide, on which its frame rides from end to end of the range of the file, so that the

curved edge of the file acts uniformly on the saw the whole length of the file."

Harvey's wife Irene passed away in April of 1890. Harvey left Madison County sometime around 1894 when he sold his farm to Jefferson McDaniel, and was living in Denver, Colorado by 1895. His days of invention were not over yet. On May 22, 1894, Harvey P. Jones received a U.S. Patent for his new and improved Combined Rock-Break and Ore-Granulator. His son George B. Jones signed the application as a witness. On a December 18, 1894 patent, Harvey P. Jones and George B. Jones were listed as the inventors of a new and improved Rock Drill.



By 1900, Harvey was living in Chicago, and he and his sons W. Gifford Jones and Harry S. Jones had started the Jones Perpetual Loose Leaf Company. Harvey had a patent for a Binder Frame. The loose-leaf binder company had its own factory on West Lake Street. The trio sold that business and reorganized as the Improved version in 1902, but Harvey died just days later, leaving his sons to run the operation. They did so for eleven years, when they sold the business to Ralph Wilson. In 1913, the Wilson-Jones Loose Leaf Company was formed. Ralph

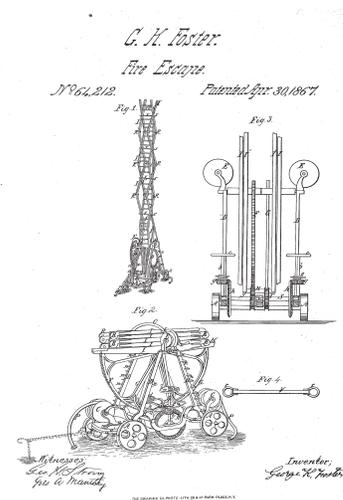
Wilson ran the company, with W. Gifford as vice president and Harry as general superintendent of production. Less than a year later, the Jones' brothers left the company to pursue new interests. Wilson-Jones is still manufacturing office supplies as a subsidiary of the massive office supply conglomerate ACCO) Brands (Swingline, Mead, Trapper Keeper and others). We have the Wilson-Jones Company (and Harvey Jones) to thank for improvements on the binders and hole punches.

George Kale Foster

Jones's name often appears in county records in association with George K. Foster (b. 1831 – d. 1886). George was born in Tuscarawas County, Ohio on April 4, 1831, to parents Moses Foster and Mary Priscilla "Peree" Kale, one of twelve children. Around 1848, when George was seventeen years old, he went to Massillon, Stark County, Ohio, where he learned the carpenter's and cabinetmaker's trades. While we may never know for certain where George picked up these skills, it was likely as a worker at Russell and Company. Founded in 1842, Russell & Co employed a large percentage of the town's population, as blacksmiths, carpenters, pattern makers, and more.

One other possibility is that George was somehow employed by, or apprenticed with, Joseph Davenport, who moved to Massillon in the 1850s and founded the Massillon Bridge Company. Though the company wasn't officially formed until 1869, historians note that Davenport was working much earlier than that. In fact, by the time he moved to Massillon, Davenport had already invented the first American-style railroad coaches with an aisle down the center (1832), the cowcatcher and snow plow for locomotives (1840), and was the creator of an early steam car. The Massillon Bridge Company designed and built steel truss bridges across the nation, and Davenport patented his bridge designs. In 1859, he built the Oak Knoll Park Bridge. The Massillon Bridge Company built at least one covered bridge, the Houck Covered Bridge in Putnam County, Indiana, in 1880.

Foster moved to California in 1854, where he worked as a carpenter until around 1866-67. He was listed in the 1866-67 California Voter Register as "George Kale Foster," 35 years old, carpenter, born in Ohio, residing at 133 Stevenson in San Francisco. Also in the San Francisco 1867 directory as "George K Foster," carpenter with Curtis & Piper. It appears that he may have also filed a patent. There was a patent filed for an improved fire ladder by George Kale Foster of San Francisco in April of 1867.



With his parents getting to an advanced age, George took up residence on their farm in Monroe township in Madison County (where they had moved to in 1855). George took over operations of the family farm and the land eventually passed to him. In 1870, George married Sarah Catherine Ward (also from Ohio), who had moved to Scott Township, Madison County, with her family in 1867. Sarah was a school teacher in Story County for a number of years. The Fosters had three children – twins Oscar William (1870-1908) and Iver Ward (1870-1897), who both died young from tuberculosis, and Melvin Roe (1872-1939).

From 1877 until his death in 1886, Foster was in charge of the substructure work for bridges in Madison County. (His father, Moses, passed away in July 1881, and his mother, Peree, in September 1890.) George succumbed to heart disease in 1886, and his wife Sarah died in 1918 of pneumonia. The Fosters are buried at the Peru Cemetery in Madison County. According to his obituary, George was "esteemed by all as a man of integrity, energy and ability, and the many positions of trust he has filled show the high esteem in which he was held by all who knew him."

In an interesting bit of Madison County history, George Foster's sister

Sarah married James Iler, another native of Tuscarawas county, Ohio, in 1845. They were the first in his family to move to Winterset, Iowa. James Iler founded the first newspaper in Madison County (first called the *Iowa Pilot*, it became the *Madisonian*). However, after only a few years, Iler decided to sell the newspaper and move his family to Palmyra, Nebraska. In 1860, on their way home from a trip to Colorado, the Ilers' wagon was attacked by Indians, and Sarah was pierced by an arrow. She lived just long enough to reach home.

John P. Clark

John P. Clark was born on April 1, 1820, in Parke County, Indiana, to Jacob Clark and Dorcas Fifer. He was one of eight children. (It should be noted that Parke County, Indiana, is currently home to five covered bridges on the Historic American Engineering Record and has a covered bridge festival each year.)

Clark married Eleanor Musick on August 14, 1849, in Sangamon, Illinois. They had eight children over eighteen years - Nancy, Ann, Jacob, John, Sarah, Samuel, Miranda and Levi. The state census indicates that the Clarks lived in Illinois until around 1854, but records show them living in Madison County by 1858, when Clark was appointed as a road supervisor for District No. 1 of Jefferson Township. Clark did carpentry work for the Jefferson Schoolhouse, along with William McCleary. In 1869, Clark was listed as a carpenter on the Madison County Court-house.

Between 1871 and 1878, J. P. Clark built at least three covered bridges, including Brown and Imes, and worked on many more of the county's bridges. According to Eli Cox's son, Clark had trouble while working on the Brown Bridge (also known as /Ballatine/Walker/Fletcher) framing to the piers. He asked Eli Cox for help and Eli created the solution for him. (Brown Bridge is thought to be the second bridge built in Madison County after Cox Bridge in 1868.) He may also have built the Rhyno Bridge (there are records for payments for his labor on the Rhyno Bridge). Notes from the Board of Supervisors in an August 1876 issue of the *Winterset Madisonian* stated, "That excellent mechanic and bridge builder, Mr. J. P. Clark, has replaced the Bevington Iron Bridge

and it is now so it can be used."



He is listed on the 1860 federal census as a carpenter, living in the Jefferson Township in Madison County. In the 1870 census, he was living in Douglas Township. Clark drew his final county warrant in May 1879 for repairing Baker Bridge in Jefferson Township. The 1880 federal census listed Clark's occupation at "bridge builder." It appears that Clark worked right up to the time of his death. In October of 1881 he "finished a barn for Jacob Lenocker of Penn township and commenced to build one for Seth Wilson this week." Clark died November 22, 1881 in Winterset at the age of 61 and is buried, along with his wife, in the Winterset Cemetery.

Benton Jones

Benton Jones has often been credited with the building of the Madison County covered bridges, but this claim has been mostly discredited after much research. Benton Jones certainly worked on some of the county's bridges and is listed as the builder of the Morgan Bridge, a pinned Pratt pony truss bridge built in 1891 of timber and iron. Winterset librarian David Hargrove uncovered that Benton Jones built

the Klingensmith Covered Bridge, which Hargrove claims was the last covered bridge built in Madison County in 1889. It was a flat-roofed bridge similar to the ones that Harvey P. Jones and George K. Foster designed.

There is mention in the December 6, 1883 issue of *The Madisonian* of Benton Jones and D. F. Bradshaw having moved their saw mill from Truro to the Backbone “where they will carry on their business. Jones will be sawyer and Bradshaw will be housekeeper.” In the September 13, 1886 issue of *The Madisonian*, Benton Jones is listed under the Bridge Fund for labor (at the same time that H.P. Jones is listed for labor). In September of 1887, the county hired Benton Jones as a contractor to move the Imes Bridge to Imes Crossing at Clanton Creek. There are records in *The Madisonian* of payments made to Benton Jones for “labor on bridges” in the years 1886-89.

On January 17, 1888, Jones was appointed foreman of the bridge work for the county for the next year. The last covered bridge built in the county was the Hogback Bridge in 1884, so it is likely that the labor he did on the covered bridges was maintenance and repair work, and other work would have been on the modern, uncovered bridges. In April of 1890, the *Madisonian* states that it was “ordered that county auditor draw warrant on bridge fund in favor of J. F. Tate for putting roof on Backbone bridge when Benton Jones shall certify said claim.”

Benton Jones was born to John A. Jones and wife Matilda on May 16, 1851 in Van Buren Co, Iowa. In 1856, Benton was five years old and his family was living in Clarke Co., Iowa. In the 1860 federal census he was living with his parents in Clarke County, Washington Township. Benton married Laura Ann Foreman in 1869, and in 1870, they were residing in Clarke County with their one-year-old daughter Annie. Benton’s occupation was listed as Farm Laborer. In the 1880 federal census, “Bent” and family were living in Truro, Madison County, Ohio Township, where he resided for the remainder of his life. His occupation in 1880 was listed as Farmer/Carpenter. He was 29 years old.



In the 1900 census, Bent, Laura, and their four daughters (Grace, Hester, Hazel and Ethel) are listed. His occupation was listed as “Foreman, County Bridges.”

In the 1905, 1910, 1915, 1920 and 1930 censuses, Benton and Laura are still living in Truro. (In 1920, Benton was listed as “Benjamin” Jones and he and Laura were raising their 10-year-old grandson Chauncey.)

Laura died in 1936 and Benton soon followed on July 5, 1937. On his death certificate, it is noted that he had a lifelong career as a carpenter and contractor, and stopped working in 1924 at the age of 73.

The Covered Bridges



Cedar Bridge

Year Built: 1883

Built by: H.P. Jones

Span: 78 feet

Total length: 130 feet

Township: Union

Original Location: Spanned Cedar Creek on what is now Highway 169

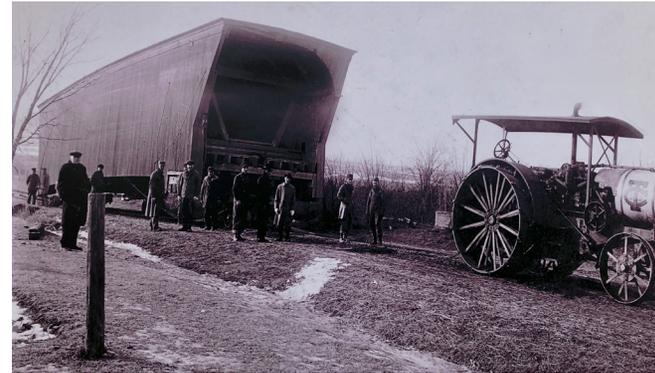
Relocated: 1920 – Moved to secondary road (now Cedar Bridge Road) 3 miles northeast of Winterset over Cedar Creek.

Former Names: Casper Bridge

Rebuilds/Restorations: Restorations in 1998 for \$128,073. Subject of arson on Tuesday, Sept. 3, 2002, and again on Saturday, April 17, 2017.

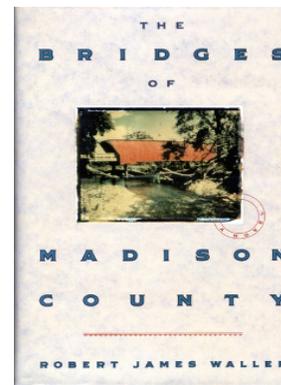
The Cedar Bridge (previously known as the Casper or Storrs Bridge) was built by Harvey P. Jones using the Town lattice truss with queen-post overlay, patented by architect Ithiel Town. Supported by iron cylinder piers, the superstructure was covered with plank walls and a bow

roof. The original cost of the bridge was \$2,964.73. The Cedar Bridge carried traffic until 1920, when it was moved to its current site over Cedar Creek. Here it functioned in place until it too was bypassed in 1964 by another bridge; it now stands in place as the centerpiece of a small park.



The Cedar Bridge's span length is 78 feet long, and it crosses Cedar Creek 2.7 miles northeast of Winterset. It carried traffic on what is now Highway 169 north of Winterset before being moved

in 1920 to its present location. It was, and is, the only covered bridge in Madison County open to automobile traffic.



An illustration of the Cedar Bridge graced the cover of the novel *The Bridges of Madison County*. Oprah Winfrey came to Winterset in the spring of 1993 and filmed an episode of her show from the lawn around the Cedar Bridge. (Robert James Waller, the book's author, was the main guest.) A set of stairs descending the bank near the bridge was built for Oprah to make her entrance to the set, and these are known now as "Oprah's Steps."

The Cedar Bridge was renovated in 1998 for \$128,073, but unfortunately fell victim to arson on September 3rd, 2002. The Cedar had been insured for \$285,310. On January 14, 2003, the Iowa Transportation Commission pledged \$700,000 to help with the construction of

the bridge. (The sum was provided by the Federal Government Inter-modal Surface Transportation Efficiency Act of 1991.) The county hired Calhoun-Burns & Associates of West Des Moines to build an exact replica of the bridge. Since there were no record drawings of the destroyed bridge, CB&A designers began the assignment by carefully photographing and measuring the burned remains, as well as studying two other covered bridges constructed by the same original bridge builder. Construction started in the fall of 2003, and an official dedication took place on October 9, 2004 during the Madison County Covered Bridge Festival.



On April 15, 2017, the unimaginable happened and the Cedar Bridge was once again destroyed by arson. It took nearly two years to raise the appropriate funds and finish the work, but a new replica of the Cedar Bridge was completed in 2019, with an official

ribbon-cutting during the Covered Bridge Festival in October 2019.

Cutler-Donahoe Bridge

Year Built: 1871

Built by: Eli Cox

Span: 82 feet

Total length: Unknown

Truss: Town lattice truss

Township: Union

Original Location: Spanned North River near Bevington

Relocated: To Winterset's City Park in 1970

Rebuilds/Restorations: Moved in 1970 to City Park. Rehabilitated in 1997 at a cost of \$35,538.



“One of the first covered bridges Eli Cox built was the Donahue bridge over North River near the eastern line of the county. The cover protects the timbers and prevented rain from getting into the joints and around nails and bolts. There are still a number of these bridges in the county and people drive from afar to see them.” *Winterset Madissonian*, July 13, 1949

The Cutler-Donahoe (sometimes spelled Donahue) Bridge is 82 feet long and was built by Eli Cox in 1871. It has a pitched roof and a Town lattice truss. It was built using wooden “tree nails”, with iron bolts added later for stability. According to *The Festival Flyer*, dated October 9, 1971, the bridge was built of white pine, most likely shipped in from Oregon.

This bridge originally crossed the North River near Bevington, Iowa, where the bridge carried traffic for almost a century. The bridge got its name from two families who lived near the bridge in its original location - the Cutlers and the Donahoes.



According to the same *The Festival Flyer*, the Cutler-Donahoe Bridge was bypassed by an iron bridge in the late 1960s, and was steadily deteriorating when it was decided in 1970 that the bridge should be moved. Plans had already been made to start an annual Covered Bridge Festival, with

the first one to be October 10, 1970. “Sterling silver and silver-nickel commemorative medallions were struck and sold, providing funds with which the Cutler bridge could be moved and renovated.”

A house-mover, Clair Rogers of Macksburg, used his 1934 truck to move the bridge, which was anchored on a sixteen-wheel house-moving rig. “It took a two-day journey, at speeds from one-half to 12 miles per hour, to bring the 80-foot-long, 40-ton structure to Winterset.” Parked temporarily at the Little League ballpark, the bridge was fitted with new beams and braces, the siding was repaired, the roof re-shingled, and the bridge was repainted. Just before the first Covered Bridge Festival, Rogers and his crew completed the bridge’s journey to the Winterset City Park, where it still stands today.



The total amount spent to move the bridge, including Rogers’ fee, was \$2,696.94. The bridge was rehabilitated in 1997 at a cost of \$35,538.

Hogback Bridge

Year Built: 1884

Built by: Harvey P. Jones & George K. Foster

Span: 98 feet

Total Length: 160 feet

Truss: Town lattice truss with queenpost overlay

Location: Over North River, four miles northwest of Winterset

Rebuilds/Restorations: It was renovated in 1992 at a cost of \$118,810



The Hogback Bridge was also built by Harvey P. Jones and George K. Foster using the Town lattice truss with queenpost overlay. It was the last covered bridge built in Madison County. The Hogback spans 98 feet over the North River, four miles northwest of Winterset. While most of the covered bridges were named for nearby landowners, the Hogback was named for the Hogback Ridge at the west end of the valley (its convex curve resembling the curve of a hog’s back).

Farmers living near the bridges maintained many of them in order to

defray a county poll tax of usually fifty cents. This tax was placed on men over the age of twenty-one, and had to be paid before one was allowed to vote. Thus any able-bodied man, who could not afford to pay the poll tax, could grade the roads or paint the bridges to pay off his debt.

Holliwell Bridge

Year Built: 1879-80

Built by: Harvey P. Jones & George K. Foster

Span: 110 feet

Total Length: 159 feet

Truss: Town lattice truss

Location: Over Middle River two miles southeast of Winterset

Rebuilds/Restorations: Rehabilitated in 1995 for \$225,000

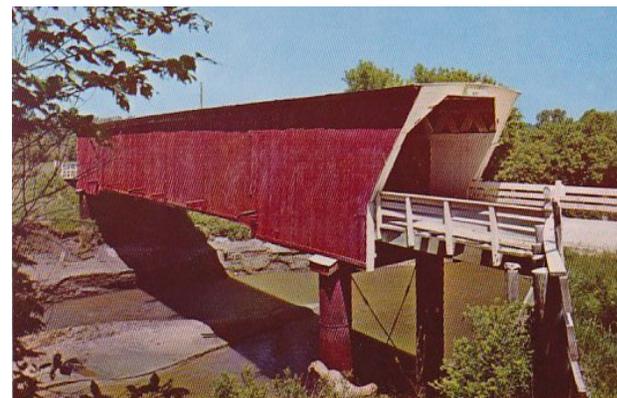


The Holliwell Bridge is located two miles southeast of Winterset over the Middle River. Built by Harvey P. Jones and George K. Foster for a

cost of \$1,180, it is the longest of the six remaining covered bridges in Madison County, spanning 110 feet. It is also the longest remaining timber bridge in the state of Iowa. The Holliwell was named after an adjacent landowner.

The Holliwell Bridge is in its original location but supporting abutments were often washed out by flooding, so the angle at which the bridge crossed Middle River has been changed. (Early county bridges were built on timber piles or stone masonry abutments, but in 1884, the county began purchasing large quantities of tubular piers from nationally-known bridge fabricating companies. According to county records, the Holliwell Bridge originally had timber pile piers.) The Holliwell is now comprised of a timber Town lattice truss with a superimposed arch, timber stringer approach spans, timber abutments and wingwalls with concrete-filled iron cylinder piers. Unlike the other covered bridges in the county which use the Town lattice truss, the Holliwell uses metal fasteners rather than wooden dowels and is reinforced with a flat arch and partial arches at each end.

According to local historian W. S. Wilkinson, “The first bridge in this county was built in the fall and winter of 1854-55 across Middle River where the Indianola and Winterset road crossed that stream in Scott Township now known as the Holliwell Bridge.” This first bridge was uncovered timber pile, which spanned forty feet with an approach span at each end, and cost \$500 to build. That bridge washed away in a flood in 1876 and travelers resorted to fording the river for the next few years.



On September 3, 1879, the Board of Supervisors appropriated funds to build a new bridge at “Holliwell’s Ford” and contracted with Harvey P. Jones (county bridge foreman) and George K. Foster to

build a 110-foot timber truss on iron cylinder piers (what we now know of as the Holliwell Covered Bridge). Construction began in October of 1879 and continued through the winter months under the supervision of Jones. County records show payments to more than twenty individuals for labor on the bridge and to several companies and individuals for materials. Mrs. Holliwell was paid for boarding workers at the Holliwell farm. The bridge was completed in June of 1880.

The Holliwell Bridge carried traffic for over a century, until it was bypassed in 1986. It was one of the bridges featured in the movie *The Bridges of Madison County*. The Holliwell was renovated in 1995 for \$225,000, made possible by a federal restoration grant.



Imes Bridge

Year Built: 1870-71

Built by: John P. Clark

Span: 82 feet

Township: Union

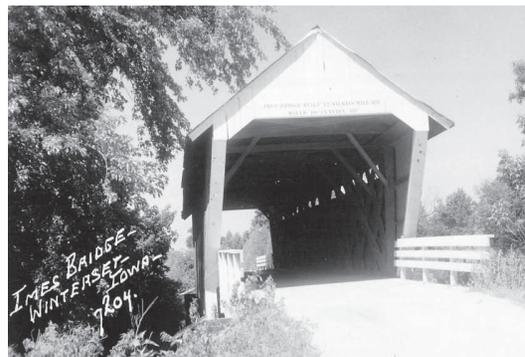
Original Location: Spanned Middle River in Section 36 of Union Township to Clanton Creek

Relocated: In 1887, moved to the Imes crossing of Clanton Creek, eight miles southeast of Winterset. In 1977, moved to its current loca-

tion in St. Charles.

Former Names: Munger Bridge, Mills Bridge, Wiggins Bridge

Rebuilds/Restorations: The original timbered hipped roof was replaced by a metal one of the same shape, which sheds snow easily.



Also referred to as Munger, Mills or Wiggins Mill Bridge, the Imes was originally near a mill owned by White & Munger, and at the time it was built, Van B. Wiggins. "In September 1887 it was ordered that it be moved to the Imes crossing of Clanton where it still

stands, south and west of Hanley. It is called Imes." – Mrs. Fred P. Hartsook, 1933, *The Madisonian*

The Imes Bridge (originally known as the Munger, Mills or Wiggins Bridge) is the oldest of the remaining covered bridges in Madison County. It was built by John P. Clark with a pitched roof and Town lattice truss, overlaid with a queenpost truss frame. It has a span of 82 feet. In September of 1887 the county hired local contractor Benton Jones to move it to Imes Crossing of Clanton Creek, southwest of Hanley.



In 1959 a truck carrying 18 tons of corn crashed through the floor of the bridge into Clanton Creek. The county authorities moved quickly into action and had the span repaired within a week. In 1977, the Imes Bridge made

its final move to St. Charles (thanks to master mover Clair Rogers) where it now stands over a natural depression, the centerpiece of a small park.



Roseman Bridge

Year Built: 1883

Built by: Harvey P. Jones & George K. Foster

Span: 104 feet

Length: 225-230 feet

Truss: Town lattice truss

Original Location: Same

Former Names: Oak Grove Bridge

Rebuilds/Restorations: Bypassed in 1981. Restored in 1992.

National Register of Historic Places: 1976

The Roseman Bridge spans Middle River eight miles southwest of Winterset, and was built by county work crews under the supervision

of Harvey P. Jones and George K. Foster for an original cost of \$2,930. It is 104 feet long, with a flat roof, and was built using a Town Lattice truss (though the lattice planks are thinner than usual by an inch, suggesting there may have been a local shortage of large timber). The basic structure is of native lumber, including plank flooring. Each end of the bridge rests on steel tube pilings which have replaced the original wood pilings. The outside cover is six-inch-wide boards, painted red with white trim. A few of these have been replaced.

The Roseman Bridge was named after the family of Edward Monroe Roseman. Born in 1833, his parents were Joseph and Taphath (Monroe) Roseman. Joseph was the son of another Edward (the elder) who immigrated from Ireland to America in 1794. Edward (the elder) was the son of James Rosemond, in Ballinamore, Ireland.

Edward Monroe Roseman married Margaret Poland in 1856, during the time the bridge was being built near their home. Edward was described as having coal black hair and blue eyes, six feet one inch tall, and weighing around 185 lbs. Edward and Margaret had ten children, some of whom died in childhood. The children (and related marriages) were: Clara (married Henry Wissler), Alice, Charles, Elmer (married Laura Lepela), Fred (married Bertha, last name unknown), Alice (2nd), Helen, Florence (twin sister of Fred, married Anan James), Myrtle (married George Mitchell), and James (married Clara Jennings).

Edward survived Margaret, marrying Savilla Elizabeth Hurt in 1893. They had three children: Edward Earl, Leland E., and Ward Theodore, all born in Lorimor, Iowa. Edward died October 10, 1911. He is buried at Lorimor, Iowa.

The Roseman Bridge is still situated in its original location, and it carried traffic for nearly a century, until it was bypassed in 1981. The bridge was renovated in 1992 at a cost of \$152,515, with the help of a federal restoration grant.

The Roseman Bridge first gained fame as a “haunted bridge” in 1892, due to a sheriff’s posse who tried to capture an escapee from the

county jail. The posse caught up with the convict at the Roseman Bridge. According to legend, the convict entered one end of the bridge, so the sheriff split his posse in half and they entered both ends of the bridge at the same time. Apparently there were gunshots and some members of the posse were injured. The convict is said to have let out a terrible scream, but was never found, as if he vanished into thin air. Throughout the years, visitors have claimed to hear laughter or to have felt a cold spot in the middle of the bridge.



The Roseman Bridge's even greater claim to fame came in 1994 when it was featured in the movie production of *The Bridges of Madison County*. The bridge had been renovated just before the film company arrived. Clint Eastwood, the movie's producer and

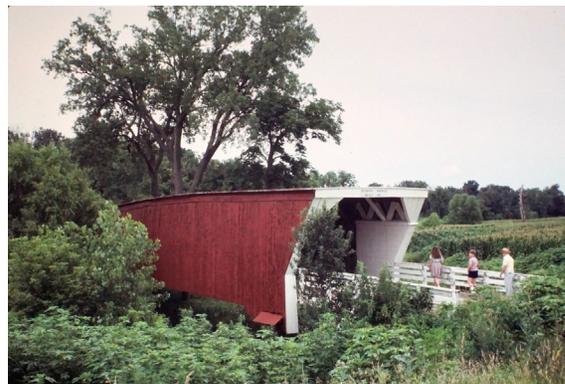
director, wanted the bridge to look old and in disrepair, so the crew worked hard to "age" the bridge. Despite the county being reassured that the bridge would look the same as it had before production, workmen had to return and repaint the bridge when production ended.

Madison County's "Lost Bridges"

McBride Bridge (1882 -1983)

Once located in Section 34, Jefferson Township, about seven miles northeast of Winterset and over the North River branch, the McBride Bridge was built in the spring of 1882 under the direction of bridge crew foremen H. P. Jones and George K. Foster, using the Town lattice truss and a nearly flat roof. It was approved by supervisors in January 1882 as a bridge at Folwell Ford. Folwell Ford served as a public highway that ran northeast through the farm of Samuel Folwell, then turned north at a property line shared with Augustus and George

Burger. McBride was also referred to as Burger Bridge for a time, and can be found in the county engineer's *Bridge Book No. 2* as "Burger Bridge." However, it ended up later being named after Scottish immigrants, Malcolm and Eleanor McBride.



The total length of the bridge was 85 feet, with the length of the longest span at 72 feet. McBride was bypassed in 1966 when a modern bridge was built nearby. The McBride Bridge fell victim to arson on October 8, 1983. According to news reports, a local man had

just broken up with a girlfriend when she decided to go back to her husband, and he burned the bridge down attempting to remove his initials from the bridge.

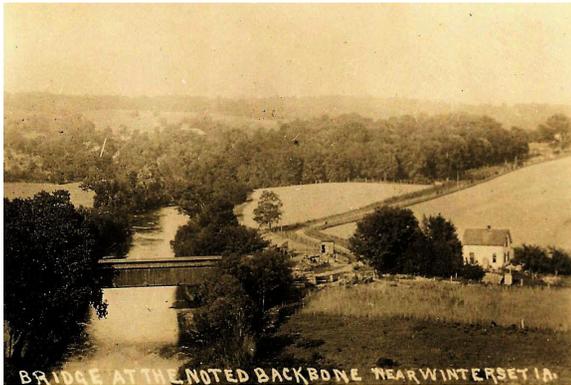
Afton/Reed's Crossing Bridge (1872-1924)

Built in Lincoln Township over the Middle River by Eli Cox in 1872, the Afton/Reed's Crossing Bridge was ordered in June of 1871 for a cost of \$1,800. It stood east of where the old Afton road crossed the Middle River and into a horseshoe bend. The bridge was destroyed by ice in a spring flood in 1924. (The Afton Bridge Mill, as it was later called, was built in 1850 by J.T. Bertholf. It was a grist mill. It was located in Lincoln Township, just north of the now present Afton bridge.) – *History of Madison County*, Mueller

However, county records (Board of Supervisors, 1872) show that John P. Clark worked on Afton (Reed) Bridge.

Backbone Bridge (1870-1876;1878-1914)

The Backbone Bridge was rebuilt in 1878 by Harvey P. Jones, George K. Foster, and William L. Wilkin over the Middle River in what is now Pammel Park, in the Lincoln Township.



The original bridge (built in 1870 and briefly named Wilkin's Mill Bridge) was near the end of the tunnel under the limestone ridge known as the Backbone. It was repaired in 1871 but soon destroyed in a flood on July 4, 1876. It is not known if the original bridge was covered or

not, though reports from locals were that it was not.



The Backbone Covered Bridge, built by Jones and Foster in 1878, was lost to fire on July 8, 1914. According to *The Annals of Iowa*, it “served other purposes such as a barn for storing hay and grain, and as a convenient place for holding political meetings.” (William L.

Wilkin owned Wilkin's Mill, later known as Backbone Mill, from 1867-1870)

Brown/Ballentine/Walker/Fletcher Bridge (1868/71 –1936)

Brown Bridge is believed to be the second covered bridge (after the

Cox Bridge) built in Madison County. HAER data suggests that this bridge was built in 1871 and that it had a Town lattice truss. It was painted brown. It is believed that the builder was J. P. Clark and it crossed the North River in the corner of Jefferson Township. There was a hotel (the Ohio House) on the hill just above Brown covered bridge. It was dismantled in the 1930s. According to Vina Hartsook, around 1860 there was a wooden bridge built here, but it was not covered, so it was replaced.

“It was at this bridge that James Donahue was shot while it was being guarded in an effort to capture banker Davies who had escaped from the Winterset jail when it was under the court house, by tunneling under the walls. This was in 1896. Mr. Donahue recovered and later was killed while stretching a wire fence, the stretcher striking that part of his head that had been injured in the shooting at the bridge. The bridge was still in perfect condition when torn down this summer, showing that the covering protects the wood work against decay. The bridge should have been preserved and used on some place where the traffic was not so demanding. But thus it is in this moving and growing world. The old is replaced with the new. The highway was changed this summer, a flue iron bridge built over a newly dug channel of North River a short distance below the covered bridge. The wooden structure was torn down and moved away last September.” – *The Madisonian*, November 5, 1936

Cooper/Cooper's Ford Bridge (1878-1898)

Cooper's Bridge was built in Section 12 of Douglas Township along the North River, where John Cooper owned many acres of land at the time. In June of 1877, Eli Cox was paid for “taking down of Cooper Bridge” (we assume this was an uncovered wooden structure that had deteriorated), and it was ordered that a sufficient appropriation be made to build a bridge at Cooper's Ford, under Supervisor Wilson. It is thought that the bridge was completed in 1878 by Eli Cox – there is a record in the *Winterset Madisonian* of Eli Cox being paid \$800 for the “balance due on Cooper bridge” by the Board of Supervisors on November 29, 1877 – though that may be for the removal of the old bridge.

There are at least two references in the newspaper archives that confirm that Cooper Bridge was a wooden covered bridge. On June 15, 1898, Cooper Bridge is referred to as “the large covered bridge north of Winterset” and on November 23, 1898, it is referred to as “a large covered frame structure across North River, north of town.”

On June 17, 1898, Cooper Bridge was washed out by floodwaters. The areas around North and Middle Rivers in Winterset received eight inches of rain in 24 hours. Two bridges on North River, the Cooper Bridge and the Doak bridge, were washed out. The Cooper Bridge was a complete loss and it was estimated that it would cost \$3,000-4,000 to replace it. According to newspapers, Cooper Bridge was one of the oldest in the county and on one of the most important roads (what was then called the De Soto Road). By November, the Board of Supervisors had decided to order a new iron bridge to go on the site of the old one. The 80-foot span was purchased in December, and by April, foreman Benton Jones was informing the Supervisors that the new bridge would be erected the following week. However, the site of the new Cooper bridge ended up a few yards down the river of the old site in January of 1899. According to *The Annals of Iowa*, “The road was straightened to run due north and south on the township line establishing the ‘Hildebrand’ Road. When Highway 169 was located, the road was moved to the west again.”

By May of 1899, less than one year after it was washed away, the new Cooper Bridge was finished.

Cox Bridge (1868-1913)

This is believed to be the first covered bridge built in Madison County and marks one of the oldest crossings of North River, according to *History of Madison County* (George Mueller). It was built by Eli Cox just north of his farmstead in Union Township at Cox’s Ford. It was built under contract with the county, who received a petition on December 3, 1866 to appropriate “so much of the bridge fund as will be sufficient to erect a bridge across North River at Cox’s ford on Section Five, Township 76, Range 27, on the road leading from Winterset to the northeast corner of Madison County and also to Van Meter’s Mill.”

One hundred and four Madison County voters added their signatures in support of the bridge.

The “Plan of Abutments & Bridge on North River at Coxes Ford” (June 4, 1867) laid out several architectural details for the bridge and its foundation, but did not specify a particular type of truss or lattice superstructure, according to researchers David Hargrove and Walt Libby. “All of the best oak timber, except the floor, for which good elm may be used. 30 foot apron northside, 60 on south; we will also receive bids for the same. To be sided like a house, with best pine siding and covered with best pine shingles, to be painted with three coats best white lead, in which case good elm timber may be used for all the frame, except ten ft. at each end of bridge, good oak must be used for trestles. Apron floor to be well spiked down.” From the specifications it can be assumed that Cox Bridge had stone abutments with a timber foundation, was sided and covered “like a house”, was originally painted white, and had a span of 64 feet.

On Feb. 15, 1868, Eli Cox signed the contract to build Cox Bridge for the amount of “sixteen hundred and forty dollars and the further sum of two dollars and ninety cents per perch (a stonemason’s unit of measure) for the stone abutments.” Cox began work on the bridge in the spring of 1868 with his sons. The completion date of the bridge is uncertain, but multiple sources indicate that it was later that year. At the June 9, 1869 meeting of county supervisors, the bridge committee reported that Cox’s Bridge was “completed and recommended the payment of and due him amounting to \$2,408.60.”

Madison County historian Herman Mueller wrote in 1915 that “The Cox Bridge marks one of the oldest crossings on North River. In 1868 Cox, whose homestead was just south of the crossing, contracted with the county to put a bridge in. The structure was entirely of wood, but when it was taken down in 1913, to be replaced by a modern steel bridge, the timbers were found to be in a splendid state of preservation.”

Badger/King/McMillan/Welch Bridge (1878-1920s)

Voted for in 1877 and built in 1878 in Lee Township over Badger Creek, this Town lattice truss and pitched roof bridge was constructed by John P. Clark under the supervision of Milton Wilson. It was the smallest of the covered bridges (40 feet long and about 13 feet wide) and later proved too narrow for passage of larger vehicles. Timbers were removed from time to time, and the bridge was gone by the late 1920's.

Klingensmith/Bennett Bridge (1889-1934)

Based on landowner names (which many bridges were named after), the bridge was located in Madison Township, Section 23, and crossed the North Branch of the North River. It was replaced in 1934 by a more modern bridge. It had a flat roof, according to Melvin Bricker (a former resident). According to Bricker, Bonnie and Clyde had stayed overnight on some land near the bridge, and then crossed the bridge in their car before visiting Perry for purposes of robbery. It has been said, according to Walt Libby, that a flat roofed bridge was destroyed by the county in the 1930s because a nearby landowner complained about its ugly appearance. The other two bridges taken down in the 1930s were pitched roof bridges, so Klingensmith has to be the flat-roofed bridge in question.

Rhyno/Rhyno's Ford Bridge (1872-1934)

In April of 1872, the county authorized \$1,600 for L.W.Winkley to build a bridge over Clanton Creek in Section 2 of the South Township. It is believed to have been removed in 1934 and replaced by a more modern bridge in a slightly different spot. Records in *The Madisonian* shows that John P. Clark worked on the Rhyno.



Rose-Dunmire Bridge (1871-1912)

The Rose-Dunmire Covered Bridge was completed in August 1871 over the North River in Jackson Township along Creamery Road, about eight miles south of Dexter, adjacent to property owned by John and

George Rose. According to the August 24, 1871 issue of the *Winterset Madisonian*, "The new bridge across North River, in the Rose neighborhood, has just been completed. It is a very superior bridge forty-five feet long with approaches seven feet on one end, and thirty feet on the other. It is covered and painted, and cost nine hundred dollars." Payment was given to E. H. Conger to build it.

In 1912, a new iron pony truss bridge was built, bypassing the old bridge. (The photograph above shows the crew on the new bridge during construction with the old bridge in the background. It's believed that this photograph was taken in 1910 or 1911.)

Cottonwood Ford Bridge (1878-?)

Minutes from a 1866 board meeting mention a bridge built at Cottonwood Ford on the North Branch of the North River. Little is known about this bridge except that it was built in 1878 by Eli Cox, a well-known builder in Madison County at the time. It may have been destroyed by the weight of a traction engine in 1900. (Source:Walt Libby)

Callison Bridge/Hartley (1868-?)

Likewise, little is known about the Callison Bridge. According to the HAER report on the Roseman Bridge, Eli Cox was the builder. This bridge spanned Clanton Creek, and then was moved to another location on Clanton Creek. (Walt Libby) In the September 21, 1871 issue of the *Winterset Madisonian*, Charles Bass is listed as having received a

car load of bridge timber, ordered for a 60-foot-long bridge to be built across Clanton Creek, in Walnut Township, by contractor W. L. Winkly. However, the Callisons resided in Monroe Township along Clanton Creek, so this may not have been in reference to the Callison Bridge.



Kellogg Bridge (1869-?)

Even less is known about the Kellogg Bridge other than that it was built in 1869 and was located at the next crossing of Middle River about one mile west of Holliswell Bridge (on what is

now Norwood Avenue north of St. Charles Road/G50). The photo to the left is the construction of the iron Kellogg bridge that replaced the wooden covered bridge of the same name. Given the area's history of flooding, it is likely that a flood led to its demise.

Civilian Conservation Corps (CCC) in Madison County

The Civilian Conservation Corps (CCC) was a voluntary public work relief program that operated from 1933 to 1942 in the United States for unemployed, unmarried men. Originally for young men ages eighteen to twenty-five, it was eventually expanded to ages seventeen to twenty-eight. The CCC was a major part of President Franklin D. Roosevelt's New Deal that provided manual labor jobs related to the conservation and development of natural resources in rural lands owned by federal, state, and local governments. The CCC was designed to provide jobs for young men and to relieve families who had difficulty finding jobs during the Great Depression in the United States. Maximum enrollment at any one time was 300,000. Through the course of its nine years in operation, three million young men participated in the CCC, which provided them with shelter, clothing, and

food, together with a wage of \$30 (equivalent to \$590 in 2019) per month (\$25 of which had to be sent home to their families). The CCC also led to a greater public awareness and appreciation of the outdoors and the nation's natural resources, and the continued need for a carefully planned, comprehensive national program for the protection and development of natural resources. The CCC operated separate programs for veterans and Native Americans. Approximately 15,000 Native Americans participated in the program, helping them weather the Great Depression. By 1942, with World War II and the draft in operation, the need for work relief declined, and Congress voted to close the program. Each CCC camp was located in the area of particular conservation work to be performed and organized around a complement of up to 200 civilian enrollees in a designated numbered "company" unit. The CCC camp was a temporary community in itself, structured to have barracks (initially Army tents) for fifty enrollees each, officer/technical staff quarters, medical dispensary, mess hall, recreation hall, educational building, lavatory and showers, technical/administrative offices, tool room/blacksmith shop and motor pool garages.

The time period of 1933 to 1942 represents the duration of the Civilian Conservation Corps as well as its state park program in Iowa. Much of the CCC work in Iowa occurred upon newly acquired state forests and private lands. To participate in the CCC's state park program, states were required to submit a planning document. By 1933, there were only a small number of states which had developed such a plan including Iowa, New York, Illinois, Indiana, California, and Michigan. Unlike most states which were unprepared to utilize this man-power, Iowa had developed its twenty-five year master plan for natural resource and recreation development between 1931 and 1933. Iowa established its State Planning Board early in 1934. Its twenty-five year conservation plan was completed under the direction of the State Board of Conservation and the Fish and Wildlife Commission, and provided the guide for CCC work from 1933 to 1942. With such planning, Lieutenant Governor Nels G. Krushcel and State Forester G.R. McDonald presented their proposal for sixteen Iowa CCC camps

year conservation plan was completed under the direction of the State Board of Conservation and the Fish and Wildlife Commission, and provided the guide for CCC work from 1933 to 1942. With such planning, Lieutenant Governor Nels G. Krushcel and State Forester G.R. McDonald presented their proposal for sixteen Iowa CCC camps in Washington in late April of 1933. The conservation plan provided accurate data and maps to illustrate the need for reforestation, erosion control, flood control, and state park work. Their plan stated the necessary locations for the sixteen camps across southern Iowa, the nature of the work project, the supervisory agencies in Iowa, and necessary equipment and set the number of men at 3200. The director of the CCC authorized their plan for CCC camps within three days (Iowa Department of Agriculture, 1935-36). The total number enrolled in the Iowa CCC from 1933 to 1942 reached 49,266 including 41,190 juniors and veterans, 60 Native Americans, and 4,596 non-enrolled personnel consisting of camp officers and supervisory workers. However, those working in Iowa numbered 45,846. Iowa camps until 1935 ranged in total size from 200 to 250 men. After that date, companies began to shrink to as low as 157 men. The CCC impact in Iowa was so significant that it is estimated that by the late 1930s over 75% of Iowa's 25-year plan had been accomplished.

Like many great parks, the area near Pammel State Park served as home for encampments of the CCC and then for a special branch of that group - the Veterans Conservation Corps. In 1933, due to protests from veterans hit hard during the Great Depression, President Roosevelt added veteran companies to the CCC, enrolling 25,000 veterans of the Spanish-American War and World War I. Nearly 250,000 veterans served in the corps, completing public works projects like those of the CCC. This "bonus army" paved the way for the G.I. Bill of Rights. Some states still use a VCC for natural resource projects.

The Winterset CCC unit (Company V-2726) was established in July of 1933. It was first under the direction of the U.S. Forest Service, but later was directed by the Soil Conservation Service of the Department

of Agriculture. It was a young men's company at first, but was replaced in July 1934 by the veterans' unit. It was one of only three companies in the state composed exclusively of war veterans. The camp was named Camp Harmon, in honor of E. N. Harmon, a major in the U.S. Cavalry who was in command there.

The veterans helped build Pammel Park and its limestone structures, such as the historic picnic lodge with monolithic oak logs harvested on site. They created over seventeen miles of trails in the park, built retaining walls on both sides of Harmon Tunnel, and built the popular water ford across Middle River. The company's soil erosion work on private farms saved thousands of tons of valuable soil. The company also planted over 300,000 trees and improved acres of timber, thinning forest growth and preventing forest fires.

Orders were received to close the camp by the first of July, 1939.

Dean Schantz of the Madison County Conservation Board has lived near the park for more than two decades. His property once housed the VCC camp, with the old freestanding fireplace in his front yard marking where the main lodge stood. In his gardens, the footings of the old building lie buried under wild lilies. (Located at 2225 230th Lane)

CCC-Built Structures/Buildings in Madison County

The office of the Madison County Conservation Board is located on a portion of property that was once the site of a large CCC and VCC camp that was active in the 1930s. One of the former CCC camp building foundations is visible on the site and is used to display a memorial stone. Additional CCC structural foundations are visible along the west side of County Highway P-71 between the Operations Center and south to the Middle River bridge.

Winterset Post Office

The post office in Winterset was constructed with federal funds and opened in 1935. The building is still in use today.

Backbone Shelter at Pammel Park

Constructed in the 1930s by the Civilian Conservation Corps, and built with native timbers and limestone, this small shelter is located in the Backbone Picnic grounds near the trail head of the Backbone Trail.

112 North 1st Ave (Currently The Drift, formerly Trask Jewelry)

T.S. Mardis constructed this building and most of the brick structures facing the square. Dry goods and boots and shoes were sold here in the 1880s. By the 1890s the first floor was a hardware store with a tin shop in the back. For the next sixty years, some of the hardware proprietors were Benge, Cummings, King, Mills, Shoemaker, Stroeber, and Kirkham. The second floor was used as office space. During the mid-1930s the Civilian Conservation Corps (CCC) had a sewing room on the second floor. Fabric was supplied by the government and volunteers made clothing for the CCC workers. Source: *The Historical Marker Database* (www.hmdb.org)

The Railroad in Winterset

The Chicago Rock Island County Railroad's spur line between Winterset and Des Moines was completed in early 1872, with the first train arriving on March 6, 1872. The Rock Island Company named the stations along the route (Highway 92) - the first they named Patterson, the second Bevington, and the third Spring Hill. (The towns of Patterson and Bevington were surveyed and laid out that same week.) The train depot was placed at the SW corner of Fremont and North streets (just east of town).

The arrival of the railroad had a significant impact on the town of Winterset. During the summer of 1872, seventy-three new buildings were erected in town at a collective expense of over \$90,000. Older buildings received repairs, fresh paint, and other improvements. Sidewalks were laid around the town square. Within seven years, the population of Winterset had doubled.

Railroad passenger service ended on July 5, 1926, due to the popularity of the automobile. The Winterset train depot now resides at the Madison County Historical Complex.

Madison County Newspapers



The Madisonian (1856-Present) / *Iowa Pilot* / *Hawkeye Flag* (1861-1865) / *Weekly Madisonian* / *Semi-Weekly Madisonian*

James Iler, along with G.W. Davis, founded the first newspaper in Madison County - the *Iowa Pilot* (later re-named *The Madisonian*). In 1856, Iler and Davis arrived from Ohio with an outfit for a newspaper office. At that time no newspaper had been established between Des Moines and Council Bluffs. A short time later, Davis caught the "Kansas fever" and sold his interest to Iler.



Iler sold the newspaper just after the financial crisis, moving to unclaimed territory in Palmyra, Nebraska. Iler was married in 1845 to Sarah Foster, sister of bridge builder George K. Foster. The Ilers' move to Winterset is likely what brought the Fosters to our county. In 1860, while on a journey back home from Pike's Peak, Colorado, Iler's wagon was attacked by a tribe of Indians. Sarah was mortally wounded by an arrow, surviving just long enough to reach home, leaving her husband and four small children. Iler remarried in 1861 and had seven more children. Iler served a year in the Civil War, Company F, 2nd Regiment,

Nebraska volunteers. After the war, he moved his family to Pleasant Dale, where he served as postmaster from 1871 to 1878. Later he moved to Crete, Nebraska, where he once again took up the printer's trade. Iler died on March 10, 1905.

The new owner of the *Iowa Pilot* renamed it *The Madisonian*. During the Civil War, the paper was renamed the *Hawkeye Flag* for patriotic purposes and was changed back to *The Madisonian* in 1866. *The Madisonian* is therefore one of the oldest newspapers in the state and the very oldest in Southwestern Iowa.

The Madisonian in its early years was a four page paper, essentially one sheet, folded in two. In August 1871, the format was changed to eight pages. In November, 1871, Col. Cummings, the publisher at the time, decided to print and mail half the paper on Saturday and the other half on Wednesday, thereby making it a semi-weekly. He abandoned this practice after about six weeks, probably because of the additional postage costs. At the time, a year's subscription to *The Madisonian* was \$2.00 including postage.

The following persons either in part or whole have owned and published *The Madisonian* since its founding by Mr. Iler in 1856: John J. Davies, Oliver H. Ayers, Elisha H. Talbot, James M. Holliday, Clarence S. Wilson, Henry Martyn Ewing, E. W. Fuller, Henry J. B. Cummings, S. H. Sringer, C. C. Goodale, E. R. Zeller, Henry Wallace, Homer Thompson, Albert Strong, Fred Strong, S. D. Alexander and Ed. M. Smith, who was associated with the paper since 1899 and the sole owner and publisher since 1904.

In 1906, *The Madisonian* took up its quarters in a substantial new home. The three-story structure is faced with buff pressed brick and on the façade is inscribed in raised letters "The Madisonian." The cost was \$8,000. A late improved press in the basement turned out neatly printed *Madisonian* newspapers rapidly; in the shipping room close by the papers were wrapped and ready for distribution by carrier and

the mails. The types for the paper were cast and placed in line by the improved Mergenthaler linotype, installed early in the year 1915. The second floor was devoted to the counting rooms, editorial rooms and composing rooms, while the third story was given over to offices.

Winterset Reporter (1885-1916) / *Madison County Reporter* (1898-1907) / *Winterset Daily Reporter* (1895)

The Winterset Reporter was founded by Wood & Gill in 1885 and first published in St. Charles as the *St. Charles Reporter*. There it remained ten years, when it was moved to Winterset. The first issue as the *Winterset Reporter* made its appearance on April 11, 1895. In March 1896, Mr. Wood purchased the interest of Mr. Gill, but within a few days sold a one-half interest to W. F. Payton, who was known as the business manager. This arrangement continued until April 21, 1898, when Ray M. Price became the owner of Payton's interest and business manager as well.

During September of the same year another change in ownership took place, S. D. Alexander purchased the interest of A. L. Wood, who had been appointed postmaster of Winterset. Alexander & Price continued the publication of the paper until May 11, 1899, when Mr. Price became the sole owner.

January 1, 1903, Mr. Price changed the form of the paper from a six-column quarto to sixteen pages, four columns to the page, which form was continued but three months when the old quarto form was readopted by his successor.

Mr. Price died March 23, 1903, and J. W. Miller bought the paper of his estate, taking possession April 1, 1903. Mr. Miller assumed the duties of publisher and editor as an experienced newspaper man, having been one of the editors of *The Madisonian* from 1876 to 1887.

The Winterset Reporter has always been a staunch and consistent Republican newspaper. Each one of its several editors were thoroughly grounded in the Republican faith and they have battled fearlessly for the principles of republicanism and the enhancement of the party's

interests. Its straightforward and consistent course throughout its career has, no doubt, had much to do with its success, which has been marked.

The Winterset Reporter continued publishing until December 1916 when it was sold in pieces to the *Winterset Madisonian* and the *Winterset News*.

Winterset News / The Winterset Sun (1872-1945)

The Winterset News was established in 1872 when Jacob Morgan, who had been foreman of the *Winterset Madisonian*, bought the plant of the *Winterset Sun*, a semi-weekly Republican paper, from Wilson and Newlon, and changed its name and politics. The first issue of *The Sun* was September 26, 1868, the publishers being Wilson and Holaday. Wilson afterwards went to Des Moines and was the city editor of the *Register* for years. J. M. Holaday, familiarly known as "Milt," was a printer and belonged to a prominent family. *The Sun* was a five-column folio. Holaday sold his interest in the paper to A. J. Hoisington the following year and the latter in turn sold to William Newlon. The paper did not pay and the plant was sold to Morgan, who issued the first *News* in the rear upper room of the Jones block, opposite the present building of the *News*. Morgan's first issue of the *News* was printed the first week of January 1872. Morgan conducted the paper several years, and after selling out, he was connected with the Council Bluffs Nonpareil, published the *Kearney (Nebraska) Democrat*, and was postmaster of that city during Cleveland's first term. In 1876 he sold the plant to Major D. D. Palmer of Iowa City, who published the paper until shortly before his death, having in the meantime sold the paper to Arthur Goshorn in 1888. Major Palmer changed the *News* from an eight-column folio to a six-column quarto a year or two prior to his death. The *News* was one of the strongest papers in Southern Iowa. In spite of the fact that 90 percent of the business men of Winterset were of opposite political faith since the Civil War, the *News* enjoyed good will and was always well patronized. *The Winterset News* was published continuously from 1872 to 1945.

Winterset Palladium (1859-1860)

The *Winterset Palladium* was started in 1859 by I. C. Browne. It was Democratic in politics and was a six column sheet. After publishing the paper for nine months, Browne moved the office to Lewis, Cass County, Iowa and started the *Cass County Messenger*. (From "History and Business Directory of Madison County, Iowa," 1869)

The Bulletin

The Bulletin appears to have been a monthly Winterset newspaper started by A. H. Rusk in April 1898. The price was ten cents for six months. The length of time this paper was published is as yet unknown. The only surviving copy is a laminated single sheet from February 1899 in the possession of the Madison County Historical Society.

The Beacon Light (1878-1881) / The Winterset Mirror

From the 1929 obituary of J. A. Evans, former Madison county citizen: "He became editor of *The Winterset Mirror* when he bought *The Beacon Light*, a greenback paper published by Ham Kautzman and changed its name to *The Mirror*. He sold the paper after two or three years and moved to Nebraska." *The Beacon Light* was published from June 14, 1878 to about 1881.

The Reform

(From an article in the *Winterset Madisonian* appearing April 10, 1879) The small monthly eight-page paper made its appearance in 1879. It was published by J. W. Todd and Homer Thompson. It was devoted to the interests of temperance reform, prohibition, public morals and local news. A subscription was fifty cents per year.

The Review / The Winterset Review (1891-1901)

The Review existed for ten years, producing 498 weekly issues, until its suspension in June of 1901. In 1893, R. L. Garretson left the paper to take charge of *The Democrat* in Atlantic. The last publisher was A. W.

C. Weeks. In the paper's opening column in the final issue on June 26, 1901, the owners state that the suspension was due to the illness of their son, Charlie.

(From an article in the *Winterset News* appearing July 5, 1902.) The suspension of the *Review* was an event that was looked for by men acquainted with the newspaper business in this city. Winterset has no use for four papers and how the *Review* lasted as long as it did was a marvel. The field in Madison County is none of the best when every little town in the county is plastered with a newspaper and the county seat has four. Deaths are bound to occur in the newspaper family until it is weeded down to something like a legitimate number. While the *Review* never cut very much figure in the local situation there has been general complaint among the business men on whom the burden falls that we have had and yet have too many papers. The town once before had four papers. Springer and Henry Wallace started the *Chronicle*, a Republican paper about 1880, the *News* and the *Madisonian* being the only papers then published in the county. About the same time Ham Koutzman started the *Beacon Light*, a greenback paper and ran it for two or three years, selling out to Evans, who moved the plant to Nebraska after six months' business at a loss. The *Chronicle* did not pay and Wallace, who had bought Springer out finally consolidated it with the *Madisonian* and the plant was bought by the present editor of the *News*, who took it to Nebraska and started the *Pierce Times* in 1884.

Winterset Chronicle (1880-1883)

Henry A. Wallace purchased and edited the *Winterset Chronicle*, a weekly newspaper. The Republican paper had about 400 subscribers when Wallace became co-owner. Wallace claimed that he paid twice what the paper was worth, as he "knew absolutely nothing about the business or the value of the property." In about ten months, Wallace had increased the subscriber list to 1,400. The *Winterset Chronicle* was merged with the *Madisonian* in 1883. The paper was known for a short time as the *Madisonian-Chronicle*.

Newspapers of St. Charles:

There have been several papers published since the first newspaper was started by M. I. Bean in 1884. The *St. Charles Watchman* was the first paper published by M. I. Bean in 1884. After two or three years, the paper was purchased by A. L. Wood and the name changed to the *St. Charles Reporter*. After the year 1893 or thereabouts Mr. Wood moved the outfit to second Republican paper in the county seat. (The *Reporter* was still in business in early 1894.)

Mr. P. S. Wise then started the *St. Charles Hawkeye* in April 1895, operating it five or six years with success. He then sold it to D. F. Peffley who lasted seventeen months, giving it up in July 1897. (Mr. Wise must have started the paper around 1890 because the end of Mr. Peffleys reign was documented in the *Winterset Reporter*, August 5, 1897). Then the next owner was Al P. Hass, followed by W. O. Hodgson, Fred Bolte, Otto Engstrom, Mrs. Wilton, Mr. Eldridge, Cope & Long, J. U. Gitzy, and finally Joe Long of Osceola, who sold the outfit to Mr. Eldridge and moved it away. This was at the end of May 1907.

In February 1909, Mr. P. S. Wise started the *St. Charles News*.

St. Charles Republican Intelligencer (1856-1857)

The Earlham Echo (1895-1987)

The *Earlham Echo*, a weekly newspaper, was established April 1, 1890 and for many years it was edited and published by A. L. Rowen. Paul R. Stillman was also a publisher when a young man. He was a second generation newspaper man. One of his siblings was an editorial writer on the *Des Moines Register* and later, founded the *Sioux City Journal*. The son of this pioneer editor is Paul Stillman, editor of the *Jefferson Bee*, and late speaker of the Iowa House of Representatives. The *Earlham Echo* ceased publication in 1987.

Truro has had two papers, the *Graphic* and the *Star*. Neither, however, was published there, nor is one of them left. A paper, taking the title of the *Macksburg Record*, is edited by Mr. Schell. It is a five-column quarto and is printed at Lorimor.

The Macksburg Visitor

The Macksburg Visitor was published in the early 1890s by Rev. J. E. Beard. The newspaper was not profitable and suspended operations around the end of April 1895. For some time afterwards, the *Madisonian* published a section called “Grand River Gleanings,” to compensate for the loss of the Macksburg paper. No copies of the visitor are known to have survived.

The Macksburg Independent / Independent (1916-1920)

The Macksburg Independent was published from 1916 through 1920 by Charles S. Saiser. Copies are available on microfilm at the State Historical Society of Iowa.

East Peru Mail (1898-1919)

Reference is made to the *Peru Mail* in the 1919 obituary of Albert Brisbane Vines who was noted as editor and publisher of the *Peru Mail* for 21 years. No other information on this paper has been found.

The East Peru Sentinel

The East Peru Sentinel was published in the early 1890s by Earnest Todhunter. In late April 1895, Mr. Todhunter left town to possibly settle elsewhere. He sent a letter to his father from Mexico, instructing him to sell the plant and equipment and settle his accounts but the father elected to continue the paper until a buyer could be found.

Other Newspapers:

Truro Enterprise (1892-1901)

The December 9, 1892 issue of *The Madisonian* announced that Winkley and Steer would this week issue the first *Truro Enterprise*, a six-column four-page newspaper. It appears to have ceased publication around March of 1901.

The Truro Star (1900-1903)

In late 1903, the *Madisonian* made reference to the demise of the *Truro*

Star, which had been created in late June of 1900.

Truro News (1927-1935)

The *Truro News* was published by C. P. Shane from 1927 to 1935.

Research by the County Coordinators has turned up at least five other newspapers and we believe there to be others. In November 1887, the *Madisonian* made reference to the *Earlham Herald*. In early 1894, the *Madisonian* made reference to the *Truro Enterprise*. In October, 1898, the *Madisonian* made reference to the *Macksburg Ledger*. Nothing else is known about these papers and it appears that no copies survived.

Women’s Suffrage and Susan B. Anthony



Susan B. Anthony (1820-1906)

The women’s rights activist, abolitionist and social reformer delivered a lecture for the Winterset Women’s Literary Society at the courthouse on April 23, 1875.

At that time, women were not afforded the same rights as men in the areas of employment, education, property, religion, or decisions about their children. Women could not testify in a trial, serve on a jury, or vote, leaving them without a voice or many choices.

For a decade before her arrival in Winterset, Susan B. Anthony traveled across the nation spreading her message of equality for women. When Anthony attempted to vote in the 1872 presidential election in Roch-

ester, New York, she was arrested but refused to pay the fine saying, "I shall never pay a dollar of your unjust penalty!"

Besides abolition, suffrage, and equal rights, Anthony advocated for Temperance, the movement to limit alcohol use, because its abuse led to social problems that affected women and families.

After Anthony delivered her Winterset lecture "Woman and Temperance," with numerous statistics and great zeal, *The Madisonian* reported that "...her lecture had a good deal of Woman in it but little Temperance. It should have been titled the Social Evil...many of her ideas were wild...many of her premises were false."

In 1878, Susan B. Anthony and Elizabeth Cady Stanton wrote the first women's suffrage amendment introduced to Congress which became known as the "Susan B. Anthony amendment." For decades it was rejected. On her 85th birthday and last public appearance in 1906, Anthony declared that "Failure is impossible!"

Anthony didn't live to see women get the right to vote. The 19th Amendment passed in 1919, and was ratified in 1920, 45 years after her Winterset speech and a hundred years after her birth.

"...and when women shall intelligently and seriously set themselves about the work...they will find something more than tears and prayers needful for the task. Moral, social, financial, political influence and power are all needed and must all of them be united into one earnest, energetic and persistent force." - Susan B. Anthony, Madison County Courthouse, 1875

George Washington Carver & Carver Park

"The world of science has lost one of its most eminent figures," President Franklin D. Roosevelt remarked on Carver's passing in 1943.



Born on a farm near Diamond, Missouri, the exact date of Carver's birth is unknown, but it's thought he was born in January or June of 1864. Nine years prior, Moses Carver, a white farm owner, purchased George Carver's mother Mary when she was 13 years old. The elder Carver reportedly was against slavery, but needed help with his 240-acre farm. According to E. R. Zeller in an article called "An Appreciation Dr. G.W. Carver" in the March 10, 1932 issue of *The Winterset Madisonian*, George's father was the property of a Mr. Grant living on an adjoining plantation to the Carvers.

His name was Giles. Carver grew up knowing little about his father, who died in a log hauling accident either before or just after George was born.

When Carver was an infant, he, his mother and his sister were kidnapped from the Carver farm by one of the bands of slave raiders that roamed Missouri during the Civil War era. They were sold in Kentucky. Moses Carver hired a neighbor to retrieve them, but the neighbor only succeeded in finding George, whom he purchased by trading one of Moses' finest horses.

Moses Carver and his wife Susan raised the young George and his brother James as their own and taught the boys how to read and write. James gave up his studies and focused on working the fields with Moses. George, however, was a frail and sickly child who could not help with such work; instead, Susan taught him how to cook, mend, embroider, do laundry and garden, as well as how to concoct simple herbal medicines. (Research suggests he had whooping cough as an

infant, as well as various respiratory illnesses growing up, which left his voice was permanently high-pitched.)



At a young age, Carver took a keen interest in plants and experimented with natural pesticides, fungicides and soil conditioners. He became known as the “the plant doctor” to local farmers due to his ability to discern how to improve the health of their gardens, fields and orchards.

In 1877, at the age of eleven, Carver left the farm to attend an all-black school in the nearby town of Neosho. It was at this point that the boy, who had always identified himself as “Carver’s George” first came to be known as “George

Carver.” He was taken in by Andrew and Mariah Watkins, a childless African American couple who gave him a roof over his head in exchange for help with household chores. A midwife and nurse, Mariah imparted on Carver her broad knowledge of medicinal herbs and her devout faith.

Disappointed with the education he received at the Neosho school, Carver moved to Kansas about two years later, joining numerous other African Americans who were traveling west.

George lived in Fort Scott, where he cooked for a wealthy family in exchange for board, clothes and school privileges. He left that city after the murder of a black man. George attended a series of primary schools before earning his diploma from Minneapolis High School in Minneapolis, Kansas, in 1880. In 1885, Carver was accepted to the all-white Highland College but was later rejected when the administration learned he was black. In 1886, he moved to Beeler, where he settled a homesteading claim, and dedicated his time to assembling an extensive collection of botany and geological specimens.

“I went from there to the Western part of Kansas where I saw the subject of my famous Yucca and Cactus painting that went to the World’s Fair. I drifted from here to Winterset, Iowa.” Arriving in 1888 in his early to mid-20s, George was employed at the Shults Hotel (later called the Arcade Hotel) as the head cook. After leaving the hotel, he ran a small laundry from his home - reportedly a shack or very small house near the Winterset Cemetery and the residence of J. M. Hobson.

A deeply religious man, George attended the First Baptist Church during his first week in Winterset. His fine, high tenor voice caught the attention of the choir leader, Mrs. Helen Milholland. George befriended the well-educated and cultured Dr. and Mrs. Milholland, who shared mutual interests in art, music and gardening. Carver instructed Mrs. Milholland in art in exchange for lessons on the piano. George was often in the Milholland’s greenhouse, pursuing his horticultural interests.



The Milhollands encouraged George to go to an art school, and chose nearly private Simpson College for him. George enrolled on September 9, 1890. The friendship and correspondence between George and the Milhollands continued until Helen’s death in 1935. In a letter from George to Mrs. Milholland in 1901, he described their special influence on his life: “I think of you often and shall never forget what you were to my life, how much real help and inspiration you gave me. You, of course, will never

know how much you (have) done for (me)...drifting here and there as a ship without a rudder. You helped to start me aright and what the Lord has in his kindness and wisdom permitted me to accomplish is due to a very great measure to your real genuine Christian spirits. How I wish the world was full of such people.”

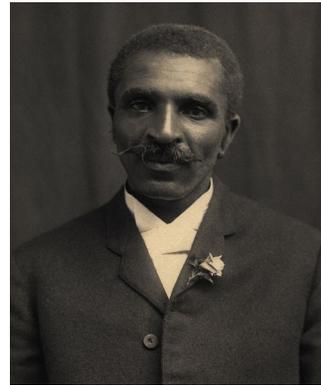
Mrs. Milholland's friend, Thankful Robbins (see her biography) was an herbalist who was also a positive influence on George. He often explored the areas south of his home to the Middle River valley, collecting samples from nature. Robbins' son once found him there with an aching throat and chest. He took George back to his home, where Mrs. Robbins nursed him back to health, shared her knowledge of plants, and expanded his interest in using plants as remedies.

In a letter to *The Winterset Madisionian* in October 1932, Dr. Carver wrote of himself and Winterset, "A message of greetings to the dear Iowa people...inspiring, lifting up and guiding as their own child, an unattractive, mediocre, orphan boy...My life has been a miracle from the very beginning, frail of body and with no one to guide me except the good Christian people who spared no pains in their efforts to push me along, in the highest and best way. I finally landed at Winterset, Iowa. I was at once adopted by those good people, pushed off to Indianola, dear old Simpson College, from there to the Iowa State College at Ames."

The Winterset Madisionian, September 20, 1895, "G.W. Carver, assistant botanist of Ames College, was here this week visiting Dr. Milholland and other friends, while on a botanical tour gathering specimens of weeds and plants, the object being not so much to find rare specimens as to find out the different diseases that affect vegetable growth, and the cause thereof."

After nearly two years in Winterset, Carver attended Simpson College for one year. He was the first African American to do so. His art teacher, Etta Budd, came to appreciate his many talents. She encouraged him to enroll at Iowa State College (now University) where her father was a professor of horticulture. In 1894, Carver became the first African American student to study there and to earn a Bachelor of Science degree. Impressed by Carver's research on the fungal infections of soybean plants, his professors asked him to stay on for graduate studies. At ISU, Carver was mentored by James F. Wilson, future United States

Agricultural Secretary (1897-1913), and befriended Henry A. Wallace, future Vice President of the United States (1941-1945). He became the first African American staff member at the university. Carver worked with famed mycologist (fungal scientist) L.H. Pammel (after whom Pammel Park was named) at the Iowa State Experimental Station, honing his skills in identifying and treating plant diseases.



In 1896, Carver earned his Master of Agriculture degree and immediately received several offers, the most attractive of which came from Booker T. Washington (whose last name George would later add to his own) of Tuskegee Institute (now Tuskegee University) in Alabama. Washington convinced the university's trustees to establish an agricultural school, which could only be run by Carver if Tuskegee was to keep its all-black faculty.

Carver accepted the offer and would work at Tuskegee Institute for the rest of his life.

Carver's idea of crop rotation proved to be most valuable. Through his work on soil chemistry, Carver learned that years of growing cotton had depleted the nutrients from soil, resulting in low yields. But by growing nitrogen-fixing plants like peanuts, soybeans and sweet potatoes, the soil could be restored, allowing yield to increase dramatically when the land was reverted to cotton use a few years later.

Farmers, of course, loved the high yields of cotton they were now getting from Carver's crop rotation technique. But the method had an unintended consequence: A surplus of peanuts and other non-cotton products. Carver set to work on finding alternative uses for these products. For example, he invented numerous products from sweet potatoes, including edible products like flour and vinegar and non-food items such as stains, dyes, paints and writing ink. But Carver's biggest success came from peanuts. In all, he developed more than 300 food, industrial and commercial products from peanuts, including milk, Worcestershire sauce, punches, cooking oils and salad oil, paper,

cosmetics, soaps and wood stains. He also experimented with peanut-based medicines, such as antiseptics, laxatives and goiter medications. It should be noted, however, that many of these suggestions or discoveries remained curiosities and did not find widespread applications.

Beginning in 1906, Carver helped organize a series of agricultural schools on wheels that traveled around Alabama offering practical, hands-on lessons and information on everything from crop, seed and fertilizer selection to dairy farming, nutrition and the best types of animals to breed in particular regions. These “moveable schools” reached thousands of people each month and were eventually expanded to include sanitation demonstrations and registered nurses who offered medical advice and assistance.

“What Carver comes to see,” Mark Hersey, a history professor at Mississippi State University and author of an environmental biography of Carver, says, “was that altering [black sharecroppers’] interactions with the natural world could undermine the very pillars of Jim Crow.” Hersey argues that black Southerners viewed their lives under Jim Crow through an environmental lens. “If we want to understand their day to day lives, it’s not separate drinking fountains, it’s ‘How do I make a living on this soil, under these circumstances, where I’m not protected’ by the institutions that are supposed to protect its citizens?” Carver encouraged farmers to look to the land for what they needed, rather than going into debt buying fertilizer (and paint, and soap, and other necessities—and food). Instead of buying the fertilizer that “scientific agriculture” told them to buy, farmers should compost. In lieu of buying paint, they should make it themselves from clay and soybeans.

“He gave black farmers a means of staying on the land. We all couldn’t move north to Chicago and New York,” Michael Twitty, a culinary historian, told the *Chicago Tribune*.

He cared about helping what he called “the furthest man down.” Carver’s student John Sutton, who worked with him in his lab around 1919, recalled: “When I could not find the ‘real’ scientist in him, I

became hurt.... I should have known better since time and again he made it clear to me that he was primarily an artist who created good ... out of natural things. He knew that he was not ‘a real chemist’ so-called engaged in even applied chemical research. He used to say to me jokingly, ‘You and I are ‘cook-stove chemists’ but we dare not admit it, because it would damage the publicity that Dr. Moton (Booker T. Washington’s successor) and his assistants send out in press releases about me and my research, for his money-raising campaigns.’”

In 1921, Carver appeared before the Ways and Means Committee of the U.S. House of Representatives on behalf of the peanut industry, which was seeking tariff protection. Though his testimony did not begin well, he described the wide range of products that could be made from peanuts, which not only earned him a standing ovation but also convinced the committee to approve a high protected tariff for the common legume. He then became known as “The Peanut Man.”

In the last two decades of his life, Carver lived as a minor celebrity but his focus was always on helping people. He traveled the South to promote racial harmony, and he traveled to India to discuss nutrition in developing nations with Mahatma Gandhi. Up until the year of his death, he also released bulletins for the public (44 bulletins between 1898 and 1943). Some of the bulletins reported on research findings but many others were more practical in nature and included cultivation information for farmers, science for teachers and recipes for housewives.

In the mid-1930s, when the polio virus raged in America, Carver became convinced that peanuts were the answer. He offered a treatment of peanut oil massages and reported positive results, though no scientific evidence exists that the treatments worked (the benefits patients experienced were likely due to the massage treatment and attentive care rather than the oil).

In 1941, Time dubbed him the “black Leonardo.” He was a close friend

of Henry Ford, a fellow eccentric and inventor. (As Carver became increasingly ill with age, Henry Ford had an elevator built in Carver's home to make it easier for him to move around.)

“George Washington Carver, born a slave in Missouri and who became an eccentric agricultural scientist, was the most prominent African-American in the United States following a speech he gave to a congressional committee about tariff protections for peanuts — and all this at a time when blacks were all but absent from mainstream American life. When you consider this, it makes sense that Carver's significance is so hard to translate into contemporary life. His celebrity was so peculiar, so specific to his moment,” states Gene Denpy in the article “George Washington Carver, The Black History Monthiest of Them All” on *NPR*, February 11, 2014.

George never married, reportedly believing that the responsibilities of a wedded life would interfere with his life work. (Zeller, *The Winterset Madsonian*, March 10, 1932)

Carver died on January 5, 1943, at Tuskegee Institute after falling down the stairs of his home. He was 78 years old. Carver was buried next to Booker T. Washington on the Tuskegee Institute grounds. Soon after, President Franklin D. Roosevelt signed legislation for Carver to receive his own monument, an honor previously only granted to presidents George Washington and Abraham Lincoln. The George Washington Carver National Monument now stands in Diamond, Missouri. Carver was also posthumously inducted into the National Inventors Hall of Fame.

Linda McMurry, author of the biography *George Washington Carver: Scientist and Symbol*, writes that Carver was ubiquitous in his time, and one of the dozen or so most famous people in America. “In the last four years of his life, his name was attached to almost everything even remotely connected with blacks, such as a ‘colored theatre’ in Norfolk, a swimming pool in Indianapolis, a settlement house in Pittsburgh, a

‘professional building’ for Negroes in Cincinnati, and a Women's Christian Temperance Union chapter in Atlanta,” she writes. “Eventually it became practically impossible to enter a black community anywhere in America without being reminded of the existence of a man named George Washington Carver.”



Carver's time in Winterset is remembered with a quiet and inviting park next to the site of the hotel where he once worked. Carver Park was established in 1988. The “Dream Big Dreams” mural

created by Madison County students was installed in 2014.

Paxton Williams, the executive director of the George Washington Carver Birthplace Association in Missouri, and author and star of a one-man play about the scientist's life, has visited Winterset during the Covered Bridge Festival to perform his one-man act about Carver.

- “When you can do the common things of life in an uncommon way, you will command the attention of the world.”
- “Look about you. Take hold of the things that are here. Let them talk to you. You learn to talk to them.”
- “Fear of something is at the root of hate for others and hate within will eventually destroy the hater. Keep your thoughts free from hate, and you need have no fear from those who hate you.”
- “Nature study is agriculture, and agriculture is nature study - if properly taught.”

Agriculture



The soil of the county was adapted to the raising of crops such as timothy and clover, oats, corn, rye, barley, buckwheat, Irish potatoes, sweet potatoes, tobacco and more.

In 1889, according to *Three River Country*, there were 100,000 hogs in the county. “Every farmer is a hog grower.” The raising of cattle was gaining growth at the same time. There were an estimated 75,000 in 1889, with the majority of breeds being Black Polled Angus, Galloways, Herefords, Holsteins, and Shorthorn.

“Madison County has made a record of producing as fine a lot of draft horses as were ever offered in the markets of Chicago, Boston and New York City...Without exaggerating, it is safe to state that Winterset and Madison County in the last six years have furnished more fine drivers, fast steppers, for the Iowa cities and the eastern and western markets than any county in the state.”

According to the Iowa Cooperative Soil Survey (2013), Madison County consists of approximately 356,602-361,600 acres of land, and 90.6% of the county is of farmland (Department of Agronomy, ISU, 2004). It is dominated by corn and soybean production. According to the 2012 Census of Agriculture, there were 961 farms (a total of 276,104 acres) in Madison County. Within those farms, 66.7% of the land was cropland, 19.2% was pasture, 8.1% was woodland, and 6% had other uses. The top crops were corn (for grain), soybeans, forage-land used for all hay and haylage, grass silage, and greenchop, corn (for silage) and flower seeds. The top livestock were layers (chickens), pullets for laying flock replacement (chickens), hogs and pigs, cattle and calves, and pheasants.

Part of Iowa's agricultural story



Iowa ranks #1 in the United States with the highest percentage (74.7%) of its area used as cropland. (8.1% is categorized as grassland pasture and 8.3% as forest use).

The following excerpts are from “Early Agriculture” by Margaret Atherton Bonney, Ed., *The Goldfinch 2, No. 3* (February 1981):

Long before American settlers pushed westward, Native Americans raised crops along the rivers of Iowa. Using tools made from buffalo shoulder blades tied to wooden handles, they planted maize, beans and squash. For them the open prairies were places to hunt, not to farm. Herds of buffalo, deer and elk ranged over the land. Thick as clouds, the flocks of prairie chickens rose from the grass, where wild fruits and strawberries ripened.” Settlers on the prairie faced a different set of problems than pioneers of the forested lands. Breaking up the matted root system of the prairie sod required large, strong plows pulled by many oxen. As settlers moved farther out on the prairie, there was no wood for homes, fences and fuel. Much of the prairie was swampy. A way was needed to drain away the water before the land could be farmed. These earliest farmers planted crops that supplied their families and livestock with food. They kept a few chickens and hogs, a cow and some sheep. Orchards were often planted.

Farmers cleared more land and grew a bigger crop each year. Extra wheat, corn, oats or hogs were traded or sold. Farmers would trade these items for things that could not be made on the farm, such as sug-

ar, coffee, thread or cotton cloth. If these goods were sold, the money would be used to buy more land or to pay taxes.

Farmers arriving from the many different regions of the United States brought their special agriculture with them. Those from New England and New York carried the seeds for plum, apple and pear trees. Kentuckians brought their knowledge of improved seed and livestock breeding. From Pennsylvania and Ohio fine flocks of sheep came to graze in the dry pastures of southern Iowa. People farming prairie soil faced a serious plowing problem. The soil stuck to the wood or iron blade making work slow because the plowman was forced to stop often and remove the gluey coat of dirt. In Illinois John Deere's success in creating a steel plow solved this problem. The plowshare cut through the earth without sticking. At the same time Cyrus McCormick manufactured his reaper. New farm machinery worked quickly and saved time. Farmers found that they could grow and harvest more acres of grain.

In the 1860s, when Iowa's men marched off to the Civil War, many farms were left to the care of women, children and older farmers. The new machinery made it possible for them to produce food to support the armies. Women kept up their usual washing, cooking and sewing and child care as well as tending to the livestock and the crops.

Steam engines already provided power for riverboats. Now these engines pulled trains westward. People and goods were getting around faster than ever before. This meant that settlers could travel to Iowa more easily, and farmers could ship their products quickly over long distances.

Before the Civil War trains had already reached the Mississippi River from the East; and rails had been laid to Iowa City, Cedar Falls and Ottumwa. With the post-war railroad boom, Iowa farm products could reach the growing markets of the East, South and West.

During the Civil War wheat prices went up, and Iowans planted more. With the end of the war the "bottom dropped out" of wheat prices. In older fields, wheat yields grew poor. Also, pests like grasshoppers and chinch bugs attacked the wheat, destroying the whole crop in some years. For many Iowa farmers, that was the signal to put their energy into corn and livestock. Iowans realized they could make more money on corn, particularly when faced with competition from wheat from newly-opened farms on the Great Plains. Corn was worth more per acre and Iowa could grow it better than Nebraska and Kansas. There was a good market for animals at packing plants in Sioux City or Chicago. Corn-fed hogs and cattle soon led Iowa agriculture. Another reason farmers stopped planting wheat year after year was because it wore out the soil.

Over the years farmers learned that soils differed around the state. Certain crops did better in certain areas. Agricultural regions took shape in Iowa even though most of the soils were excellent for corn and other grains. The northeast was good for pasture. Dairy cattle thrived there. In the southern, western, and eastern areas livestock became common. Farmers in north central Iowa learned that one of the most productive uses for Iowa land was to grow corn, feed it to hogs and market the hogs. Later, after the development of refrigerated railcars, farmers started using this process for beef too.

Americans were used to thinking there would always be more land for new farms. By the 1880s they saw this would not be true much longer. Farmers began to take an interest in keeping their soil fertile. They rotated corn with oats and hay to prevent crop diseases and insects. Crop rotation also helped to keep the soil supplied with different plant foods, instead of wearing it out by growing the same crop year after year. In the low, swampy areas of prairie, farmers learned to tile the fields to drain off the water.

Farmers also learned that certain breeds of hogs and cattle produced better meat than others. They began to raise animals that sold best at the packinghouses. Special attention was also given to the feeding of animals to produce the best possible meat.

By the start of the 20th century, farming in Iowa was very much a business. The golden age of agriculture had arrived. But farmers were moving away from the simple country life. Good business planning and labor-saving machinery became more and more important. Farms grew larger and required fewer hands. As time went on, fewer and fewer Iowans worked closely with the soil.

All across the nation people moved to cities, where there were jobs in factories and shops. America was on its way to becoming an industrial nation. Although Iowa developed large and important industries, agriculture would remain an important part of life throughout the 20th century.

Both horses and oxen provided the power on American farms up until the middle of the 1800s. But oxen were too slow to pull the new machinery Iowans began using in the 1850s and 1860s. Most of the horses were fast enough, but tired quickly. Powerful animals like the draft horses used in Europe were needed. Iowans imported Percherons, Belgians and Clydesdales. Along with the other agricultural states of Ohio, Michigan and Illinois, Iowa became a leader in breeding draft horses. European settlers began farming early in the 1800s in Iowa. They were eager to move into the area. They learned much about farming in the mid- to late-1800s. Many changes occurred on Iowa farms during those early years. Equipment and crops changed. Scientific advances affected farming. A war and hard economic times forced changes on the farm. All the changes led up to a time that was known as the Golden Age of Agriculture. But the good times didn't last. Amidst all the changes that occurred in the early days of farming in Iowa, one thing never changed. Agriculture remained a core of Iowa life.

By the 1880s there were settlers from the Mississippi River to the Missouri River. The pioneer days were over. At first many pioneer families planted wheat. They ground it into flour for their own use or sacked it and shipped it down the rivers. Because a sack of wheat is heavy, it was expensive to transport. Soon farmers learned that they could make more money growing corn. They didn't ship the corn down the river. They fed corn to hogs and then sent the hogs to market. Sometimes

they drove the hogs to a river for shipment. In the winter they sometimes butchered the hogs on the farm and hauled the frozen meat in a wagon. Growing corn became so profitable that Iowa and the rest of the Midwest became known as the Corn Belt. Wheat farming moved onto the Great Plains where they could not grow corn as well.



It took only about 40 years for all of Iowa to become covered with small farms. Most of the native prairies disappeared because farmers plowed them up to plant crops. A few small prairies remain to remind us what Iowa looked like before the pioneers arrived.

As technology has improved, farm families have been able to increase the number of acres they tend. The average size of an Iowa farm in 1950 was 170 acres. In 2000 the average acreage was 340 acres. This has caused the number of Iowa farms to drop from 200,000 in 1950 to 94,000 in 2000.

More farmers are using soil conservation methods. Farmers are not plowing their fields as often or as deep. This helps to keep soil from blowing away. Some farmers are planting buffer strips—wide strips of grass—along waterways. These practices help to prevent erosion of soil and water pollution.

Madison County Fair

The first annual fair was held October 8th and 9th, 1856, almost two miles northeast of Winterset. (This was on the James James farm, southeast quarter of the northeast quarter of Section 29, Union

Township.) The second annual exhibition was held at the same place as the first, on October 1st and 2nd, 1857. In the stock department, it was considered an improvement over the previous year, but not in the grain and vegetable departments. There were seventy-two entries in horses and fifty-three in cattle. In 1858, the board directors decided to lease ten acres of ground half a mile from Winterset. (This ground was south of the M. Schroeder brewery, in the northeast quarter of Section 31, Union Township, later owned by Mrs. S. D. Alexander.)

Fairs were held here annually until 1866, except the years 1861, 1862 and 1863, when there were no exhibitions due to the Civil War. It is not known when the first fair was held at the grounds west of Winterset. In the report for 1865 the secretary states, "The Board of Supervisors have appropriated \$300.00 for purchasing new grounds, and \$200.00 was raised by individual subscriptions." In the report for 1866, it states that "the fair was held at the grounds near Winterset. The Society have purchased the old fair ground and are some in debt. However, a deed was not made to the Society until Sept. 2, 1867." Fairs were held here annually in September, except in 1894. However, the Society continued its exhibitions with more or less success, until the year 1913, when it closed its books, sold the 22-acre tract of property, turned the balance of money on hand to the treasurer of Madison County, and went out of existence in 1914.

After a 34-year hiatus, the Madison County Fair was revived in August of 1948 at the new fairgrounds on Highway 92. It was a three-day affair (Monday-Wednesday) that involved 4-H and FFA, and was conducted by the newly organized Madison County Livestock Fair Association. Its principal features were the county club air, the annual Winterset horse show, and the open class livestock competition. As the features grew, so did the number of days. By 2002, the county fair had moved up to mid-July, where it remains today.

The Delicious Apple / Jesse Hiatt



Starting in the spring of 1856, Jesse Hiatt (born in 1826 in Guilford County, North Carolina) homesteaded in Scott Township, Peru, Madison County. He was a peaceful Quaker who built a small log cabin, where he and his wife, Becky Jane, raised their ten children. From humble beginnings and years of hard work the Hiatt's prospered shortly after the Civil War. Jesse built the largest barn in Madison County at the time, and then a flour

mill (which did well for two years until "chinch bugs, drought and a wheat failure" caused them to operate at a loss for the next 10 to 12 years). To recover financially, Jesse turned to his garden and orchard, where he successfully grew new varieties of fruit. He had developed two of his own apples - the Hiatt Sweet and the Hiatt Black - as well as a special variety of potatoes.

In 1872, Jesse received a shipment of Bellflower apple seedlings which he planted. As the trees grew, a strange new seedling sprouted up between the rows of Bellflower and Winesap apple trees. Jesse cut it down each time it emerged, and each time the little tree came up again. The third time it sprouted, Jesse said, "If thee must live, thee may." When the tree was ten years old, it produced its first apple. It had an odd elongated shape, with strawberry-colored streaks and five points on the end. (It is thought to have been an accidental cross between Bellflower and Winesap apples.) Jesse proclaimed that it was "the best tastin' apple in the whole world," and as a loyal Iowan, called it the Hawkeye. The tree produced ever-increasing crops and survived storms and freeze thanks to Hiatt's careful attention. According to local Arthur Goshora, who wrote of his encounters with Jesse Hiatt as a young boy in the mid to late 1870s for the *Winterset News* in 1925, Jesse "always had an apple in his hand and he was talking apple." Hiatt reportedly told Goshora and his father that the Hawkeye apple was "the equal of any apple on earth."

Jesse sent his apples to all the fairs and exhibits in the area. When he tried to persuade his friend, Judge W. H. Lewis, a nurseryman of nearby Winterset, that it would be profitable for him to graft and sell the trees, the nurseryman failed to see any future in Hiatt's apple.



In 1893, eleven years after Jesse had tasted his first Hawkeye apple, he sent in four specimens to the Stark Brothers Nursery and Orchard Company in Louisiana, Missouri. C. M. Stark had helped develop an outstanding company and a widely-acclaimed annual fruit show, the International New Fruit Show. Stark purportedly carried around a little red notebook, in which he was continually jotting down names for new fruit varieties. For years his book had contained the name "Delicious". When Stark tasted the apple that Jesse had sent in, he knew he had at last found the Delicious apple! (The name of the apple was later changed to Red Delicious when Stark Brothers developed a Golden Delicious apple.) Unfortunately, due to some poor record keeping, Hiatt's name and address were lost, and it wasn't until Hiatt reentered the competition the following year that his Hawkeye was officially declared the winner.

Excitedly Stark wrote to Hiatt to learn more about the apple and the history of the tree. In answer Jesse wrote, in part, "I am nearly 70 years old and have raised apples all my life and would not willingly overestimate this apple for 40 such varieties, but if it is not a better apple than any in your long list, it will cost you nothing. I have never seen a man taste it but who says it is the best apple he ever saw. It hangs

on the tree as well as Ben Davis, keeps as well, is a good shipper, is as large, of finer color. The tree is as strong a grower and very hardy. It bears young and bears every year. Once you introduce it, there will be little call for Jonathan. The tree is similar to Winesap, except branches are stronger and need little or no pruning. Both tree and fruit are perfect models. The tree is strong, has finely molded limbs, which are adapted to bearing great weights of fruit. It does not succumb to blight and never shows any signs of tenderness. During the last eight years, drought and cold have killed three-fifths of my orchard up here in Iowa, but this tree has withstood it all. It is praised by all who have tasted it, and it has a peculiar quality which cannot be surpassed or described and has a delicious fragrance. It is brilliant red in color, often mingled with gold near the blossom end. All declare it to be the best apple in the world."

The Stark Brothers purchased the propagating rights for the tree, and spent \$750,000 to introduce and advertise the apple to the American public. In the first quarter of the 20th century, Stark Brothers sent out nearly eight million trees. By 1922 the "Delicious" apple crop value alone was estimated at \$12 million. The Delicious apple became America's best-selling apple for over a century. 60 percent of all apples sold in the world today are descendants of the Red or Golden Delicious apples made famous by the Stark Brothers so long ago.

The original tree in East Peru died in 1940 when the Armistice Day frost killed it. Two sprouts appeared near the old stump the year after its death. With the expert help of horticulturists from Iowa State University, the sprouts were removed, protected, and nurtured until one of the healthy offspring of the original grandmother tree could be transplanted back again. By 2008, a new Red Delicious Apple tree was growing apples again on the spot where that first stubborn sprout popped up where it didn't belong, nearly 150 years before!

Today, the fruit that bears the Delicious name bears little resemblance to that original Hawkeye. The yellow streaks are gone, replaced by a

bright red shine. They are bred for shelf life, durability, and crunch but have lost their original flavor. How ironic that it now resembles the very same attributes of the Ben Davis that led Stark to seek a replacement. Through the efforts of the Leopold Center for Sustainable Agriculture at Iowa State University and the Seed Savers Exchange in Decorah, Iowa, cuttings from the original tree have been propagated. At Wilson's Orchard in Iowa City, owner "Chug" Wilson's Hawkeye trees have been bearing fruit since 2002, and visitors can pick those apples along with many dozens of other varieties at Wilson's every fall.

Around 1921-22, E. K. Harlan (curator of the State Historical Society) suggested a monument to mark the apple's discover. The State Historical Society partnered with the Madison County Historical Society and the State Horticultural Society to undertake the work. A large boulder of Sioux Quartzite, which came from the Caleb Price farm, became a marker honoring the first Delicious apple tree and was placed in the Winterset city park in 1922 where it remains today.

Jesse Hiatt passed away in 1898 at the age of 71. It was said that while he lived to see the apple he had propagated become the best known apple in America and the best seller, he hardly made a dollar from it. Hiatt is buried in the Peru Cemetery.

The Hiatt farm has been owned by Raymond Tracy and W. B. Landis.

The Wallace Family

(Written for *Iowa Pathways* by Marcia Meller)

The Wallaces were known as one of Iowa's most famous and respected farm families of the twentieth century. Three generations of men—each one having the first name of Henry—became important agricultural leaders in the state and the nation. They all had a love of the soil and believed in providing service to humanity, which became the Wallace tradition. All three became national leaders in their field.

I. Henry C. Wallace / "Uncle Henry" (1836-1916)

Henry C. Wallace was born in 1836 in western Pennsylvania. His father, John Wallace, immigrated from Ireland and owned a farm in western Pennsylvania, which Henry worked on with his seven siblings. He became an ordained minister after finishing his theological studies at Monmouth College in Illinois. Affectionately referred to as "Uncle Henry," Henry Wallace taught school for two years at Columbia College in Kentucky and in an academy at West Newton, Pennsylvania during the summers. He married Nancy Cantwell, the daughter of an Ohio politician, in 1863, and their son, Henry Cantwell Wallace, was born in 1866. Henry moved the family to Iowa as a minister. He spent time as pastor in both Morning Sun, Iowa and Rock Island, Illinois.

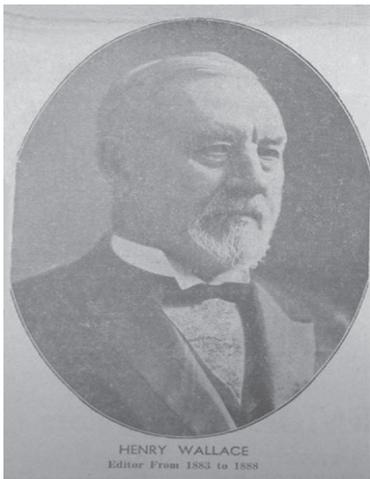


In 1877, he moved his family to Winterset, Iowa. Ill with tuberculosis - a disease that also afflicted his six siblings and parents - Wallace moved to Winterset to be near land he owned in Adair County. On doctor's orders he

resigned from the ministry within the year.

"Having got settled in the new home, H.C. Wallace threw himself with great enthusiasm into the development of the Adair County farms. He was brought up on a farm, and had a natural love for the things of the farm. Within a comparatively short time he sold all but three of the pieces of land he owned in Adair County, making a fair profit on them, and began the development of the three farms, one as a steer feeding farm, the second as a dairy farm, and the third as a hog farm. H.C. Wallace was one of the first men to breed purebred cattle and hogs in Adair County, and I think he took into that county the first imported French draft horse. He developed one of the best herds of

Poland Chinas in the state. It was his practice to drive over to Adair County sometime on Monday of each week...and to come back about Friday. He spent time between these three farms...He built a creamery on one of these farms and undertook to make strictly fancy butter...I think H. C. Wallace was the pioneer apostle of clover growing in Madison and Adair Counties. Others had grown clover there more or less successfully; but he both grew it and preached its value to farmers generally...and he became the leading clover authority in the United States." - Henry Cantwell Wallace's biography of his father, printed in the *Winterset Madisionian*, July 18, 1956.



Wallace first wrote about agricultural topics for the *Winterset Madisionian* newspaper in 1879. He then used the *Winterset Chronicle* as his pulpit. In 1883 he began writing for the Des Moines-based Iowa *Homestead* newspaper and became editor in 1885, working out of Winterset.

In February 1895, after editorial differences, Wallace resigned, and his name went on the masthead of the bi-monthly *Farm and Dairy*, which was printed in Ames by his sons, Henry and John. The operation moved to Des Moines in 1896 and

evolved into *Wallaces' Farmer*, a weekly.

Uncle Henry originally planned to deal only with the problems of Iowa farmers. However, as years passed and *Wallaces' Farmer* grew into a national weekly publication dedicated to the interests of farmers throughout the United States, it began to provide more than just farm news. It also included a woman's page and a weekly Sunday school lesson. Each week the top of the paper carried the motto "Good Farming, Clear Thinking, Right Living."

He pioneered crop rotation and fertilization of crops as ways to save farmland. He wrote about dairying and cultivating and grass. Uncle

Henry told his readers "Land will wear out unless it is put back to grass." (*Hawkeye Adventure*, pg. 293) He envisioned great improvements that could be made in farm life.

In 1895 he served as one of 12 educators asked to study the rural school system. The report from this committee was referred to for many years regarding rural school problems.

In 1908, when Uncle Henry was 70 years old, President Theodore Roosevelt asked him to head up the Country Life Commission. This group investigated and reported on farming conditions in the country. The report findings were quoted for years after the report came out.

For over 30 years he was known as one of Iowa's best loved citizens. "Uncle Henry" Wallace died in 1916. He left the *Wallaces' Farmer* operation to his son Henry C. Wallace. The paper started by Uncle Henry was used by three generations of Wallace family members as a voice of agriculture.

II. Henry Cantwell Wallace / "Harry" (May 11, 1866–October 25, 1924)

Henry C. Wallace was called "Harry" to keep from confusing him with his father. Born in Rock Island, Illinois, young Harry completed his elementary and secondary education in the Winterset schools and assisted his father on the farm. Both father and son shared an interest in journalism, and Harry served as an apprentice to his father with the local newspaper. Harry left Winterset in 1885 to attend Iowa State Agricultural College (now Iowa State University). He left the college two years later and married a schoolmate, Carrie May Brodhead, in November. The two returned to Adair County and became tenant farmers on his father's farm, called Catalpa. They had two children - Henry Agard (1888) and Annabelle (1891) - while living on the farm. (They eventually had six children together.)

In 1892 Harry decided to return to Iowa State College to complete

his college degree. He realized that farmers' problems needed a more scientific approach. The family rented a run-down house on the outskirts of Ames. They had almost no income. Harry crowded two years of schooling into one. He wanted to become a professor at the college. He stayed on at Iowa State for two years after graduating as a professor of Dairy Sciences. He often invited his associates and students to visit his home. One young professor invited to the Wallace home for food and companionship was George Washington Carver. (Harry's young son Henry A. Wallace often joined Carver on long walks around the university's fields. See story below.)



In Ames, Harry became a partner in a small newspaper called *Farm and Dairy*. He wrote articles about experiments conducted on college farms and in the classrooms. This newspaper was later sold to Harry's father, Henry C. Wallace, and would be known as *Wallaces' Farmer*. Harry Wallace left Ames in 1896 and moved to Des Moines. He became the associate editor of *Wallaces' Farmer*. In 1916, Harry Wallace became editor of the paper after his father's death. He carried on his father's work and assumed his place in public

life as *Wallaces' Farmer* continued to grow. Harry also helped establish 4-H clubs and extension programs in Iowa, and he helped start the Iowa Farm Bureau.

Harry Wallace served as the editor of the *Wallaces' Farmer* for 26 years. He was the longtime president of the Cornbelt Meat Producers Association. In 1921, he was named Secretary of Agriculture under President Warren G. Harding. Harry's son, Henry A. Wallace, succeeded him as the next editor of *Wallaces' Farmer* in 1921 when Harry became Secretary of Agriculture. He took office about eight months after the farm depression had struck. Harry promoted programs for American farmers struggling against over-production and the collapse of farm

prices following the First World War. He was responsible for bringing the phrase "farm relief" to the public. This was a concept of helping manage crop supply and also helping farmers with new technologies. This phrase would often appear in future political campaign platforms. Harry continued to serve as Secretary of Agriculture after Vice-President Calvin Coolidge succeeded to the Presidency following the death of President Harding in August of 1923.

Harry died while in office on October 25, 1924, just ten days before the next election. He was 58 years old. Harry had suffered a gall bladder attack and a bout of appendicitis, and the complications of surgery led to his death. Harry was buried in Woodland Cemetery in Des Moines. His book *Our Debt and Duty to the Farmer* was published posthumously.

III. Henry Agard Wallace / "Young Henry" (October 7, 1888–November 18, 1965)

Henry A. Wallace was born on a farm in Adair County, Iowa, the first of six children born to Henry Cantwell Wallace and May (Broadhead) Wallace. He had a lifelong interest in food and agriculture, making lasting contributions to these fields. Henry A. Wallace loved learning and experimenting. Growing up, George Washington Carver and Henry A. formed, what would become, a lifetime friendship. Carver was a frequent guest in the Wallace home. They often went on long walks around the fields and meadows of Ames. George Washington Carver taught the 6-year-old how to identify different parts and species of plants.

Henry A. inherited his deep religious feeling for the soil and his practical drive to get things done from his grandfather "Uncle Henry" Wallace. Henry A. patterned his life on the Wallace family values of religious devotion, sense of duty and love of agriculture. His own motto was "Peace, Prosperity and Equality."

In 1910 after he graduated from Iowa State, Henry A. began corn-breeding experiments that took up much of his time and interest for the next 20 years. In 1926 he founded Hi-Bred Corn Company

which changed its name in 1935 to Pioneer Hi-Bred International, Inc. (In 1999, DuPont became 100 percent owner of Pioneer.)



Henry A. served as editor of the family paper from 1921 until 1933. During the time he served as editor of *Wallaces' Farmer*, Henry A. became a very good writer. As editor and author he wrote important works on agriculture practices and economics. He wrote his most useful and widely read book *Corn and the Corn Grower* while editor.

Henry A. Wallace experienced political prominence and responsibilities as his father and grandfather never had. Like his father, he became Secretary of Agriculture. From 1933 through 1940 he served as Secretary of Agriculture during President Franklin Roosevelt's second term, and then served as Vice President of the United States during Roosevelt's third term in office. Henry A. Wallace changed the face of American agriculture during and after his time as Secretary of Agriculture. He served as Secretary of Commerce in the Truman administration. He ran for president on the Progressive Party ticket in 1948 and lost. He then retired from politics.

Henry A. Wallace died in 1965. He was an agricultural pioneer in working with hybrid corn. He left a lasting influence on American agriculture as a scientist, agriculturalist, journalist, public official, economist, author, statesman and humanitarian.

In December 1999 the *Des Moines Register* named Henry A. Wallace the "Most Influential Iowan of the 20th Century." His influence was felt in Iowa, the nation and around the world. He raised the Wallace mission to serve humanity to an international level.

The Connection between Henry A. Wallace & George Washington Carver

The story begins in the Farm House on the campus of Iowa State Uni-

versity in Ames. Shortly after the Civil War, Professor Joseph Budd and his family moved into the Farm House. Joseph Budd was a professor of horticulture at Iowa State. He had a daughter named Etta May. After studying art in the East, Etta Budd returned to the Midwest to teach art at Simpson College in Indianola. There she met a young black man, the son of former slaves. He was enrolled in one of her art classes. He loved to paint, especially still life paintings of plants and flowers. He was also a good gardener. Etta Budd helped him find gardening jobs with families around Indianola. The young man's name was George Washington Carver.

As his friend and art teacher, Etta Budd took Carver aside one day and urged him to study something besides art. Etta told him he could never support himself or a family with his artwork. Instead of painting plants, she encouraged him to study them. She offered to go with him to Iowa State where her father was a professor. After thinking about it, Carver agreed to enroll at Iowa State.

Some time later, Etta visited George Washington Carver at Ames. There she discovered something that made her very unhappy. Because Carver was black he had to eat his meals in the kitchen rather than the dining hall with the other students. This was unacceptable to Etta. She brought him into the dining hall where the white students took their meals. There she ate with him until the other students accepted him.

At Iowa State, Carver was a brilliant biology student. He even took graduate work and upon graduation, was offered a teaching position. He was the first black teacher that Iowa State had ever hired.

While at Iowa State, Carver used to take long walks into the surrounding fields to study plants for research. On some of these walks he took a little friend with him. His friend was the six-year-old son of a dairy science professor. Carver shared his love of plants, and the boy responded enthusiastically. At the age of eleven, that boy began doing

experiments with different varieties of corn. His name was Henry A. Wallace.

As an adult, Wallace's fascination with corn continued. He developed some of the first hybrid corn varieties and even published his findings in Wallaces' *Farmer Magazine*. He also founded Pioneer Hi-bred International, Inc. By planting his hybrid seed, the per acre yields of Mid-western corn doubled and tripled.

In 1933, Wallace became Secretary of Agriculture under President Franklin Roosevelt. Then in 1940 he became Vice President under Roosevelt.

Rose Acre Farms

Rose Acre Farms is the second largest egg producer, and the largest family-owned egg producer, in the United States. It has seventeen facilities across six states, and employs 2,000 people. The company is still based in Seymour, Indiana, and has facilities in Arizona, Illinois, Missouri, Hawaii, Texas, North Carolina, Georgia, and Iowa. In Iowa, there are facilities in Stuart, Guthrie Center, and Winterset (which has about 60 employees and 1.5 million chickens).

Rose Acre Farms offers commodity eggs, specialty eggs including cage-free varieties, liquid eggs, dried eggs, and egg protein powder. Rose Acre Farms is one of several producers that annually donate approximately 30,000 hard boiled eggs to the U.S. government for use at the White House Easter Egg Roll. In 2013 the company began a 30-year effort to refit its facilities to cage-free standards.

The beginnings of Rose Acre Farms date to 1939, when the Rust family began operating a farm near Seymour, Indiana. In 1943 son David Rust graduated from high school and began selling the family's eggs and corn at a farmer's market. Over the next few years the Rusts' egg-laying operations were expanded, until 3,000 dozen eggs per week were being

produced for sale to grocery stores. In 1955 they added a new, larger chicken house, and by 1965 Rose Acre Farms had 100,000 hens, which were known in the industry as layers. This number continued to grow, topping the one million mark in 1975. By this time David Rust had taken full control of the business.

Rust, who had married in the late 1950s and with his wife Lois had seven children, found himself in a mid-life crisis in the early 1980s. In 1984, at the age of 58, he decided he wanted "more children and more chickens," as he later told *Crain's Chicago Business*. Leaving his wife, he took up with a one-time Polish exchange student, and also announced plans to add one new egg farm every year for the next ten years. Each facility, which would cost \$10 million to build, was to house more than 1.6 million hens. Funding for the expansion came from a combination of bank loans, an industrial development bond issue, and Rust himself.

Rust was well known for his eccentric behavior, which extended to the way he ran his organization. He paid employees a \$100 bonus if they attended monthly quality control meetings or drove a car that was painted eggshell white, and each week gave out a free vacation trip to Florida to his most productive worker. Rose Acre also printed Bible verses on its egg cartons and displayed huge American flags at all of its farms, while Rust himself had a tree house 70 feet above the ground from which he could view the company's main production facility, as well as his childhood home.

By 1987 Rust had built four new farms, three in Indiana and one in Winterset, Iowa, and had also fathered four new children. Rose Acre Farms now had more than eight million layers and was the number two egg producer in the United States. It shipped five million eggs per day and took in revenues of \$70 million per year. Two more farms were planned for Iowa, the largest of which would employ 80 and house more than two million hens.

Rust's success was due in large part to his farms' efficiency, which allowed him to sell eggs for as much as five cents less per dozen than his competitors. The firm reduced costs by vertically integrating produc-

tion-breeding chicks, milling feed, harvesting, cleaning, sorting, and packing eggs all at the same location and then shipping them in semi-trailers directly to retailers' warehouses. Rose Acre also did not box eggs in packages with grocers' names on them, which interrupted production, and did not have a full-time USDA inspector on site, which would cost extra money but allow packages to be labeled "USDA Grade A." Some grocers, such as leading Chicago chains Jewel Food Stores and Dominick's Finer Foods, balked at using Rose Acre eggs because of these restrictions, but the firm found many other customers who were not so choosy.

Meanwhile, David Rust's wife Lois, the corporate secretary of Rose Acre Farms, had filed for divorce. In the bitter fight that followed, she aligned with their seven children to wrest control of the company away from its patriarch. Although he would remain a shareholder, in 1989 David Rust was forced out of management, leaving Lois Rust, with a 49 percent ownership stake, to take the company's helm.

Under her leadership, and with the help of her children, Rose Acre soon became a more focused and less eccentric organization. One of her first tasks was overseeing the construction of a new egg-breaker plant at the firm's Cort Acres farm in southern Indiana, which could process eggs into liquid egg product. It was a first step toward what would eventually become a major revenue source for the firm. In 1992 Rose Acre Farms was ranked the 25th largest firm run by a woman in the United States by *Working Woman* magazine. The company boasted \$127 million in annual sales and employed 800.

In 1994 Rose Acre built a third egg-laying facility in Iowa, which would house 1.5 million hens. The following year the company bought Agri-Foods, Inc. of Hawk Point, Missouri, an egg-laying operation owned by Schnuck Markets, Inc. Agri-Foods had 450,000 layers, which produced ten million eggs annually, and it continued to supply Schnuck with eggs after the sale. Rose Acre would later expand the operation. It was the firm's second facility in Missouri, the other being an egg-breaking and processing plant in Marshall. In addition to fresh, dried, and liquid eggs, Rose Acre was now also marketing brown eggs, organic fertiliz-

er, and processed soybean products. The firm's fresh eggs were sold in 30 states around the United States. In addition to its stronghold of the Midwest, Rose Acre distributes its eggs to much of the rest of the United States.

ISU Extension Office/Master Gardeners program

Every county in Iowa has an elected Extension Council. The council partners with staff to effectively guide local and educational programming. From needs assessment through program implementation and outcome evaluation, the council interprets issues and represents people of Madison County. The following local issues have been identified as priority topics for current and future programming: Economic Development, Food and the Environment, Health and Well-being, and K-12 Youth Outreach.

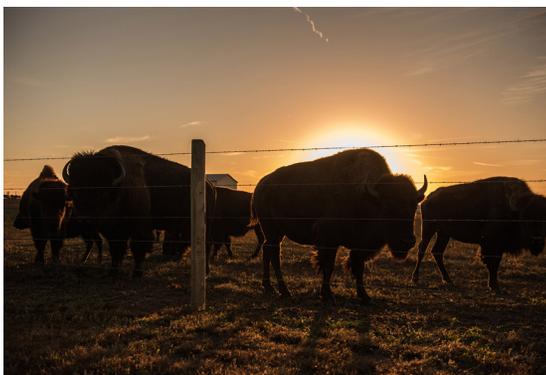
- 316 4-H club members, grades 4-12
- 94 Clover Kids members, grades K-3
- 66 adult volunteers
- 297 youth registered for the Madison County Fair
- 568 static exhibits entries
- 100 communication events and clothing events entries
- 1,260 livestock entries
- 890 youth reached within the Earlham and Winterset community school districts
- 6 Day Camps
- 103 Youth attended the 6 day camps each 6 hours or longer

Master Gardeners Program

Master Gardeners are individuals who have an interest in horticulture, have taken the Master Gardener training offered by Iowa State University Extension, and share their time and expertise with other gardeners. Their mission is to use research-based horticulture and gardening knowledge and practices to educate people and coordinate projects that promote healthy communities.

Since 1979 more than 14,540 Iowans have received Master Gardener training from Iowa State University Extension. The Extension Master Gardeners is an internationally recognized volunteer program. The program exists in all fifty states, and in Iowa is coordinated by Iowa State University Extension and Outreach with support from the Department of Horticulture.

The first Master Gardener Program was initiated in King County, Washington in 1972. In response to overwhelming requests for horticulture information, the extension agent came up with the idea of trading specialized training in horticulture for a commitment to spend a specified number of hours doing volunteer outreach work for extension. The Iowa Master Gardener program was first piloted in Scott County in 1979. Today, there are Master Gardeners in more than 80 of the state's counties. Each year Iowa Master Gardeners provide more than 100,000 hours of volunteer service back to their communities.



Bare Bison Ranch

According to the Polk County Conservation website, bison were once plentiful in Iowa, particularly in the northwestern and north central parts of the state. But in the late 1890s, the numbers of bison across the

continent dropped to as little as one thousand due to overhunting. The last wild bison seen in Polk County was in 1850, and they completely disappeared from Iowa in 1870. Bare Bison is on a mission to help bring bison back to Iowa. Bare Bison is privately owned and managed by business partners Johnnie Kennell, Scott Sullivan, Nick Fiala, Josh Haufbauer, and Dean Quirk. The ranch is nearly 350 acres, and on it, nearly 300 head of Plains and Woods bison reside. Plains bison are a true 100 percent DNA herd. Woods bison originate from Canada, and were endangered and recently classified as threatened. Bare Bison is not a reserve - it is a working ranch and the bison are raised for both meat and to increase bison numbers through breeding.



Howell's

In 1963, the Howells began growing Christmas trees as a college fund for their seven kids. The Christmas tree business saved their farm during the farm crisis of the 1980's, and since then, they have diversified. While Fred Howell's

brother runs the tree farm, Fred and his wife, Cindy, have a diverse agritourism business that includes a floral greenhouse, dried flowers, a gift barn, pumpkin patch, corn maze, and an ever-growing list of Fred's inventions for family fun. Three of their children - Jennifer, Josh and Erin - work with them. Fred began growing flowers in 1985. In 1999, he added pumpkins and says, "Pumpkins sell a lot of dried flowers. People that wouldn't normally give dried flowers a second glance will buy them if they come to buy a pumpkin."

Madison County Farmers Market

The first mention found about a true farmers' market in the local newspaper archives was at the second Covered Bridge Festival in

1971. The tradition of there being a farmers' market at the festival continues today.

In 1976, there was a farmers' market held in September as part of a Hillbilly Happenings event, sponsored by the Winterset Chamber of Commerce.

The Chamber again hosted a farmers' market on July 23, 1977, in conjunction with Crazy Day. "The farmers' market is something new for shoppers this year." It returned on August 20th to the courthouse square. Madison County Extension Services, Iowa State University, in cooperation with the Winterset Chamber of Commerce, sponsored the market. It was touted as an "old-fashioned village system of selling your own excess produce, baked goods, or homemade crafts." Setup was from 7 to 8 am, and continued until 1:00 pm (or until all produce was sold). The only rules were no livestock or perishable meats, poultry, or fish could be sold. Activities included prizes for the largest and most unusual vegetables, largest grasshopper, guessing watermelon weight, or number of corn kernels in a jar, for example.

In July of 1984, there was again mention of the Chamber planning a farmers' market. The purpose was "to help retailers secure new business and give rural residents a chance to show the results of their efforts."

Today the Madison County Farmers Market is a small local vendor farmers market providing fresh Iowa homegrown produce, homemade baked goods and a variety of products made by artistic crafters. The Madison County Farmers Market is held on the courthouse square on Saturday mornings from Mother's Day weekend in May to mid-October. The hours are 8:00 am - 12:00 pm.

Wineries, Cidery, Breweries

There are currently two wineries, a craft hard cidery, and two breweries in Madison County. The wineries and cidery take advantage of the productive soil in Madison County to grow the fruit for their award-winning wines and cider.



Covered Bridges Winery

Covered Bridges Winery is owned and operated by Kevin and Jean Fifo and their long-time friends Kevin and Rose Boyle. Kevin Fifo was a wine enthusiast and had an early interest in making wine because his father had done so before him. One year he asked for a wine-making kit for

Christmas, and Jean bought it for him. He began to experiment in their basement. Meanwhile, Jean had been friends with Rose Boyle for many years. The Boyles were wine aficionados also, and the two couples lived near each other, enjoying frequent opportunities to socialize.

On one such occasion, Kevin Fifo and Kevin Boyle, a.k.a. "The Kevins," started to dream about producing a good wine with all locally grown, Iowa grapes. They felt confident that such a thing could be done, and they eventually started taking classes and experimenting together. They also started to gather information from other winemakers and the Iowa Winegrowers' Association, which they found to be a very valuable process.

Although Kevin Fifo initially wanted to remain close to the city and an airport for work reasons, Jean was ready to move to the country and began to scout out land that would be suitable for both living and planting vineyards. Almost as soon as he agreed to move, the place they now own came on the market. They consulted with the Boyles and decided that this was the opportunity they'd been waiting for. They made the purchase and started planting the following spring, in 2004. They moved slowly at first, taking their time to learn how best to plant and care for the grapes.

Because they went into it cautiously, their early trial and error period wasn't a big setback. They've learned a lot since their beginning, and are now one of a handful of wineries that produces and sells award winning, 100% Iowa-made wine. They do buy products from other local growers to supplement their own supply, but their standards remain very high. They have found that other Iowa wineries are supportive of one another, which they appreciate, and which benefits the Iowa wine industry as a whole. The Fifos and Boyles are happy to share their experiences with others, and in addition, they are incredibly grateful for the many helping hands and hours of work provided by volunteers.

Madison County Winery

Madison County Winery is owned and operated by Doug and Cheryl Bakker, with some help from their children - Brittany, Andrew and Julia. The property was purchased in 2000 and the next year was spent developing the land in preparation for planting the vineyard. With the help of countless family members and friends the vines were all planted by 2001. The vineyard took four years to mature to the point of being able to produce enough grapes for a commercial harvest. During those four years, Doug continued to hone his winemaking skills and in 2005 Madison County Winery began selling its wine commercially at Farmer's Markets and some independent stores around central Iowa.



Over time the number of outlets began to grow and included Hy-Vee and Target stores across the state, as well as permanent residency in Calypso 968 in Jordan Creek Town Center. In 2007 their production facility was built on the vineyard property at St. Charles. 2010 was an

exciting year as the tasting room and warehouse were added so guests

could purchase wines onsite, as well as consume wine and craft beer. Over the years, the development of the tasting room came to include a large patio surrounded by amphitheater terraces for special events, weddings, class reunions and live musical performances.

Winterset Cidery



A craft hard apple cider mill located in Winterset, the Cidery is the first of its kind in Iowa. It's located in a post and beam building adjacent to its apple orchard with over 30 varieties of heirloom, cider, and dessert apple trees. Their ciders rely only on the apples themselves; they do not add any sugar or water like many mass produced hard ciders.

In addition to their own orchard, they also source fruit from area orchards in the Midwest. After fermentation the ciders are aged several months before being served to bring out the best flavors possible. When other flavors are added, they use real, all natural ingredients, and blend them on a small batch basis to better control the flavor of the cider. Current owners, Nick and Niña Williams, took over the cidery in August 2019 from creators Gary and Debbie Heck.

Big Rack Brew Haus

In 2011, Twisted Vine Brewery opened, and neighbor (and beer connoisseur) Aaron Oviatt was curious. After many hours of volunteering in their brewery, he gained an education. As the Twisted Vine Brewery grew, so did the demand for their beer to many happy customers. They moved to a bigger facility which could hold larger equipment. Aaron bought the equipment they had outgrown, and started Big Rack Brew Haus. Aaron's passion for making great beer continues to grow. Their location in the rolling hills of Madison County is a perfect fit for beer makers who love the outdoors, mother nature, and hunting "big horned monsters." They are proud to be leaders in their craft, contrib-

utors to the community that has so graciously embraced them, and supporters of local economy and environmental sustainability.

Allendan Seed

It is hard to believe that less than two hundred years ago the Midwest was a mosaic of unique and diverse prairie plants. This rich community of natives played incredible ecological roles: wildlife habitat, erosion control, even vegetative persistence in spells of flooding and drought. Prairie devised the “black gold” in which thousands of acres of crops thrive in the heartland today. Due to societies’ need to engage this land in order to feed the masses, less than 1/10 of 1% remnant prairie remains. Because of the obvious benefits native grass and wildflowers present, a movement is underway to repopulate these ecosystems.

Dan Allen, founder of Allendan Seed Company, recognized the demand for such indigenous species in 1980 and set out to fulfill this need for prairie. Currently, Allendan Seed is one of the largest producers of native prairie grass and wildflower seed. Thousands of pounds wholesale and retail, are shipped all across the United States. Allendan Seed produces over 250 species of native grass and wildflowers. Dan says the grass fields account for approximately 3,000 acres while the wildflower fields make up 1,000 more. Another couple hundred acres are dedicated to labor-intensive plants. These species, under plastic mulch with computerized irrigation, are weeded and harvested entirely by hand.

The business began and remains family operated. Dan and Sonia Allen began farming conventional row crops in 1976 after graduating from Northwest Missouri State with degrees in Agronomy and Education respectively. Throughout the 90s, their four children migrated home to farm upon graduating from Iowa State University. Chad Allen, with a B.S. in Agronomy, acts as the chief financial officer. In addition, he manages the native grass and wildflower production fields. Angela Allen Barker has a B.S. in Psychology with minors in Business and Statistics. Her responsibilities entail purchasing, sales, as well as warehouse and inventory control. With a B.S. in Agricultural Studies and minor in Agronomy, Scott Allen operates the sod farm sector. He manages around 1,000 acres of bluegrass sod. Finally, Kelly Allen Hayes has a B.S.

in Broadcast Journalism with a minor in Design. She manages the green houses and irrigated production fields. When a guest touring the farm commented, “You must have won the lottery,” Dan responded, “No, I was just fortunate that all my kids came back to help run the business. To be successful you have to have people who are truly dedicated and love what they do.”

Growing native plants takes patience and persistence. Dan recalls planting his first 15 acres to native grass. It would take two years to produce seed. “The challenge,” Dan remarks, “is to think like a plant. In order to gain maximum seed production, you have to recognize the most favorable environmental conditions each species demands and make them available.”

By 1985, the Conservation Reserve Program (CRP) developed. (The federal program was organized to protect land susceptible to erosion and other environmental hazards. By planting vegetation in sensitive areas, it is possible to conserve the land for future generations.) “The CRP really fell in line with what we were doing,” Dan says. Since then, he has expanded his seed business exponentially. Diversification is one of Dan’s most essential business practices. “To expand our business, diversity is an absolute requirement. That way, we can indicate which entities are economically viable,” Dan comments. By using this philosophy, Allendan Seed is able to supply the volatile demands to their clients. He says, “We attend conferences and tradeshow not to talk, but to listen. We acknowledge what people need and want, and then provide it. It’s as simple as that.”

An executive order issued in 1998 stated all material used in or on federal land must be of native origin, making the Department of Transportation one of Allendan Seed’s largest clients. Also, the CRP set aside thousands of acres enabling land to be planted entirely with native species. Dan believes this movement of “political conscience” (to recover indigenous species and reconstruct the prairie biome on government lands, roadsides, and acres that are not involved in gardening or agricul-

ture) is a positive one. He states succinctly, "It is the responsible thing to do."

Other notable residents of Madison County

Edwin Hurd Conger (1843-1907)

Born in 1843 in Galesburg, Knox County, Illinois, Conger arrived in Madison County in 1868 after serving in the Civil War, and graduating from the Albany Law School. He located near Dexter, where he married Sarah Pike (a native Iowan, author, Christian Scientist, and leader of the Woman's Christian Temperance Union). Conger farmed and raised stock, and served on the Madison County Board of Supervisors. Conger won two terms as Treasurer of Dallas County in 1877 and 1879, followed by two terms as State Treasurer in 1880 and 1882. Conger was then elected to Congress starting in 1884, where he served with distinction through the 49th, 50th, and part of the 51st. President Harrison appointed Conger as the U.S. Ambassador to Brazil in 1890, and in 1898, President McKinley appointed him as the U.S. Ambassador to China, where he served during the Great Qing Empire and the Boxer Rebellion.



Conger received lavish welcomes each time he returned for a visit to Iowa, and was encouraged to run for governor of the state. According to the April 25, 1901 issue of *The Winterset Madonian*, "Iowa people feel just pride in him and that feeling is taking expression with a good many in a demand that he become a candidate for governor."

Conger resigned from office in 1905 and returned to the United States. He was immediately appointed by President Roosevelt as minister to Mexico, but declined due to his failing health. He died in 1907.

Johnny McKibban and Mike Davis

Johnny McKibban and Mike Davis were two familiar figures on the streets of Winterset between 1867 and 1880, who garnered a lot of attention due to their extraordinary sizes. Johnny was just three feet high, while Mike was six feet ten inches tall. In 1878, the two men went to Chicago to go into business together. Their appearances often lead to mention in the newspapers.

Mike Davis was born around 1848/1849. He worked for the Kimball Piano Company. At some point, Mike lived in Cass County, but while in Madison County, he lived in Douglas Township. Mike was sometimes referred to as the "Madison County Giant" and the "Largest Man in Iowa". He sometimes wore a tall stovepipe hat to add to his impressive height.

John "Johnny" B. McKibban was born in Pike County, Ohio in 1849. He weighed 9 lbs, 11 ounces at birth and grew at a normal pace until he was five years old, when his growth halted. It was never determined why. (His father was 6 foot, 2 inches tall.) Johnny moved to Winterset in 1867. By 1870, he was editor of *The Winterset Sun*. A newspaper article in 1870 even said that he served as sheriff of Madison County. It was mentioned in newspapers that P.T. Barnum and "other curiosity seekers" had offered Johnny employment, but he always refused, preferring a private life. He was sometimes called "Our Iowa Tom Thumb" in reference to the renowned performer Charles Stratton, who went by the stage name Tom Thumb. Johnny was often called the Smallest Man in the World or in the country.



"Major" Johnny McKibban, ca 1870
Gauging from the chair, he was about 3' 10" tall.

Johnny worked as a newsboy on the Rock Island train between Winterset and Des Moines for 8-10 years. He acquired the nickname "Major" and was often referred to as "Major Johnny McKibban" in the newspaper. The origin of that nickname is

as yet unknown.

It is not clear what their employment was for the couple of years that they worked together in Chicago. One newspaper account stated that “They traveled with a show for two years, representing themselves as brothers.” This would go against the reports, even in his obituary, that Johnny always turned down this kind of work. *The Quad-City Times of Davenport* reported on March 10, 1869 that Mike and Johnny were going to travel with the Miles Orton’s Circus for the upcoming season. In the October 14, 1878 issue, it stated that Mike and Johnny had passed through Davenport on their way to Chicago, and that they “were going into the show business.”

Johnny passed away on September 8, 1880, around the age of 31. He was then 42 inches tall and still weighed only 36 lbs. His brother David, just 26 years old, died just four months before Johnny in a train car accident. He was employed by the C., R. I. & P. Railroad yards on the East Side. Both brothers are buried at the Winterset Cemetery. It was noted in the newspaper that Mike Davis had returned to Winterset around 1883, and five years later, had become seriously ill at his home in Carlinsville, Illinois.

Dr. Jessie Valeria Smith (1866-1916)



Born May 20, 1866 in Union township in Madison County, Jessie became Winterset’s first female doctor and is mostly known for having delivered Marion Robert Morrison (later John Wayne) as a baby in 1907.

Jessie’s father, Joseph Stauffer, a native of Indiana, visited Madison County very early on in 1855, and purchased land in Union township. He moved his family, including Irish wife Catherine Guthrie and their children, to Madison County in 1857.

Jessie was the fifth born of ten children. She attended district schools

until the age of thirteen, then entered Winterset public schools. She began teaching at the age of sixteen. In 1888, Jessie graduated from the Madison County Teachers’ Normal at Winterset.

In 1889, Jessie married Mathias J. Smith, a native of Denmark, and entered Keokuk Medical College that same year. She graduated in 1892, and returned to Winterset where she started her practice. The Smiths’ had one child, a daughter named Katheryn.

Dr. Smith gave special attention to diseases of women and children. Her office was located on the north side of the Winterset courthouse square, over Brown’s shoe store.

Dr. Smith belonged to the Madison County Medical Society, the Iowa State Medical Society, and the American Medical Association. She was also one of the organizers of the Iowa state Woman’s Medical Society in 1897, the first organization of its kind in the United States. She was also a big supporter of women’s right to vote.

On May 26, 1907, Dr. Smith was summoned to a rented, tiny, white four-room house at 216 S. 2nd Street in Winterset. There she attended to Mary “Molly” Morrison during the birth of her first child. According to the newspaper, “A thirteen pound son arrived at the home of Mr. and Mrs. Clyde Morrison Monday morning.” That baby was named Marion Robert Morrison, but later adopted the name John Wayne.

Dr. Smith passed away at just fifty years of an unnamed illness.

Charles Trumbull White (1868-1941)

Trumbull White (as he was known professionally) was a noted author, war correspondent, and editor, who spent most of his professional career in Chicago, New York City, and Bay View, Michigan. Trumbull was the founder and first editor of *Redbook* magazine (then titled *The Redbook Illustrated*), editor of *Everybody’s Magazine*, *The Decatur Review*, *The*

Call of Evansville, Indiana, Adventure magazine, The Blue Book, Boy's Life, Appleton's Magazine, and Assistant Editor of Chicago Daily News.

Trumbull was a correspondent in many foreign countries, including the Spanish-American War and the San Francisco earthquake. He was the author of as many as forty-seven books, including *The War in the East, The World's Columbian Exposition, Pictorial History of Our War with Spain for Cuba's Freedom, In the Shadow of Death: Martinique and the World's Great Disasters, Our New Possessions, Through Darkest America, Complete Story of the San Francisco Horror, Glimpses of the Orient, True Stories of Our Pioneers, and The Wizard of Wall Street and His Wealth.*

Trumbull was a close friend of the Hemingway family, whom he met in Bay View, Michigan, and mentored Ernest Hemingway, who was thirty-one years his junior. Trumbull encouraged Hemingway to pursue writing, giving him the famous advice to "Write what you know." They had dinner together before Hemingway left for Italy during World War I. Trumbull's son remembered Hemingway visiting their home during the 1930s to work with his dad. Trumbull's letters to the Madison County Historical Society in the 1920s detail life in early Madison County, and create a picture of what Winterset was like in those days.



Born in 1868 in Winterset to John Trumbull White (co-owner of the Munger & White woolen mill) and Frances Ann McCaughan, Charley (as he was referred to in childhood) grew up exploring the countryside of Winterset. As a boy, he remembered watching the Madison County Courthouse burn to the ground and spending time in his father's store on the west side of the square. The Munger & White Mill was located six miles east of town in Lincoln township, Section 12,

where there was a huge barn and "a mill run for saw logs and grist." His father, John, built a brick house for the family (which later became Tidrick's funeral home). Charley spent summer days swimming in Middle River and Cedar Creek, and in winter particularly enjoyed maple sugar season. He completed his high school education in Winterset in 1886.

In a letter to the Madison County Historical Society in May of 1924, Trumbull credits the natural wonders of Madison County, especially its rivers, with his lifelong love of nature and travel. "We have it on the authority of historians that the entire course of civilization has been guided and affected by the rivers and the oceans, as the determinants of settlement. It is just as true that the rivers of Madison County seem to have been a most potent factor in guiding my boyhood activities and guiding my boyhood memories I do not know of any navigator ancestors, but certain it is that those rivers meant much to me and it was entirely natural in later years that I found myself voyaging afar on the rivers and oceans of the world." Trumbull recalled "Deep cut gullies or 'sloughs' working their way toward Middle River through the southern part of town between what I knew as Holbrook's Hill and the hill that led upward to the Bevington home. I used to build dams of sod and navigate toy boats on placid waters."

"The succession of bridges along Middle River, Cedar Creek, and North River are the clearest bits of landscape my memory recalls from Madison County. I played at the Devil's Backbone before that mill was entirely abandoned and used to regard it as a wonderful adventure to make my way through the tunnel. I understand that it has crumbled from the roof so that it is of much larger size now than it used to be. Also I get recruitment stories of numberless rattlesnakes among those rocks. Perhaps they were there in the late (18)70s and early '80s, but they made an impression on me. The red covered bridge* through which we used to drive when we went for a visit at Lorimer's farm southwest of town was a landmark. Do such bridges still exist? The dam and the bridge and mill at Buffalo made that settlement conspicuous to me. I thought of it as an industrial center of real importance. It was a shock to me when the mill was abandoned and the dam de-

stroyed.”

[*It is very likely that the ‘red covered bridge’ that White refers to was the Afton Covered Bridge. While there were several “Lorimors” who owned property and farmed in Lincoln township, there is only one listed as “Lorimer,” and that would be J. S. Lorimer, who lived in Section 13. To travel to that farm, the Whites would likely have had to cross Middle River through the Afton Covered Bridge, which was built in 1872. It was destroyed by ice in a spring flood in 1924 (the same time that White wrote this letter, so he may have been aware of its demise when he wrote “Do such bridges still exist?”). The Afton Road Bridge was also known as the Read or Reed Bridge, and as “the red bridge” in historical accounts. He does go on to mention “the dam and bridge and mill at Buffalo” but the only historical references to a bridge at Buffalo Mill are of an iron bridge that was ordered by county supervisors in 1877.]

“Little by little, some of the interest we boys had in mere sport was converted into the glimmerings of scientific curiosity. A chapter of the Agassiz Association, that stimulating movement which is some degree was a forerunner of the Boy Scouts, was formed at Winterset. Harry Wallace* and I were, I suppose, the active leaders...we dug at the limestone ledges...”

[The Agassiz Association was a society founded in 1875 for the study of natural science. Its founder and first president was Harlan Hoge Ballard (1853-1934). Its purpose was “to collect, study, and preserve natural objects and facts.” Harry Wallace, who White refers to, was Henry “Harry” Cantwell Wallace, who was two years older than White. The Wallaces moved to Winterset in 1877, and Harry became his father’s apprentice in the newspaper business. The two friends both graduated from Winterset High School in 1886. See more on *Henry C. Wallace*.]

“Even from the remote ages, therefore, those Iowa watercourses were contributing to the youthful interests and activities of the Winterset boys of forty years ago.”

In 1879, when Trumbull was just eleven years old, his father passed away of acute meningitis. By 1885, his mother was remarried to John G. Steele. Around 1889, Trumbull had moved to Chicago and started his career as a journalist. He married Katherine Short in 1890, and the two had three sons - Laurence Trumbull White, Owen Sheppard White, and Kenneth S. White. They resided in Chicago, then the Bronx, New York for decades. Trumbull passed away on December 13, 1941.

Fred Clarke (1872-1960)



Born on Oct. 3, 1872 in Winterset, Iowa, to farmer William D. and Lucy (Cutler) Clarke in a family of five boys and seven girls (brother Joshua was also a Major League ballplayer). Clarke spent a lot of time on a ball diamond as a youngster. He signed with the Louisville Colonels in 1894 and hit .347

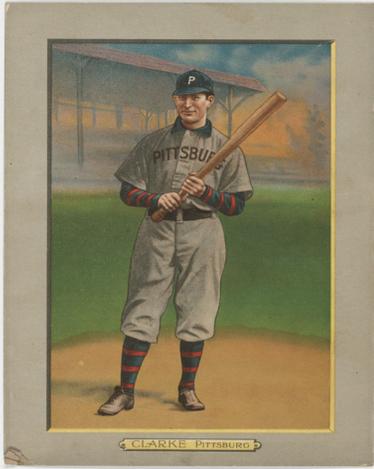
in his first full season in 1895. Winning over fans and fellow players alike, Clarke was named manager in 1897 and saw limited success leading the team. But when the Colonels ceased play in 1900, Pittsburgh Pirates owner Barney Dreyfuss brought several of the best Louisville players to Pittsburgh – including Clarke and Honus Wagner.

Dreyfuss immediately named Clarke captain/manager. The team went from a seventh place finish in 1899 to second place in Clarke’s first season in Pittsburgh in 1900. Clarke led the Pirates to pennants from 1901-1903 and 1909, and a World Series championship in 1909. The 1902 National League champion Pittsburgh Pirates lost just 36 games all season, a modern era record that has never been bested.

“You’ve got to love baseball and want to play it above all else,” Clarke said. “You have to take every opportunity to practice and play. And not

be discouraged. The most important thing is desire.”

Clarke batted better than .300 eleven times, stole more than 30 bases seven times and led NL left fielders in fielding percentage twice. As a manager, Clarke won 1,602 games with a .576 winning percentage.



“As a player, Clarke’s name will go down in history as one of the greatest in the game. In his prime, he was a remarkable batsman,” said sportswriter William Slocum. Baseball Hall of Fame historian Lee Allen stated that “He was one of the fastest base runners of all time. He used his elbows in running as much as his legs and tried to jar the ball loose whenever the infielders held it.”

Clarke passed away on Aug. 14, 1960 in Winfield, Kansas. Clarke was elected to the Baseball Hall of Fame in 1945 - one

of only six lowans to be honored there.

Afla Alellia Hutchison (1880-1974)



A photo of a class at the Doak school, taken in 1910, shows five students and a teacher, located in the top row in the middle, simply listed as “teacher.” She appears to be of African American descent. Her name was Afla Alellia Hutchison. She was born September 5, 1880 in DeSoto, Iowa, to parents Elza Elsworth Hutchison and Miriam Dillon. Her father, Elza,

was born into slavery near Phillipi, Barbour County, West Virginia, in 1852. By 1860, Elza was living in Warren County, Iowa with the family who had previously owned him, as well as with his brother and sister. Elza was a barber, living most of his life in DeSoto and Van Meter. He and his wife, Miriam, were married in 1880 in Winterset, and are buried in Oakland Cemetery in DeSoto.

Afla was a teacher for most of her life. As early as 1900, at the age of 19, Afla was working as a teacher while living in Van Meter Township, District 18, Dallas County. In 1903, the *Dallas County News* mentions that Miss Afla Hutchison “began her school southeast of town last Monday.” In 1910, the paper noted that Afla had commenced teaching south of town where she has taught for several terms. In 1910, she is pictured at the Doak School, Jefferson No. 8, where she taught school that year and in 1912 (and possibly earlier). In 1912, the newspaper mentions that she had attended a training school in Omaha for teachers, and had returned to teaching at the “Stone School” (Jefferson No. 9). This stone school was destroyed by fire in January of 1916.

There are many references to her in the *Winterset Madisonian* up through the 1930s. She is mentioned in a 1916 issue as the “former teacher at the old Stone School” who met with pupils to visit the new school house.

In the 1915 state census of Iowa, Afla is listed as a teacher, residing in DeSoto, and had been employed for four months in 1914. She was 34 years old and single. (However, her obituary in 1974 mentions that she moved to Oklahoma in 1914 and then to Oklahoma City in 1938.) During her summer visits home to DeSoto in the 1920s, Afla attended summer classes at Drake University, where she earned a college degree.

Afla did purchase real estate in March 1921 in Kingfisher, Oklahoma, and was a teacher at the (Frederick) Douglass School in Kingfisher by the 1920-21 school year. Afla taught 7th and 8th grades, as well as Domestic Science (also known as Home Economics). She wrote several articles on Kingfisher Locals for *The Black Dispatch* newspaper

in Oklahoma City.

The African American population in Kingfisher county, Oklahoma totaled 2,392 around the time that Afla would have moved there. There was Kingfisher College and Lincoln College (for black students). There were 116 school districts and twenty segregated schools, including a separate high school for black students. Kingfisher had four All-Black Towns and there were many black farm families throughout the county. After the Civil War, many African Americans migrated to Oklahoma, considering it a kind of 'promise land.' "In those towns African Americans lived free from the prejudices and brutality found in other racially mixed communities of the Midwest and the South." (Larry O'Dell, Oklahoma Historical Society) There was even an Oklahoma Association of Negro Teachers (OANT).

(What brought Afla to Oklahoma, and specifically Kingfisher? Census records indicate that there was a Baker and Anna Dixon living in Kingfisher at the time Afla moved there. Could they have been relatives of her mother's?)

The Frederick Douglass school where Afla taught was built in 1910 as Lowell Elementary School (an all-white school) but it ended in 1919. It became the Douglass High School in 1934, a segregated school for black students. The building was monumental in size and appearance, equipped with an indoor swimming pool, gymnasium, auditorium and stage. And unlike previous homes for Douglass High School, the building was in the middle of the black community—not hidden among industrial properties. Named for Frederick Douglass, it was the city's only African American high school.

Douglass High was home to pillars of the African American community in Oklahoma City, including the first president of Langston University and unforgettable principal of Douglass High, Inman E. Page; his daughter, Zelia Breaux, supervisor of music at Douglass and the first woman president of the Oklahoma Association of Negro Teachers; "Invisible Man" author Ralph Ellison; and Civil Rights activist Clara Luper. It was renamed the F.D. Moon Middle School in 1955, and then renamed to

Page Woodson in 1960. The schoolhouse was abandoned in 1994 as the neighborhood's population plunged. (The building was restored recently into affordable apartments.)

A newspaper reference in 1971 indicated that Afla was living in a nursing home in Oklahoma City and that she had taught school in Kingfisher for twenty-five years. Afla died on March 15, 1974, at the age of 94.

The fact that there was a black teacher teaching white students (in particular) in the early 1900s is very significant and unexpected in rural Iowa. The black population in Iowa increased from 188 in 1840 to 10,685 by 1890. By the turn of the century, blacks numbered 12,693 in Iowa. From 1850 to 1860, the black population in Iowa more than doubled. Population for blacks in Iowa from 1840 through 1940 from census records is as follows: 1840: 188; 1850: 333; 1860: 1,069; 1870: 5,762; 1880: 9,516; 1890: 10,685; 1900: 12,693; 1910: 14,973; 1920: 19,005; 1930: 17,380; 1940: 16,694. While black men worked as laborers, lead and coal miners, porters, and waiters, black women usually found employment as domestics, laundresses, cooks, and housekeepers.

Legislative barriers to the education of black children in Iowa were eliminated in Iowa in 1868, when Alexander Clark sued the Muscatine school because his daughter, Susan, was not allowed to attend the school there for white children. The Iowa Supreme Court ruled that the school board could not require children to attend a separate school because of "race, religion, or economic status," which resulted in a victory for Clark and his daughter. Successive cases in 1874 and 1875 supported the 1868 decision. It is interesting to note that the Iowa decisions on education in 1868, 1874, and 1875, predated the United States Supreme Court doctrine of "separate but equal" in Plessy vs. Ferguson in 1896.

In 1884, the Iowa General Assembly passed the Civil Rights Act that was patterned after the federal Civil Rights Act of 1875. This law stated that "all persons within this state shall be entitled to the full and equal

enjoyment of the accommodations, advantages, facilities and privileges of inns, public conveyances, barber shops, theaters and other places of amusement.” More categories were added to this law in 1892, which included restaurants, lunch counters, bathhouses, and “other places where refreshments are served.” In a sixteen-year time period, Iowans legislated voting rights to black males, opened public schools to black children, and access to public facilities. In spite of these legislative advances, the real circumstances for blacks in Iowa remained difficult at best. They were still subject to economic hardship with few if any opportunities in more lucrative or professional employment, along with continued difficulty in finding decent housing. The legislation did not ensure equal opportunity or equal access.

By 1900, Des Moines had the largest black population in the state of 2,041. This move was made by blacks likely because of Des Moines’ increasing size and the prospect of increased employment opportunities. Even so, employment open to blacks remained limited and in the lower paying, less skilled jobs. One historian noted that, “The average black [in Des Moines] held a menial job and could hope for little or no upward mobility socially, economically, or politically. Generally blacks... received the same treatment as their counterparts in the heavily industrialized cities convulsed by more violent racial tension.”

The formation of the National Association for the Advancement of Colored People (NAACP) made its debut in Des Moines in 1915. There were 20 or more clubs for black women functioning for educational and social purposes in Des Moines in 1918. There were local chapters of the National and State Federation of Women’s Clubs, the National Association of Colored Women’s Clubs, and a University Women’s Club.

Black teachers were not given the opportunity to teach in Iowa, except in the town of Buxton. Minnie London was the first African American to graduate from the School of Education at the University of Iowa, and was among the first African American teachers in Iowa in

Buxton in 1890. From the 1890s through 1910, most black teachers were forced to go South to practice their profession. The schools in the North remained dominated by whites. The black school student population in Des Moines between 1930 and 1940 was around 1,200 to 1,300. In 1945, Harriet Curly Bruce became the first black teacher in the Des Moines Public School System in a kindergarten classroom. Although some school board members objected to the hiring of the first black teacher, they were defeated in the school board election. In 1947, there were three full-time and four substitute black teachers in Des Moines. In a public discussion that took place later, the black teachers expressed their belief that they were fully accepted without discrimination by parents, students, and faculty.

[*African Americans in Iowa: A Chronicle of Contributions: 1830-1992*. African American History Project, Iowa Humanities Board.]

Dr. John Carl Parish (1881-1939)

Born July 25, 1881 in Des Moines, Dr. Parish taught high school in Winterset. He left Winterset in 1904 to move to Iowa City. He was the first man to receive a PhD from the University of Iowa in philosophy in the political science department. He became assistant editor of the state historical society from 1907 to 1910. He was a student of archives in France and Spain in 1908-1909. He served on the staff of Colorado College where he was an assistant professor of history from 1914-1915, and a professor for two more years. In 1919 he became associate editor of the state historical society and was the first editor of *The Palimpsest*, serving from 1920-1922. He was a lecturer in Iowa history at the University of Iowa from 1920-1922, and then served as a professor at the University of California at Los Angeles until 1927. He served as manager of the *Pacific Historical Review* from 1932 to 1936. Dr. Parish wrote five books including *The Man with the Iron Hand*, an account of Henri de Tonty, and the coming of the French into the Mississippi valley. He also authored the University of Iowa’s “Old Gold” song.

Glenn L. Martin (1886-1955)

Glenn Martin was born in Macksburg on January 17, 1886 to Minta and

Clarence Martin. At the age of two, Martin's family moved to Salina, Kansas, so that his father could run a wheat farm. Martin grew up fascinated with flight.

In 1912, Martin built an airplane factory in an old Methodist church in Los Angeles, California. To make money to finance this business, he began stunt-flying at fairs and local airfields. He saw an advertisement for a pilot/airplane owner to play a role in a movie. Sensing an opportunity to market his airplanes, he replied to the ad and got the part of a dashing hero in the 1915 silent film *A Girl of Yesterday* starring Mary Pickford. Soon, however, Martin realized that film production was more difficult than he anticipated. In addition to flying Pickford around in his airplane, he had a scene where he had to kiss Frances Marion, who later became a legendary Hollywood screenwriter. Martin in describing his hesitance having to kiss Marion declared, "my mother would not like it" which astounded Pickford. He worked up the courage however after persuasion by Paramount boss Adolph Zukor and completed the scene.



In 1916 he merged his company with the original Wright Company, forming the Wright-Martin Aircraft Company. He created the Glenn L. Martin Co, where aircraft for the military was designed, including the Martin B-10 Bomber.

That company merged with the American-Marietta Corporation in 1961, becoming the Martin Marietta Corporation. This company merged with the Lockheed Corporation in 1995, forming Lockheed Martin, a major U.S. aerospace and defense contractor.

He died from complications of a stroke on December 5, 1955, in Baltimore, Maryland.

Raymond R. Gillespie (1890-1960)

Born in Chariton on July 23, 1890 to Robert and Elvia Guye Gillespie, Raymond was a graduate of Dexter High School and Iowa State University. Raymond served in the U.S. Army in World War I. He was engaged in farming his whole life, and served as Vice President of Farmers and Merchants State Bank in Winterset. Gillespie was a Democrat who served as an Iowa State Senator, representing Madison and Adair counties, from 1949-1951, and from 1957-1959. Lori Gillespie Ryner is his granddaughter.

Louise Maria Gaekle (1892-1987)

Born in Winterset on August 29, 1892, Louise was educated at the North Ward School and then Winterset High School. She graduated at just sixteen. Her parents, Andrew and Mary, were German immigrants who settled in the St. Charles area in 1855. They established a family business, an ice cream parlor and candy store, in 1901 across from the *Madisonian* office, which their older son ran until the 1930s.

Louise taught school in Winterset for five years. She was given a teacher's certificate in 1910, then earned a Bachelor's degree at Drake University. Louise taught math and physics in Red Oak and at Fort Dodge High School. She went on to earn a Master of Science degree in mathematics at the University of Iowa. Louise was Dean of the junior college in Elkader, then headed the math department at Muscatine Jr. College in 1931.

In December of 1941, Muscatine Community College had over 250 students, mostly men. The student population dwindled to just twenty-five due to the War. In the early years of World War II, the United States government put a War Training Service on the campus. As director and teacher of the navigation, meteorology, and aerodynamics classes, Louise was selected to lead the project. Together with Wiletta Strand, she opened a ground school, offering flight training at a local airport. The two women learned to fly, then requested pilot trainees

from the Department of Defense. They received 40 pupils. Over the next five years, the two women taught over 400 men to fly, and kept the doors to the college open.

In addition, Louise earned the Distinguished Instructor Award. She was a member of the Phi Beta Kappa and Kappa Delta Pi. She was active in P.E.O., a charter member of the American Association of University Women, the Order of Eastern Star, and the Business and Professional Women's Club.

Louise retired as a Professor Emeritus in 1964. A hall at Muscatine Community College is named after her.

John Rox (1903-1957)

John Rox (born John Jefferson Barber Herring, 21 June 1903, in Des Moines) was an American song writer. He sang often in school. By 1913, John was living with his family in Winterset. He left Winterset shortly after graduating from the high school in 1920. He then attended and graduated from Drake College. Under the pen name of John Rox, he wrote "It's a Big, Wide, Wonderful World". He also wrote the novelty song "I Want a Hippopotamus for Christmas." Many of John's songs were recorded by America's beloved artists. "Pig, Pig" was recorded by Burl Ives and "Riding Down the Canyon" was covered by Gene Autry. Others were used in Broadway musicals. His brother Robert Eugene Herring was an opera singer.

Carleton D. Smith (1905-1984)

Carleton Smith was born in Winterset, Iowa, in 1905, and moved to Washington at the age of seventeen to study at George Washington University. Although he never graduated, he served decades later on the GWU board of trustees and was a member of the executive committee.

As NBC's White House announcer during the 1930s, Mr. Smith intro-

duced Roosevelt to nationwide audiences when the president broadcast his now famous fireside chats. Some of the equipment Mr. Smith used during his coverage of the Roosevelt presidency, the old-fashioned microphones and the watches for timing the broadcasts, were included in a Smithsonian Institution exhibit on FDR several years ago. He was one of two radio announcers invited to attend Roosevelt's funeral services at the White House.

In 1947, Mr. Smith went to New York for NBC as director of network television operations, and in 1951 he was elected a vice president of the company and placed in charge of network station relations.

He returned to Washington in 1953 as general manager of NBC affiliates WRC and WRC-TV. Under his direction, the stations won awards in 1956 for leadership in sales and public service activities among NBC affiliates. They were also recognized for continuing campaigns to clean up pollution in the Potomac River.

During the 1950s, he was an advocate of the concept that charitable giving should be packaged into a single annual campaign that would embrace the whole metropolitan area. When that idea became reality in 1956 and the UGF was founded, he directed the first campaign and raised \$6.6 million. The UGF is now called the United Way.

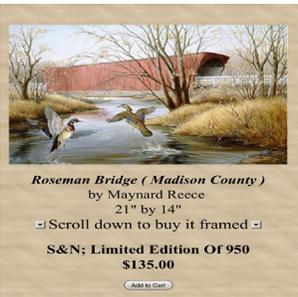
Mr. Smith was a former director of Potomac Electric Power Co., a trustee and founding member of the Federal City Council, and a director of the Washington Board of Trade. He was a member of the Metropolitan and Burning Tree Country clubs.

Mr. Smith lived in Washington until about 1979 when he moved to Florida. He died in April, 1984.

Maynard Reece (1920-2020)

Born on April 16, 1920 in Arnolds Park, Okoboji, the son of a Quaker minister, Reece recently passed away at the age of 100, on July 11, 2020. The Reece family moved to Earlham in the mid-1930s. His father, Waldo, was the minister of the Friends Church. Reece graduated from

Earlham high school in 1937, a champion football and basketball player, and then worked briefly at Meredith Publishing before landing a job at the State Historical Museum.



Reece was a popular Iowa-based artist of wildlife, especially of ducks. He won the Federal Duck Stamp competition a record five times in his life - 1948, 1951, 1959, 1969, and 1971.

Reece was called the “Dean of American waterfowl painters” by *McCall's* in 1988. “Right in front of us, in Iowa and everywhere else, we were seeing so many wetlands being drained and turned to crops or covered over with

development,” Reece said. “Natural habitat for birds was being lost so fast, and nobody seemed to be caring. The advent of the Duck Stamp enabled the country to kind of reverse course. I was just honored to be part of it.” Reece’s art has been used to raise millions of dollars for conservation and preservation programs.

Clarence Johnson (1922-2000)

Born in Madison County, Clarence Johnson was a great grandson of Caleb and Ruth Clark. A graduate of Winterset High School in 1939, Johnson graduated from Kemper Military Academy in Boonville, Missouri in 1941, and then the University of Iowa in 1943. Johnson became a lifelong resident of Winterset. He held two patents for his inventions - methods for anchoring and straightening walls - and was the President and Chairman of the Board of Grip-Tite Manufacturing. Johnson was instrumental in getting the memorial park for George Washington Carver completed.

**SUB-THEME 4:
ICONIC AMERICA**



Madison County has been home to many citizens who left a lasting impact on American culture, and that includes the covered bridges, which have become iconic in their own right.

John Wayne (Marion Robert Morrison)



When you think of American icons, especially those from the heartland, John Wayne is always at the top of the list. As stated by author Scott Eyman, the New York Times bestselling author of *John Wayne: The Life and the Legend*, "... John Wayne has been

passed down from generation to generation, from father to son, from father to daughter, as an American cultural heirloom."

Wayne was born Marion Robert Morrison in the town of Winterset, Iowa on May 26, 1907, the oldest of two children born to Clyde "Doc" and Mary "Molly" Morrison. He weighed a whopping 13 pounds! The birth was announced in the May 30, 1907 issue of the *Madison County Reporter* as follows: "Born, Sunday, to Mr. and Mrs. Clyde Morrison, a son."

"Marion" was a family name. The Reverend Marion Morrison, the brother of Wayne's great grandfather, James W. Morrison, served as the Dean of Monmouth College in Monmouth, Illinois. Though the Morrisons' ancestor, Robert Morrison (Wayne's 3x great grandfather) was born in Antrim County, Northern Ireland, his parents were of Scottish ancestry. Marion Michael Morrison, Wayne's grandfather, was living on the family farm in Monmouth when his son Clyde Leonard Morrison was born (8/20/1884). A few years after Clyde's birth, the Marion Morrison family moved to Iowa. In 1899, Mario was elected Treasurer of Warren County. Clyde studied pharmacy at Simpson College in Indianola, attending on an athletic scholarship. He was an All-State fullback

on the football team. Clyde interned in pharmacy in Waterloo, where he met Mary Alberta Brown, a telephone operator from Des Moines. Molly was Irish, born in Lincoln, Nebraska in 1885. Her mother was born in County Cork, Ireland.

Clyde and Mary were married in Knoxville on September 29, 1905. They moved to Winterset where Clyde worked as a pharmacist at the M. E. Smith Drugstore on the south side of the courthouse square (now Village Bootery).



In 1909, when Wayne was 28 months old, his father left his job at the drug store in Winterset. From there, he moved his family to Brooklyn. But it was a short stay, only five months; when he heard that a Rexall pharmacy in Earlham was for sale, he managed to secure funds for a down payment and took it

over in 1910. His only sibling was a brother named Robert Emmett Morrison, born on December 8, 1911.

An older resident of Earlham said that Marion was the best dressed boy in town, especially when he wore his blue sailor suit with matching cap. The Morrisons' home was located at 328 Ohio Street. They attended the Methodist church, and while Clyde reportedly had a good baritone voice, Marion had trouble sitting still during services.

Although Clyde was a likable store owner — his handsome good looks attracted many lady admirers who liked to bend his ear — he wasn't a good business manager. By December 1911 he was forced to declare bankruptcy of the Earlham store.

(When Earlham celebrated their Centennial in 1970, John Wayne sent a telegram to the town which read, “My brother, Robert, and I, send greetings to you people of Earlham. Our hope is that your Centennial will be a great success. Sincerely, John Wayne.”)

Earlham’s newspaper reported that the Morrises had put their goods in storage and left for their “temporary home in Des Moines.” It’s believed that the family stayed with Molly’s parents, who were listed in the 1911 Des Moines City Directory at 1402 Locust St. Molly’s father, Robert Brown, was a printer for the *Register & Leader* newspaper and her mother, Margret, ran a seamstress shop.

Clyde managed to land a position at a Keokuk drug store and lived there for part of 1912, taking his son with him to live in an apartment above the store. It was there, in the fall of 1912, that the future Hollywood movie star first attended school as a primary student at Keokuk’s George Washington Elementary School.

By 1913, Clyde had developed a bothersome lung condition and his physician advised him to move to a warm and dry climate. He went west alone, finding an 80-acre ranch in Lancaster, California, near the Mojave Desert. His family joined him six months later.

In a 1962 letter that was published by Carol Carpenter Hanson in the *Iowa History Journal*, Wayne recalled his last stop in Iowa.

“My family and I lived in Brooklyn just before we moved to California. As a matter of fact, when we were packing our things to move to California, which was in the wintertime, sparks from the pot-bellied stove set the packing materials on fire. I was six years old at the time, and I vividly remember the fire.”

Years later, research revealed that the Morrison’s home had caught fire in 1914, causing considerable damage to the house located on Jackson Street.

In California, Clyde and the boys worked hard trying to raise crops, but were not successful. Marion reportedly rode a horse eight miles to school. While the farming failed, his father’s health improved. The family moved again to Glendale, California, where Clyde became a pharmacist once again.

Wayne received his distinctive nickname “Duke” after some local firefighters in Glendale thought it would be fun to give the boy the same nickname as his constant companion, a proud Airedale dog named Duke. In high school, Wayne excelled in his classes and in many different activities, including student government and football. He also participated in numerous student theatrical productions.

Winning a football scholarship to the University of Southern California, Wayne started college in the fall of 1925. He joined the Sigma Chi fraternity and continued to be a strong student. Unfortunately, after two years, an injury took him off the football field and ended his scholarship. While in college, Wayne had done some work as a film extra, appearing as a football player in *Brown of Harvard* (1926) and *Drop Kick* (1927).

Out of school, Wayne worked as an extra and prop man in the film industry. He first met director John Ford while working as an extra on *Mother Machree* (1928). Raoul Walsh cast him in his first lead role in *The Big Trail* (1930), and advised him, after consulting with the studio bosses, to change his name to John Wayne.



Working with Ford again, he got his next big break in *Stagecoach* (1939). Wayne portrayed the Ringo Kid, an escaped outlaw who joins unusual characters on a dangerous journey through frontier lands. During the trip, the Kid falls for a dance hall prostitute named Dallas (Claire Trevor). The film was well-received by moviegoers and critics alike and earned seven Academy Award nominations, including one for Ford’s direction.

The 1940s and '50s saw John Wayne develop into an important figure on the American landscape with a series of starring roles in major Westerns and War pictures. He also toured the world and entertained troops tirelessly for the USO, all while raising a growing family that, by this time, included son Michael, daughter Toni, son Patrick, and daughter Melinda.

Wayne started working behind the scenes as a producer in the late 1940s. The first film he produced was *Angel and the Badman* (1947). Over the years, he operated several different production companies, including John Wayne Productions, Wayne-Fellows Productions, and Batjac Productions.

Taking on a war drama, Wayne gave a strong performance in *Sands of Iwo Jima* (1949), which garnered him his first Academy Award nomination for Best Actor. He also appeared in more two westerns by Ford now considered classics: *She Wore a Yellow Ribbon* (1949) and *Rio Grande* (1950) with Maureen O'Hara. Wayne worked with O'Hara on several films, perhaps most notably *The Quiet Man* (1952). Playing an American boxer with a bad reputation, his character moved to Ireland where he fell in love with a local woman (O'Hara). This film is considered Wayne's most convincing leading romantic role by many critics.

In 1956, Wayne starred in another Ford western, *The Searchers*, and again showed some dramatic range as the morally questionable Civil War veteran Ethan Edwards. He soon after re-teamed with Howard Hawks for *Rio Bravo* (1959). Playing a local sheriff, Wayne's character must face off against a powerful rancher and his henchmen who want to free his jailed brother. The unusual cast included Dean Martin and Angie Dickinson.

Wayne made his directorial debut with *The Alamo* (1960). Starring in the film as Davy Crockett, he received decidedly mixed reviews for both his on- and off-screen efforts. Wayne received a much warmer reception for *The Man Who Shot Liberty Valance* (1962) with Jimmy Stewart and Lee Marvin and directed by Ford. Some other notable films from this period include *The Longest Day* (1962) and *How the West Was*

Won (1962). Continuing to work steadily, Wayne refused to even let illness slow him down. He successfully battled lung cancer in 1964. To defeat the disease, Wayne had to have a lung and several ribs removed.

In the later part of the 1960s, Wayne had some great successes and failures. He co-starred with Robert Mitchum in *El Dorado* (1967), which was well-received. The next year, Wayne again mixed the professional and the political with the pro-Vietnam War film *The Green Berets* (1968). He directed, produced and starred in the film, which was derided by critics for being heavy-handed and clichéd. Viewed by many as a piece of propaganda, the film still did well at the box office.

Wayne won his first Academy Award for Best Actor for *True Grit* (1969). He played Rooster Cogburn, a one-eyed drunkard and lawman, who helps a young woman named Mattie (Kim Darby) track down her father's killer. A young Glen Campbell joined the pair on their mission. Rounding out the cast, Robert Duvall and Dennis Hopper were among the bad guys the trio had to defeat. A later sequel with Katharine Hepburn, *Rooster Cogburn* (1975), failed to attract critical acclaim or much of an audience.

Wayne portrayed an aging gunfighter dying of cancer in his final film, *The Shootist* (1976), with Jimmy Stewart and Lauren Bacall. His character, John Bernard Books, hoped to spend his final days peacefully, but got involved one last gunfight. In 1978, life imitated art with Wayne being diagnosed with stomach cancer.

Wayne died on June 11, 1979, in Los Angeles, California. He was survived by his seven children from two of his three marriages. During his marriage to Josephine Saenz from 1933 to 1945, the couple had four children, two daughters, Antonia and Melinda, and two sons, Michael and Patrick. Both Michael and Patrick followed in their father's footsteps, Michael as a producer and Patrick as an actor. With his third wife, Pilar Palette, he had three more children, Ethan, Aissa and Marisa. Ethan has worked as an actor over the years.

Shortly before his death, the U.S. Congress approved a congressional gold medal for Wayne. It was given to his family in 1980. In the same month as Wayne's passing, the Orange County Airport was renamed after him. He was later featured on a postage stamp in 1990 and again in 2004, and was inducted into the California Hall of Fame in 2007.

In honor of his charitable work in the fight against cancer, Wayne's children established the John Wayne Cancer Foundation in 1985. The organization provides support to numerous cancer-related programs and to the John Wayne Cancer Institute at Saint John's Health Center in Santa Monica, California.

"I've played the kind of man I'd like to have been." —John Wayne

John Wayne Birthplace & Museum

Before the house on South 2nd Street was built, the lot was owned by J.G. and Elizabeth Vawter. The Vawters built a large stone house and, during the 1860s and early 1870s, the place where John Wayne's home would one day sit probably served as a barnyard or pasture.

After the house was built and during the time the Morrisons rented its rooms, the property was owned by Florence B. Stark, a local school-teacher. The home stayed with the Stark family until 1915. From then on it changed ownership many times until it was purchased in 1964 by A.C. Kordick.

Mr. Kordick lived in the house at the time of John Wayne's death in 1979. Around this time, Mr. Kordick found himself plagued with unexpected visitors. He told stories of John Wayne fans peering in his windows and tapping at his door, hoping for a glimpse of Wayne's childhood home.

In 1980, the house was sold to the Madison County Chamber of Commerce who used the home as an office and attraction, opening on weekends for tours. Soon, as more and more visitors made the

pilgrimage to the John Wayne Birthplace, it became apparent that the Birthplace needed its own full-time attention. So, in 1984, the Chamber moved out and the newly formed John Wayne Birthplace Society moved in. Under direction of seven board members making up the Society, the Birthplace flourished. The house next door was purchased to serve as a welcome center and gift shop. This allowed a local antique association to furnish the Birthplace with period pieces to reflect how it would have appeared in 1907.

Then the memorabilia started pouring in. Private collections were entrusted to the Society as well as personal family mementos supplied by the Wayne family. Just a few of the notable objects visitors can expect to see on their guided tour are the eye-patch worn by the Duke in *True Grit*, many various film props, rare family photographs of young Marion, and letters from the likes of Maureen O'Hara and Kirk Douglas.

On November 3, 1984, President Ronald Reagan, after touring the Birthplace, commented: "The Birthplace of John Wayne is an inspiring tribute to a good friend and a great American." Then, in 1986, the residents of Winterset decided to take one more step to honor their hometown hero. With outstanding support of citizens, First Street was changed to John Wayne Drive. Present for the ribbon cutting was John Wayne's wife, Pilar, and daughter, Marisa. Also present was Iowa's 39th Governor, Terry Branstad.

In 1993, the Birthplace was established as a full-time tourist attraction. As popularity increased, the Society was able to purchase adjoining land and develop a tranquil park-like setting for their visitors. In 2010, an 800-pound bronze statue of Wayne – donated from his family – was erected on top of four tons of native limestone.

On Memorial Day weekend 2015, a 6,100 square foot museum dedicated to the Duke opened adjacent to the birthplace home. It is the only museum in the world dedicated to John Wayne (whose career spanned 50 years and over 160 feature films), and received the "Outstanding Attraction" award at the Iowa Tourism Conference in 2017.

Visitors have the opportunity to see the largest diversified exhibit of John Wayne artifacts in existence, including original movie posters, film wardrobe, scripts, contracts, letters, artwork and sculpture, and even one of his last customized automobiles. The one-of-a-kind collection was donated by Joseph Zuckschwerdt, president of the John Wayne Birthplace Society in Winterset, who began amassing it 40 years ago.



A \$175,000 bronze statue of Duke donated by Wayne's family adorns the museum's plaza. A large gallery divided into sections that reflect Wayne's life and career: "American," "Actor" and "Family Man." The museum houses a

gift shop and a small movie theater with a marquee modeled after the local Winterset movie house. The theater's seats are from Grauman's Chinese Theater, the legendary Hollywood movie palace that opened in 1927 and hosted countless premieres like Wayne's 1930 film *The Big Trail*. In May 2022, an addition was opened, doubling the museum's exhibit space. It features a display dedicated to *The Alamo*, among other displays and artifacts.

"Museums dedicated to movie stars of the past are mostly modest, upstairs rooms in a courthouse or some such thing," said biographer Scott Eyman. "A freestanding, custom-built museum is a totem of Wayne's place in the hearts of Middle America, which has never really waned, even though he's been dead for a long time. I expect it to become a considerable tourist destination for years to come."

George Leslie Stout / The Monuments Men



Imagine an Iowa boy leading the greatest treasure hunt in history! That boy was George Stout, a Winterset native, a University of Iowa alum, and former *Daily Iowan* editor-in-chief, who saved priceless art from the Nazis in World War II and became one of the most influential figures in art conservation.

Legendary art conservator George Leslie Stout was born in Winterset, Iowa on October 5, 1897. The Stout family first arrived in the United States in the early 1600s. Richard Stout, George's six-time great-grandfather, was born in 1615 in Burton Joyce, Nottinghamshire, England. He left home and served in the Navy for seven years, arriving in New Amsterdam (New York) in the 1630s. His wife, George's sixth-time great-grandmother, was Penelope Van Princis, later referred to as the "Mother of Middletown."

Penelope was born in Amsterdam, Holland, and a newlywed (to first husband John Kent), when she and Kent arrived in America. Their ship was ship-wrecked off Sandy Hook, New Jersey, and the surviving passengers left Penelope and her ill husband to fend for themselves. They were attacked by Indians - her husband was killed and Penelope was left for dead. She managed to survive the gruesome attack, and was rescued by an older Indian who took her in. She lived with the Indians for approximately a year before white settlers came to barter for her. Penelope was set free and became part of the New Amsterdam colony, marrying Richard Stout in 1644.

Richard Stout was part of the famous "Monmouth Patent", claiming the county of Monmouth and a part of Ocean and Middlesex Counties,

along with four other families in 1665. Penelope outlived Richard by many years - she died at the age of 110 years! (Penelope was the subject of a book, *Penelope - A Novel of New Amsterdam*, by Jim McFarland.)

George's father was Abraham Lincoln Stout, and his mother, Lulu May McBride. Together with Abraham's parents, Micajah Stout (a Civil War veteran) and Margaret Ross, and Abraham's brothers, John Ross and George Presley, they moved to Winterset in 1867 from Decatur City, Iowa. Abraham worked at the Madison County Bank for the last twenty-five years of his life. Many of the Stout family, including George's parents, grandparents, and two brothers, are buried in the Winterset Cemetery.

George was the eldest of six sons of Abraham and Lulu - Robert, Albert, Charles, Edwin, and Stephen. (Robert died at the young age of 26 or 27 years of a heart infection after recovering from acute bronchial pneumonia. George's brother Edwin served as editor-in-chief of the Associated Press in London during World War II, then became an internationally known newsman and a ranking editor and publisher. He was an assistant executive editor for *Newsweek*, and worked for the committee on Inter-American Affairs under Governor Nelson Rockefeller. He passed away from heart failure at the age of 53.)

George attended Winterset public schools and was elected president of his freshman class. George graduated from Winterset High School in 1915, where he was on the debate team, in drama, and created illustrations for the yearbook. He studied at Grinnell College for two years, where he continued to act in plays, and was elected Secretary of the Chrestomathian literary society.

In December of 1917, George left school to enter the service. He served at a military field hospital in France during World War I. "He saw the destruction of all the great art," said documentary filmmaker Kevin Kelley. "This was the first time this kid from Winterset was going to Paris and places and seeing the destruction of art from war, and

I think that triggered an appreciation in him, too." (Kelley and Maria Wilkes co-created the documentary *Stout-hearted: George Stout and the Guardians of Art*.)

George wrote a letter to the people of Winterset in September of 1918, which was published in the *Winterset Madisonian*, and in which he referenced the street in his hometown:

"Last night we ate our first supper served in the old French style. In the first place we wandered over a few square miles of this old city before we found a chow house. They certainly save an enormous amount of surface area on these streets. Old Jefferson Boulevard would hold two or three of them for width and the sidewalks afford passage for two..."

In June of 1919, after his service with the U.S. Army had ended, George briefly returned to Winterset. By the fall, he had left for Iowa City, where he studied art at the University of Iowa, met the woman who became his wife, Margaret Hayes, and earned a Bachelor's degree in 1921. During his time at the university, George was elected Editor-in-Chief of *The Daily Iowan*, was a member of the Apollo club local fraternity and of Sigma Delta Chi, a national journalistic fraternity. He was managing editor of the 1921 *Hawkeye*, and was a prominent figure in drama as well. George's father, Abraham, passed away in 1921 of heart disease, and his mother moved the family to Iowa City.

George worked as an instructor in the art department before spending time in Europe with Margaret studying art. He held a teaching position in Pittsburg in the English and art departments.

In 1926 he enrolled in Harvard University as a Carnegie Fellow, which he was awarded in recognition of his "unusual talent in both art and literary work." He earned a Master's degree in 1929. As Director of Technical Research at Harvard's Fogg Museum and part-time Conservator at the Isabella Stewart Gardner Museum, he became a pioneer of scientific techniques in art restoration. Fascinated with the science behind the artistic process, he conducted in-depth laboratory research

on color spectroscopy, paint composition, methods of authentication, and the influence of atmospheric conditions on works of art.

“Mr. Stout was eager to promote international cooperation. He had represented America at the first world conservation conference, held by the International Museums Office of the League of Nations in Rome in 1930, and had strong contacts in Europe when the aerial bombardment and looting of its masterworks began.” Carol Kino, “Monuments Man in War, Conservator in Peace,” *New York Times*, March 19, 2014.

In the early days of World War II, Stout learned from his professional contacts in Europe that museums and institutions were evacuating and safeguarding their collections. He spent most of 1942 training curators and pushing for a national conservation plan. Stout helped establish the American Defense Harvard Group, which was instrumental in the formation of the American Commission for the Protection and Salvage of Artistic and Historic Monuments in War Areas, later known as the Roberts Commission.

“Among its crimes against humanity, Nazi Germany may have stolen more than five million cultural objects from the countries it conquered, including thousands of the world’s greatest artistic masterpieces. As the American and British armies and their allies began pushing back onto the Continent, an unusual front-line military unit with too few men and too little equipment accompanied them—members of the Monuments, Fine Arts, and Archives section (MFAA). Their initial responsibility was to mitigate combat damage, primarily to structures—churches, museums, and other important monuments. As the war progressed and the German border was breached, their focus shifted to locating movable works of art and other cultural items stolen or otherwise missing.” From “The Art Army: Harvard’s Monuments Men at War,” *Harvard Magazine*, 2010

Stout was convinced that only his dedicated corps of “special workmen,” trained in art conservation and working through the army, could accomplish anything of lasting value in the coming war. By January 1943, with the nation at war and in need of men, he had given

up on the conservation program and applied for active duty in the navy, in which he had been a reservist since the end of World War I. (Stout tested camouflage paint for airplanes.) “In these last months,” he admitted in a letter home after his arrival at Patuxent River Naval Air Station in Maryland, “I have not felt worthy. I was failing to get done what in these times a man ought to do.”



Stout was transferred to the MFAA in June 1944 and served first with U.S. First Army and later with 12th Army Group. Fifteen men would be serving on the continent, excluding Italy: eight Americans and seven Britons. Seven of the men would serve at headquarters in a strictly organizational capacity. The other eight men were assigned to British and

American armies...As impossible as it seems, it was the duty of these eight officers to inspect and preserve every important monument the Allied forces encountered between the English Channel and Berlin.

“There was no formal mission statement, or even set chain of command. A general guidebook to conservation procedures had been culled from Stout’s expertise and writings the subject. But the Monuments Men had no formal training,” wrote Robert Edsel.

“Stout was a leader,” Craig Hugh Smyth, a later arrival to the Monuments Men, once wrote of him, “quiet, unselfish, modest, yet very strong, very thoughtful and remarkably innovative. Whether speaking or writing, he was economical with words, precise, vivid. One believed what he said; one wanted to do what he proposed.”

One of the first Monuments Men ashore, arriving in Normandy on July 4, Stout sought to identify problems and find ways to solve them.

As the Allies marched through France and Germany, Stout was near the front lines helping to rescue cultural treasures in places like Caen, Maastricht, and Aachen. His expert knowledge of safe transport for works of art was put to the test repeatedly in evacuations of repositories in Siegen, Heilbronn, Cologne, Merkers, and Altaussee, each time using improvised materials and unskilled labor.



The MFAA's ability to improvise in the field while tracking down, documenting, and protecting works of art faced special challenges once Allied armies entered Germany, where many of the Third Reich's treasures had been stored deep in mines, sometimes booby-trapped with explosives.

On April 4, 1945, George wrote a letter to his wife in which he detailed their operation on one such rescue. He was not able to tell her their location except that it was in an iron mine somewhere east of the Rhine. He wrote that the German soldiers were being rounded up. Stout, Walker Hancock, two enlisted men, and a priest worked their way through miles of narrow tunnels. They came across Germans.

“The rest was compressed humanity. They stood, they sat on benches or on stones. They lay on cots or stretchers. This was the population of the city, all that could not get away... Many must have been ill. There was a stench in the humid air. Babies cried fretfully. We were the first Americans they had seen. They had no doubt been told that we were savages. The pale grimy faces caught in our flash lights were full of fear and hate. Children were snatched out of our path. And ahead of us went the fearful word, halfway between sound and whisper - ‘Amerikaner’. That was the strange part of this occurrence, the impact of

hate and fear in hundreds of hearts close about us and we the targets of it all. Yet there was some indifference... And there was some little sign of a thing, not fear and not unconcern. We must have been more than halfway through. I felt a touch on my free hand, and turned my light there. It was a boy of about seven. He smiled and took hold of my hand, and walked along with me. I should not have let him do it, but I did and was glad. I wonder why he felt that way. What could have made him know that I was not a monster. He and another followed us out into the good air. We found our storage depot through another entrance and I'm not really sorry that we made a blunder the first.”

On April 6, 1945, U.S. troops took possession of the Merkers mine complex in Thuringia. Robert Posey and Lincoln Kirstein, the Monuments Men serving with the Third Army, arrived two days later. Stout arrived at Merkers on April 11, 1945. It was crawling with Western Allied officers, German guides, and experts from all branches of Civil Affairs. As Kirstein wrote, “Due to the fact that the works of art... were discovered as an adjunct to the uncovering of the Reich's gold-reserve, the story was given unusual press treatment.”

The Merkers complex included more than 35 miles of tunnels and a dozen entrances. There was no inventory of the works in the mines - just a list of the museums and collections from which they had come. In the end, after being allotted just four days to work, they were able to rescue 393 paintings (uncrated), 2,091 print boxes, 1,214 cases, and 140 textiles, representing most of the Prussian state art collection.

When George Stout left Europe in August 1945 after little more than 13 months, he had discovered, analyzed, and packed tens of thousands of pieces of artwork, including 80 truckloads from Altaussee alone. He had organized the MFAA field officers at Normandy, pushed command headquarters to expand and support the monuments effort, mentored the other Monuments Men across France and Germany, interrogated many of the important Nazi art officials, and inspected most of the Nazi repositories south of Berlin and east of the Rhine. It would be no exaggeration to guess he put 50,000 miles on his old captured VW and visited nearly every area of action in U.S. Twelfth Army Group territory.

ry. And during his entire tour of duty on the continent, he had taken exactly one and a half days off.

In October he was sent to the headquarters of General Douglas MacArthur, Supreme Commander of the Allied Powers, in Tokyo, Japan. As Chief of the Arts and Monuments Division of the Civil Information and Education Section, Stout laid the groundwork for the work of the Monuments Men in the Pacific Theater, which eventually included Monuments Men Langdon Warner, Maj. Laurence Sickman, Lt. Richard S. Davis, Capt. Walter D. Popham, Sherman Lee, and Howard Hollis.

The significance of George Stout to not only the MFAA but the preservation of Europe's cultural patrimony as a whole cannot be overstated. In the words of fellow Monuments Man Capt. Walker Hancock, "I can't imagine what we would have done without George Stout's experienced guidance." According to the records of 12th Army Group, "art treasures of incalculable value were secured and preserved... due to his(Stout's) energetic and resourceful action." For his devoted service as a Monuments Man, Stout received the Bronze Star and the Army Commendation Medal.



Following his return to the United States in mid-1946, Stout resumed his post at the Fogg Museum. He became Director of the Worcester Art Museum in Worcester, Massachusetts in 1947 and Director of the Isabella Stewart Gardner Museum in 1955 until his retirement in 1970. He was a member of the American Antiquarian Society, the American Academy of Arts and Sciences, and the American Institute for Conservation of Historic and Artistic Works, and participated in multiple international conferences on conservation. His

many publications, which remain today at the cornerstone of art conservation research, include *Technical Studies in the Field of the Fine Arts* (editor, 1932-42), *Color and Light in Painting* (editor, 1941), *Painting*

Materials, A Short Encyclopedia (1942), *The Care of Pictures* (1948), and *Treasures from the Isabella Stewart Gardner Museum* (1969).

"Stout was a no-nonsense Iowa guy who established art conservation. He made art conservation into a science, and the three principles he established way back then are still the backbone of the practice." Sean O'Harrow, director of the University of Iowa Museum of Art

George Stout died in Stanford, California in June 1978.

Quotes:

"(George Stout) was the greatest war hero of all time—he actually saved all the art that everybody else talked about." - Lincoln Kirstein

"I have to admit that man's growth toward civilization looks slow and unsteady. At moments, whole nations seem to fall back, their people fret for deliverance from selfish fears. They pay homage to persons who have snatched power for themselves, all manner of tyrants, and people beg them for comfort and for peace. But when I look beyond the weak spots, I can notice those men who pursue knowledge for the common benefit, or labor for sound structures rather than for gain, or fight and die—not for praise or possessions but for the freedom of others. These are not strange or distant to men." - George Stout

According to author Robert M. Edsel, "George Stout loved being on the water." It reminded him of the summer he spent working with his uncle in Corpus Christi, Texas. Once a week, George would spend a day fishing by boat in the shallow waters of the Gulf of Mexico. "For a young boy from landlocked Iowa, the vastness of the ocean created a fascination that never left him."

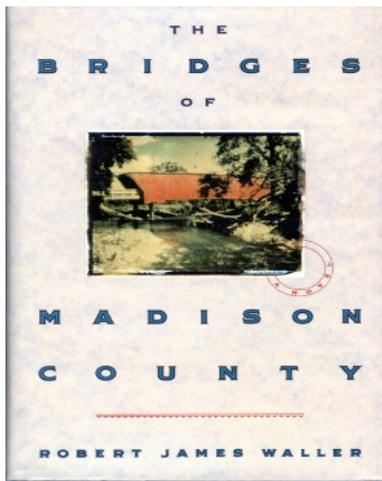
"George Stout was not a typical museum official. Unlike many of his peers, who were the product of the eastern elite establishment, Stout was a blue-collar kid from the small town of Winterset, Iowa." - "The

Art Army: Harvard's Monuments Men at War," *Harvard Magazine*

Filmmaker Wilkes said George Stout was a meticulous man who combined art and science to pioneer modern methods of preservation. Almost every conservation student around the world still uses the books written by Stout as a primary text when learning how to conserve art.

The Bridges of Madison County (Book, Film, Musical)

The Book



The 1992 novella *The Bridges of Madison County* by American writer Robert James Waller tells the story of a married Italian-American woman (WW2 'War bride') living on a Madison County, Iowa, farm in the 1960s. While her husband and children are away at the Illinois State Fair, she engages in an affair with a *National Geographic* photographer from Bellingham, Washington, who is visiting Madison County to create a photographic essay on the covered bridges in the area. The novel is presented as a novelization of a

true story, but it is in fact entirely fictional. Though only 29,000 copies were initially printed, the novel became one of the bestselling books of the 20th century, with 60 million copies sold world-wide. It was adapted into a feature film in 1995 and into a musical in 2013.

Waller, who was born in Rockford, Iowa and was married twice. His daughter Rachel is from his first marriage to Georgia Ann Wiedemeier. His second wife was Lina Bow Waller. The 52-year-old Waller crafted 52-year-old writer-photographer Robert Kincaid as a hymn to himself. Before the book was published, he was a professor of management and

economics at the University of Northern Iowa, his alma mater. Waller died on March 9, 2017 from complications from pneumonia and multiple myeloma.

Without expecting to, Robert James Waller conceived of *The Bridges of Madison County* in July 1990. On sabbatical from his teaching job at the University of Northern Iowa, Waller was photographing the Mississippi River with a friend when he decided to photograph Madison County's covered bridges. This event, alongside a song Waller wrote years earlier about "the dreams of a woman named Francesca," gave him the idea for the novella. Several articles claim that he went home to Cedar Falls and wrote the book in only a couple of weeks. After he had written *Bridges*, Waller came to believe that he had based the character of Francesca Johnson on his wife, Georgia, whom Francesca physically resembles.



According to the dissertation *The Bridges of Madison County and Iowa: Production, Reception, and Place* by Gregory R. Wahl (2005), Robert Waller "has often readily offered that the book's protagonist, Robert Kincaid, is based on Waller's own activities, persona, even his clothes,

as he drove around the state taking photographs." As Waller once stated, "I'd never visited the bridges of Madison County, always intended to. I was rambling around, I used to just get in my truck and drive around a lot, throw my cameras in. . . . So I just visited the Bridges, and walked through and just stood in them. . . . At that time they were forgotten. I'd ask directions . . . pretty much the way they were talking to Kincaid in the book. So it was late when I finished, and I stayed overnight in the motel. I got up the next morning, and I'd had this feeling before, that I wanted to do something creative. It's indefinable sometimes. . . . I got home, I didn't even unpack my gear, just set it on the floor. I went up and turned on this little Zenith 286 or something, had a little tiny screen on it. I had a five-dollar piece of shareware I was using for a word processor. I just sat down and wrote, 'there are

songs that come free from the blue-eyed grass, from the dust of a thousand country roads.' I wrote that line [the first line of the novel] and then started writing about Kincaid and Francesca."

"The actual writing of the book," Waller said, "was a 'pipeline to the universe' consisting of nine days in a hypnotic state, hardly sleeping. All I could think of was this story in my head. I was just so taken with the passion of these people, that all I could do was write. And I wrote with a towel around my neck. There was one occasion I went to my knees before the computer keyboard and wept uncontrollably. I couldn't write because I was weeping so hard. It just kept coming and coming in waves. And I sat and wrote for nine days."

Waller was concerned that the book be authentic and realistic (an effect which would have a bearing on the novel's reception by readers). Therefore, he soon went back to Winterset, in the persona of Kincaid, to ask himself, "does this ring true?"

He recounted to Gregory Wahl: "I spent one day, after I finished the book, I put my Robert Kincaid clothes on, went out and bought a pack of Camels. I went to the bridges and did everything Kincaid would have done. I even went to the grocery store and bought the kind of food he bought. I went to the Northside Café (featured in the novel) and had a Pepsi. I went and sat in the park. I did everything that I could think of to see how it felt, sort of played Robert Kincaid."

And on another post-writing trip to Winterset, Waller did some fact-checking, or rather, some checking to make sure no real facts had been inadvertently included in his work of fiction. "I spent a day or two down there. I went to the newspaper office and looked back at the newspapers from that week. At first they weren't going to (help); they said, 'What is this guy doing' I just said, 'I'm interested.' They said 'OK.' So I went down there, and looked at it, to make sure I had the store names correct, the price of goods, I wrote down all the prices. Weather, too was important, to see how close I was. Hot. Then I went to the—what office is it?—to look up birth and death records, because I wanted to make sure I wasn't duplicating anybody. If there had been

a Francesca Johnson or a Richard Johnson, you leave yourself open to some weird stuff. And I meant to do no harm to anyone, didn't want to hurt anyone."

Wahl point out that "It is interesting to note that the nine days of initial writing that produced the draft of *Bridges* did not include the writing of *Bridges*' preface and epilogue, which Waller told me came to him in a similar rush of inspiration, but several days later. In later chapters we will see how important the frame narrative in the preface and epilogue was to readers' experience of *Bridges* as 'realistic.' That it was added later suggests that Waller did to some degree plan the structure of the novel around his anticipation of readers' reactions to it, despite his claim that its production was completely 'gut level' and irrational."

According to Marc Eliot, Waller's novella is a modernization of the Noël Coward play *Still Life* (1934), which was adapted into David Lean's film *Brief Encounter* (1945). *Still Life* is about "the desperation, guilt, and temptations of two married people who meet, fall in love, commit adultery, and then separate forever." *The Bridges of Madison County* received multiple comparisons to Erich Segal's *Love Story* (1970) for its plot and prose.

The book was published in April 1992 by Maureen Egen at Warner Books. On August 16, 1992, *The Bridges of Madison County* debuted on the *New York Times* bestsellers list, a surprise hit at number 12. In October 1992, Waller attended the Madison County Covered Bridge Festival at the invitation of the Madison County Chamber of Commerce, where he signed approximately 1,500 copies of his book.

In January 1993, Waller began promoting the book by appearing on radio and television. Over the next six months, Waller made radio and television appearances on shows including CNN's *Sonya Live*, NBC's *The Today Show* (twice), CBS's *Sunday Morning with Charles Kuralt* and *Eye to Eye with Connie Chung*, National Public Radio's *Fresh Air* and *All Things Considered* (Maryles, "Behind the Bestsellers" June 7, 1993).



Waller appeared on *Oprah* which was filmed on May 21, 1993, at the Cedar Covered Bridge. Steps were built for Oprah's entrance, leading down the Cedar Bridge approach to the lawn below. Those steps are still in place and are referred to as "Oprah's stairs." The audience, approximately 700 people, was comprised mostly of

residents of Madison County and the surrounding area. Winfrey told her television audience that Iowa was holding something back from the rest of the country. "This is a beautiful place and you all have been keeping it a secret," she said. During filming, Oprah stayed at the guest house at Rose Acres farms. Oprah said that the book was "one of the most romantic, stirring tales of true love I've ever read. My coming here is fulfilling Francesca's dreams."

Wahl states in his dissertation that "This episode was important in constructing a popular discourse about the book that was based on attitudes toward gender and romance. It also underscored the importance of Iowa as the fictional setting of the novel and the real-life setting of Waller's authorship."

"Since *Bridges* was already an amazingly successful bestseller when Oprah recommended it, it is impossible to say what her effect on the book's sales were, but her track records suggests she contributed greatly to its sales success," claims Wahl.

On the cover of the June 14, 1993 issue of *Publishers Weekly* (which sells its cover as advertising space), Warner Books proclaimed about *Bridges*, "It's the All-Time Word of Mouth Bestseller." By that time the industry's familiarity with the book was so great that the title of the book was unnecessary; the words appeared accompanied only by a photograph of Roseman Bridge.

Between August 16, 1992 and October 8, 1995, *Bridges* spent 164 weeks—over three years—on the *Times* bestsellers list, a record according to the *Times*, thirty-seven of those weeks at number one. According to *Publishers Weekly*, *Bridges* was exceptional in a number of ways: By March 1993, it was "the fastest selling novel in publishing history" (Maryles, "The Sky's the Limit"). By August 1995, shortly before it fell off the list, it had sold over six million copies in America and over ten million worldwide (Maryles, "Behind the Bestsellers," August 7, 1995). In 1997, *The Washington Post Book World* reported (in a list of sales figures compiled for it by *Publishers Weekly*) that in 1993 alone, *Bridges* had sold 4,362,352 copies, the second greatest single-year sales of any fiction or non-fiction hardcover bestseller between 1972 and 1996.

In a 2005 *Book Page* interview, Waller said he still received letters from *Bridges* fans.

"I receive letters each week from people who have read it and are moved by the story. At one time, I received 50 to 100 letters per week," he said. "Now it's more on the order of five. The last I knew, 350 marriage ceremonies had been celebrated at Roseman Bridge."

"I grew up in a small Iowa town of 900 people, so I understand rural life very well, urban life less so. I once said there are at least three good novels to be written about any small town in America. I still believe it."

The setting is Madison County, Winterset in particular. "It was a pretty town, with a nice courthouse square, and he sat there on a bench in the shade...along with a Coke from a cafe across the street..."

"*Bridges*' setting does...make use of another hallmark of the social melodrama...it features "an actual place," in this case 1965 Winterset, Iowa and the real bridges that give the novel its title." (Wahl)

"Iowa is a very romantic, mystical place...Iowa, like romance, doesn't come up and pirouette before you, saying, 'Hey, look, I'm beautiful.'"

She just lies there, on hot June days, like a woman in the sun, while romance splashes around where the Winnebago runs to kiss the Shell Rock.” - Robert Waller

A *Winterset Madisonian* issue on April 8, 1992, states that Waller spent a good deal of time in and around Winterset, researching information for the book. The October 14, 1992 issue of the *Winterset Madisonian* reinforces that Waller spent time in the county researching the bridges before starting his first novel. Waller himself says that he “had spent quite a bit of time skulking around here.” Waller was present at the October 1992 Madison County Covered Bridge Festival where he signed about one thousand copies of the book.

Cultural Impact

“*The Bridges of Madison County* did not, of course, come ‘from nowhere,’ as *Business Week* would later put it (Tilsner). Rather, it came from Iowa, the heart of the Midwest, in the heart of America, by the hand of a native Iowan. Its author was a cultural entrepreneur, and a politically engaged commentator on Iowan values...In this, he reminds one of Grant Wood, Paul Engle, and other entrepreneurial Iowa regionalists.” (Wahl)

“Once the setting for the story, Winterset, Iowa, appeared on the page, and later on the movie screen, its reality became something that many Americans and people from around the world wanted to literally appear in. When that happened, the people and community of the real town of Winterset, Iowa, were significantly changed.” (Wahl)

“...tourists visited Winterset and its covered bridges to discover tangible evidence of ‘love.’” (Wahl)

Economic Impact

According to *The Bridges of Madison County and Iowa: Production, Reception, and Place*, “the work of Roger Riley, Dwayne Baker, and Carlton Van Doren on ‘movie- induced tourism,’ used to examine tourist activity in Winterset, Iowa, was originally intended as practical advice

for boards of tourism and film offices. Robert Waller’s own 1991 economic study of the state of Iowa, commissioned by the state’s Office of Economic Development, is a key piece of context for what happened in Iowa because of *Bridges*, and in retrospect, for understanding the origins of *Bridges* itself.”

In 1994, the *New York Times* reported that tourism had increased local retail business in Winterset by 30%. Filming of the movie in August 1994 and its release in 1995 increased tourism exponentially once more. Chamber of Commerce employee Doug Hawley told the *Wall Street Journal* that his office had had seven thousand visitors in June of 1995, compared with four hundred the same month in 1994. According to *The Economist*, the 1995 Covered Bridge Festival nearly doubled its attendance from the previous year, drawing 120,000 people. Where the entire year of 1994 had brought 178 tour buses, up from only nine in 1992, the mere four weeks before the 1995 festival would bring 157 buses (“The Sewers of Madison County”).

National Geographic ran a one-page “Behind the Scenes” feature in July 1995 entitled “The Cover that Never Was,” and the Iowa Tourism Board ran travel ads for the state in *National Geographic Traveler* throughout the 1990s.

Quotes

“In a universe of ambiguity, this kind of certainty comes only once, and never again, no matter how many lifetimes you live.” - Robert Kincaid

The Movie

(See below under *Film Makers*)

The Musical



The Bridges of Madison County was adapted into a Tony Award-winning musical with music and lyrics by Jason Robert Brown and the book by Marsha Norman. The musical premiered at the Williamstown Theatre Festival on August 1, 2013. Directed by Bartlett Sher, the cast featured Elena Shaddow as Francesca and Steven Pasquale. The musical began previews on Broadway at the Gerald Schoenfeld Theatre on January 17, 2014 and officially opened on February 20, 2014 with Kelli O'Hara as Francesca and Steven Pasquale as Robert Kincaid. Directed by Bartlett

Sher, the sets are by Michael Yeargan, costumes by Catherine Zuber, and lighting by Donald Holder. It closed in May of the same year after 100 performances.

**SUB-THEME 5:
ART & CULTURE**

Welcome to
WINTERSET



IOWA

"The BRIDGES of MADISON COUNTY"

J. NAVARRO

Madison County has been home to a wealth of storytellers, each with a unique narrative to share. Many have exemplified an appreciation of art, culture, and education.

Quilting & the Iowa Quilt Museum



Madison County has been home to a wealth of storytellers, each with a unique narrative to share. Many have exemplified an appreciation of arts, culture and education. Perhaps nowhere is this more apparent than in the art of quilting.

“... quilts are signposts, markers of important life passages—like births, birthdays, weddings, mourning, and community events,” says Michael O. Smith of the State Historical Society of Iowa.

Quilts, by definition, are three layers—a top, batting, and back—held together with stitching.

“In addition to making the family’s clothing, many Iowa women took pleasure in making beautiful quilts for the beds. They designed their own patterns and often used worn out clothing to make colorful quilts. Quilting was almost the only opportunity for women to express their artistic abilities. Most tasks were measured by quantity—the numbers of jars of corn canned or the number of socks knitted—but quilts were made to be beautiful as well as to provide bedding.” (Written for *Iowa Pathways* by Tom Morain)

“It was the women who made the quilts, the comforters, and the clothes from scratch at home. Much clothing was made from raw

wool. Pioneer women carded it, spun it into yarn and wove it into cloth . . . As the frontier population grew, there were times when fun and work went together. A social gathering might be held for a cabin or a barn raising; a sewing or quilting bee.” (“The Prairie Pioneers,” *The Iowa Heritage, Program # 4*, Iowa PBS, 1977)



Quilting bees (events that involved a group of quilters gathered around a quilting frame and hand quilting the pieced quilt top to batting and the bottom layer) were held in churches, a neighbor’s home, and so forth.

“Everyone’s work went according to the seasons.

In the spring crops were planted, and in the fall they were harvested. Gardening and canning were done in the summer and quilting, sewing, and mending in the winter.” (Written for *Iowa Pathways* by Dorothy Schwieder)

Early mentions of quilting here in Madison County appeared in local newspapers starting in the 1870s. Nearly all of the early references made were of quilts entered in the county fair, or of quilting bees or parties. The Madison County Agricultural Society awarded “premiums” for the best quilts at the county fair. In Humboldt County, a box of cigars was the prize for the “girl under twelve who shows the best piece of patch quilting.” The completion of pieced quilts even made the news. In 1873, it was reported that Mrs. Eddie Mercer completed a patchwork quilt of nearly 6,000 pieces, which took her three years to make. In 1879, Cynthia Young of South Township completed a quilt composed of an astonishing 12,784 pieces.

Quilts bear the stories, traditions, and techniques that women pass on within families and communities and provide a vehicle for public work. From the thesis *Framing Quilts/Framing Culture: Women’s Work*

and the Politics of Display by Karen E. Smith, University of Iowa: “While quilts are utilitarian in origin, their circulation and display take them far beyond the bedroom—to living room walls, art galleries, history museums, state fairs, quilt shows, and philanthropic auctions. Quilts are deeply layered with meaning, have intimate ties to social and cultural communities, and are richly interdisciplinary. They possess social significance for their creation in quilting bees, their status as family heirlooms, and their ability to provide shared warmth. They are central to many community traditions and identities—history is stitched into their fabrics, patterns, quilting designs, signatures, and personal touches. They also make visual and artistic statements through their color combinations, textures, shapes, and pictorial elements. Their creation and circulation remain highly gendered processes, linked to women’s labor, domesticity, and the private sphere. And they are often stitched communally or collaboratively. For all of these reasons, quilts are symbols of religious, racial, ethnic, gendered, regional, and aesthetic affiliations.”

Sometime in the mid-1900s, the State Historical Society of Iowa joined a larger project to document the evolution of quilt making in the early days of the state ... and up through 1925. Documentation for some of these quilts can be located at http://www.quiltindex.org/wiki/index.php/Iowa_Quilt_Research_Project



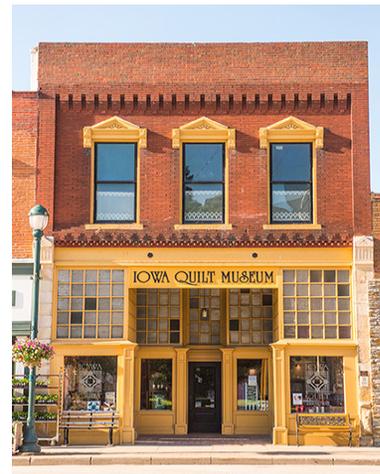
Today quiltmaking is a \$3.7 billion industry with 7-10 million participants in 6-8 million U.S. households. [“Quilting in America 2017,” *Quilts, Inc.*]

“If quilters have a mecca it has to be Winterset. The small town of a little over 5,000 just southwest of Des

Moines has a quilt shop, a Ben Franklin Store with a fabric department, and now a quilt museum.” – *Sioux City Journal*, August 2016

Fons & Porter’s Love of Quilting, a national brand for all things quilting, got its start in the mid-1970s in Winterset when eventual business partners Marianne Fons and Liz Porter met in a quilting class offered at the local Iowa State University Extension Office.

Quilters are a target tourism market. According to *Quilt Sampler* magazine, 60% of active quilters participate in quilting travel, 59% attend regional quilt shows, and 64% belong to a quilt guild or group. There are currently only a handful of museums in America dedicated exclusively to the art of the quilt. One of them is in Winterset.



The Iowa Quilt Museum opened its doors in May of 2016. “As museums go, the IQM is still quite young, but already it’s having quite an impact on the quilting scene in our state.” (*Collectors Journal*, October 2018)

According to Megan Barrett, Director of the IQM, “Our mission is to promote appreciation of the American quilt and the art of quilting. To that end, we don’t generally exhibit quilts made outside the U.S. We want to showcase the breadth and depth of the art of quilting in America, so our exhibits encompass historical quilts, modern quilts, art quilts, and everything in between. We often feature quilts by Iowans or Midwesterners but have exhibited works by quilters from across the country.”

Additionally, the Iowa Quilt Museum serves as headquarters for the Quilts of Valor Foundation, a national nonprofit organization that awards quilts to veterans, over 250,000 so far.



A new annual event in Madison County, “The Airing of the Quilts,” was launched in 2018 to great success. The Airing brought hundreds of quilters from neighboring counties and states.

Every year in June, thousands of quilters from around the world come

to Iowa for Sew Iowa (also known as the All Iowa Shop Hop). Started in 2012, today the event includes 80 to 100 fabric shops located around the state. Quilt enthusiasts compete with each other to see who can visit the most shops during the month long event.

The Iowa Theater



The historic Iowa Theater opened in 1914, in a building that from 1899 had been a grocer and meat market. For decades the theater thrived, ultimately closing in 2015 seemingly for good. Local resident Marianne Fons and her daughter Rebecca purchased the theater in 2015, and embarked

on a two-year, million-dollar renovation project, eventually reopening the theater to great acclaim in 2017. “Since then, the Iowa has become an essential fixture in the local arts community, exhibiting a well-curated mix of second-run new releases, retrospective screenings, live

theater events, music and more.” – *Film Independent*

The Iowa Theater is a multi-use performance venue offering new release films, a repertory film program every Wednesday (“Way Back Wednesday”), frequent free films for the community and a regular series of live musical performances (“Live at the Iowa”). The Iowa has participated in events and festivals, such as the Madison County Covered Bridge Festival, John Wayne Birthday Celebration, Women’s Weekend in Winterset and the Festival of Lights, by hosting free film presentations and special performances, and is home to The Winterset Stage, which produces several live stage performances per year.

Special events at The Iowa so far include a fundraiser for the Rebuild Cedar Bridge effort, holiday presentations of *The Nutcracker* with Winterset Ballet & Dance, a one-night performance of *The Connemara Lads*: AgArts New Hope Farm, and *Map of My Kingdom*, a play by Iowa Poet laureate Mary Swander. It also provided conference space for groups such as the National Alliance of Preservation Commission Forum 2018, Country School Preservation, and a Quilting Escapes quilting retreat.

The Iowa Theater is part of the Courthouse Historic District and our building is listed on the National Register of Historic Places.

The Winterset Stage

Jason and Cindy Stanbro founded The Winterset Stage in October of 2010 to bring people together through the arts. Having moved to Winterset in 2009, the Stanbros heard of the need for live evening entertainment in the community and thought they could help. Cindy had been fortunate to work in thirty theatres in over 150 productions throughout her career. Jason came from a management background which turned out to be a perfect partnership to Cindy’s producing abilities and, together, their entrepreneurial spirits created The Winterset Stage.

The original Board of Directors included Megan Barrett, Tom Beougher, G. JoAnn Collins, Bob Duff, Judy James, Susie Jones, Jerry Narland,

Pat Nelson, Chris Nolte, and Doyle Scott.

The first Madison County community theater group was the Apple Tree Players, which was formed in 1970. In October 2011, The Winterset Stage produced the *Great Western Melodrama*, the same show that the Appletree Players produced many years ago.



Over the past nine years, The Winterset Stage has completed a capital campaign, secured a home, produced over thirty plays and musicals, created educational programming for youth of all ages and abilities, and successfully brought the arts to rural Madison County. Now housed in

the historic Iowa Theater and managed by a Board of Directors, The Winterset Stage produces two mainstage shows per year, as well as a number of educational programs.

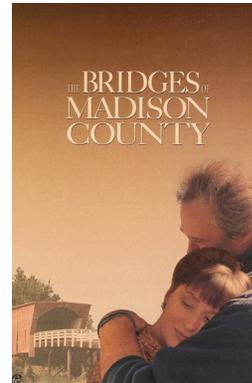
Winterset Art Center

Established in 1958, the Art Center continues to promote artists with a refreshed mission to promote active engagement with the arts through classes, events, exhibitions, and patronage of regional artists. Since its beginning, the Art Center has been a volunteer-led and member-supported nonprofit organization. They are a vital gathering space for the community that encourages artistic expression, engagement with the arts, and development of artistic abilities.

Housed in one of the oldest structures in Winterset, the 1854 home and barn have been transformed into gallery spaces and studios for classes in mixed mediums. The Art Center of today is a cumulative effort of the work of hundreds of members and the support of the community over many decades. In its history it has offered a place for

artists to meet, work, and exchange ideas. Classes have been offered in a wide spectrum of artistic expressions appealing to beginners as well as more experienced artists. With over a half century behind us, the Winterset Art Center is looking forward to continued service to the community and support of the arts in Madison County.

Film Makers



The Bridges of Madison County (1995)

The Bridges of Madison County is a 1995 American romantic drama film based on the 1992 best-selling novel of the same name by Robert James Waller. The film earned \$182 million worldwide and was well received by critics. Streeep was nominated in 1996 for an Academy Award, a Golden Globe Award, and a Screen Actors Guild Award for Best Actress for her performance.

Production Company: Amblin Entertainment and Malpasos Productions, and distributed by Warner Bros. Entertainment

Co-Producers: Steven Spielberg & Kathleen Kennedy

Director: Clint Eastwood

Writer: Screenplay was adapted by Richard LaGravenese; based on novella by Robert James Waller

Cast: Starring Clint Eastwood and Meryl Streeep

Plot Summary: In the present, adult siblings Michael and Carolyn Johnson arrive at their recently deceased mother's Iowa farmhouse to settle her estate. While sorting through Francesca's will and safe deposit

box, which contains a key, they are shocked by their mother's request to be cremated and have her ashes scattered from Roseman Covered Bridge. This superseded what they knew were her previous arrangements for burial next to her late husband, Richard. Michael initially resists, but Carolyn discovers unknown photos of their mother taken at another covered bridge, and letters to Francesca from a man named Robert Kincaid. Her children find a locked hope chest containing three notebooks, a *National Geographic* magazine featuring Madison County's covered wooden bridges, old cameras, and other mementos. The magazine includes a photo of Kincaid.

In the main part of the film in 1965, Francesca, a WWII Italian war bride, meets Robert Kincaid, a *National Geographic* photojournalist on assignment to photograph the county's historic bridges. Looking for the Roseman Bridge, he had stopped by the Johnson farm to ask for directions. Francesca rode with him to show him the way. Their subsequent affair occurred over four days, when her husband and children were away at the Illinois State Fair.



Francesca's three notebooks detail the affair and its lasting influence on both her and Robert. They had fallen deeply in love and nearly ran away together. Francesca, although confined to a passionless marriage, decided against abandoning her teenage children and loyal husband. Robert, moved by their brief

encounter, found renewed meaning in his life and true calling as an artist. Francesca's memories helped sustain her through her remaining years on the farm.

After her husband's death, Francesca tried to contact Robert again, but he had left *National Geographic*, and she was unsuccessful. Later she

learned that Robert died about three years after her husband, and left his belongings to her. His ashes were scattered from Roseman Bridge.

In the present, Michael and Carolyn were deeply moved by their mother's story, as they were struggling in their own marriages. They found new direction to their individual lives. They also scattered their mother's ashes at the covered bridge.

Development: Amblin Entertainment, a production company founded by Steven Spielberg, bought the film rights to Waller's novel for \$25,000 in late 1991, before its publication—by the time of the film's release, the novel sold 9.5 million copies worldwide. Spielberg first asked Sydney Pollack to direct, who got Kurt Luedtke to draft the first version of the adaptation but then bowed out; Ronald Bass was brought in by Kathleen Kennedy and Spielberg to work on the script, but they were unsatisfied with the results. But a third draft by Richard LaGravenese was liked by Eastwood, who quite early had been cast for the male lead, and by Spielberg, who liked LaGravenese's version enough to consider making *Bridges* his next film after *Schindler's List*, which was in post-production at the time. Both men liked that LaGravenese's script presented the story from Francesca's point of view; Spielberg then had LaGravenese introduce the framing device of having Francesca's adult children discover and read her diaries. When Spielberg decided not to direct, he then brought in Bruce Beresford, who got Alfred Uhry to draft another version of the script; when Warner Bros., Spielberg, and Eastwood all preferred LaGravenese's draft, Beresford dropped out.

Waller championed Isabella Rossellini to play Francesca; she was a "strong contender" in a list that also included Anjelica Huston, Jessica Lange, Mary McDonnell, Cher, and Susan Sarandon. But despite Spielberg's initial reluctance, Eastwood had advocated Meryl Streep for the role from the beginning.

Filming: On May 25, 1994, Governor Terry Branstad announced to a crowd gathered in Winterset City Park that the movie would be filmed in Madison County. Principal photography took 42 days, with filming on the Winterset courthouse square starting on September 21st and end-

ing on November 3rd, ten days ahead of Eastwood's 52-day schedule. Eastwood filmed it chronologically from Francesca's point of view "because it was important to work that way. We were two people getting to know each other, in real time, as actors and as the characters."

Locations: All filming took place in Madison County, with the exception of the dress-shopping scene, which was filmed in the town of Adel, about 15-20 miles north of Winterset. Filming locations included:

- Roseman Covered Bridge
- Holliwell Covered Bridge
- The Johnson's farmhouse (also referred to as Francesca's house) is located off of Cumming Road (G4R) on I30th Street. It is the second house on the left. It is privately owned and no longer open to the public.
- City Park (stone bridge)
- Northside Cafe
- Pheasant Run Tavern (interior used as the Blue Note Lounge)
- Exterior of the Blue Note Lounge was a building at the Madison County Fairgrounds, which is no longer standing
- Pammel Park, water ford and Middle River
- Interior of Bed & Breakfast by JASS (formerly Lindy's Motel)
- Intersection of John Wayne Drive and Green Street (Frostee's and 5 Sons Naturescapes building are still there; the JFV Conoco was transformed into a 1960's Texaco station for the movie.)
- The Winterset Livestock and Feed store (formerly the M. Young & Co. Feed & Seed building) acted as the fictional Winterset General Store, and was fully furnished on the inside by the Warner Brothers' prop department. The feed store was later torn down and a Subway restaurant is now in its place.
- Winterset historic courthouse square

Premiere: April-June, 1995. The premiere gala at the Iowa Theater in Winterset took place on June 1, 1995. Warner Brothers Location Manager Ken Haber attended.

Primary Quotes:

"I ask myself over and over, what happened to me in Madison County, Iowa?" - Robert Kincaid

"This kind of certainty comes but once in a lifetime." - Robert Kincaid

"The yarn begins with the real bridges in the real Madison County, where just a few years ago the 12,483 real residents of the county were minding their own business—with no idea that their home in the heart of the heartlands, just a half hour southwest of Des Moines, was about to become the romantic county seat of the world." - From the book *The Bridges of Madison County: The Film*.

Trivia:

The production crew was scouting for the ideal farmhouse for the film. It had to be large enough to shoot in, set on a dirt drive so that Robert Kincaid could come cruising up in his truck, "Harry," and it needed to be surrounded by farmland but accessible to the crew. Bruce Beresford (the movie's initial director) scouted the countryside for several days and finally finds the property of Aaron and Lola Howell, a couple in their eighties. Aaron Howell refused, telling the local paper that he's "never in favor of adultery" and "There hasn't been any in this house, and there never will." (Beresford is also not a fan of Richard Lagravenese's script, and by the summer of 1994, he quits the project. Eastwood steps up as the director.) After being turned down by the Howells, production designer Jeannine Oppewall started scouting by helicopter. Upon flying over the property that would end up being the Johnsons farm, she knew they had found "the place." The house was unoccupied (except for raccoons, bats, birds, mice, and bees. Ed England, a construction coordinator for Warner Brothers, arrived on June

15, 1994 and stayed for 24 weeks, transforming the farmhouse into “Francesca’s House.”



This advance team began work on the Madison County farmhouse, tearing off and rebuilding porches, replacing footings, laying new shingles (on top of the old to preserve the shape of the slightly sagging roof), replacing windows and doors, redoing the floors, repairing the pump to the well, running real tele-

phone and electricity lines underground, and erecting period-proper telephone poles and wires as props. An existing movie property, the same 1960s GMC pickup truck used in the 1993 Eastwood/Kevin Costner film *A Perfect World*, was used in *Bridges* as Robert Kincaid’s truck.

Another part of Oppewall’s crew went to work “aging” Roseman Bridge. Roseman Bridge had recently been restored at a cost of over \$150,000. Roseman Bridge was “aged” using evaporated milk, liquid hand soap, corn syrup, and a little tempera paint, and some side boards were removed. Warner Brothers paid \$10,000 to the county’s Covered Bridge Foundation for the privilege, and had to restore the bridge to its former condition after filming was finished.

Clint’s character, Robert Kincaid, is 52 years old. At the time of filming, Clint was 64. Francesca Johnson is 45. At the time of filming, Meryl Streep was 40, and Eastwood had to fight the studio to hire her, insisting that they cast someone over 40.

On September 14, 1994, Streep arrive for the movie’s kickoff party at

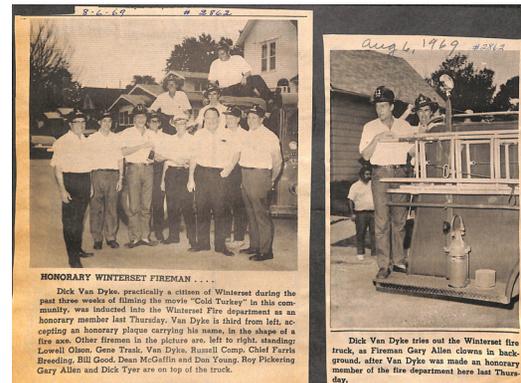
Wellman’s Pub in Des Moines, where she meets Clint Eastwood for only the second time in her life.

Local actors, Sarah Schmitt (Zahn) of Winterset, and Christopher Kroon of West Des Moines, played the Johnson’s kids, Carolyn and Michael.

Local extras included Jane Reed, Jason Johnston, Shivaun Farlow, Jim Hendrickson, Dennis Jurgens, Wayne Davis, Dave & Judy Trask, and Shawn Clark.

In late November 1994 (a couple of months after filming wrapped), a surprise sale of movie mementos (props from the set) was held at the Madison County Fairgrounds.

Cold Turkey (1971)



HONORARY WINTERSET FIREMAN . . .
Dick Van Dyke, graciously a citizen of Winterset during the past three weeks of filming the movie “Cold Turkey” in this community, was inducted into the Winterset Fire department as an honorary member last Thursday. Van Dyke is third from left, accepting an honorary plaque carrying his name, in the shape of a fire axe. Other firemen in the picture are, left to right, standing: Lowell Olson, Gene Trask, Van Dyke, Russell Comp, Chief Farris Breeding, Bill Good, Dean McGiffin and Don Young. Roy Pickering, Gary Allen and Dick Tyler are on top of the truck.

Aug. 6, 1969 #586
Dick Van Dyke tries out the Winterset fire truck, as Fireman Gary Allen clownes in background, after Van Dyke was made an honorary member of the fire department here last Thursday.

Production Company:
Tandem Productions

Director: First and only feature film directed by Norman Lear.

Writer: Screen story by Norman Lear. Based on the unpublished novel *I’m Giving Them Up for Good* by Margaret and Neil Rau

Cast: Dick Van Dyke, Pippa Scott, Bob Newhart, Jean Stapleton, Tom Poston among others.

The film was made in 1969, but was shelved for two years by the distributor due to concerns about its box-office potential.

Plot Summary: Merwin Wren, the longtime PR head at Valiant Tobacco, comes up with an idea in his desire to have company figurehead

Hiram C. Grayson be known in the same vein as Alfred Nobel as opposed to the man who sold 13 trillion cancer causing cigarettes (who remembers that Nobel was a munitions manufacturer, he who used only a small fraction of his wealth to hand out a Peace Prize?): give \$25 million to any town in America that will give up smoking for thirty days. After the laughter from the company executives subsides in the ridiculousness of the scheme, Wren convinces them that no town can meet the eligibility criteria of one hundred percent of its citizens signing up, and even in the remote possibility that any one does, that not all one hundred percent would be able to go cold turkey for thirty days, meaning that this PR stunt to raise Grayson to immortality would cost them virtually nothing. By the entry deadline, one town to Wren's amazement meets the sign up criteria: Eagle Rock, Iowa. It is a town with a population 4,006 and declining as one business and industry after another is leaving town and with them its citizens in it being a depressed town. Rev. Clayton Brooks was the one who spearheaded the initiative in his own self-motivated goal of raising the town's fortunes so that he will be reassigned to the town and church of his choice, preferably more prosperous ones. He was able to convince everyone in town, using one tactic or another, to sign up, even the large percentage of die hard smokers, the toughest case being Dr. Proctor, the town's surgeon. Beyond everyone needing to go cold turkey for the thirty days, the contest brings up some systemic problems within the community, both as a collective and individually. In the latter category is Rev. Brooks' own failings as a husband to his repressed wife, Natalie. Conversely, as there is the possibility that Eagle Rock may actually win the \$25 million, Wren takes it upon himself to ensure that it doesn't happen.

Film Locations: Most of the film, which is set in the fictional small town of "Eagle Rock, Iowa", was shot in and around Greenfield, Iowa, and many local people were used as extras. Some neighborhood scenes were shot in Winterset. The Methodist church in Orient, Iowa, and the bank in Macksburg, Iowa, were used as well. The Grayson Mansion scenes were filmed at Terrace Hill, official residence of the governor of Iowa, located in Des Moines. Some were also shot in the town of Columbia in south central Kentucky. Winterset locations included the

hospital and Dr. Proctor's home.

Quotes:

"I loved being in Iowa. I learned a great deal that helped me move forward because Iowa preceded the big part of my TV history, like 'All in the Family,'" said Lear, who was named an Honorary Iowan in 1999. "If I hadn't been in Iowa I wouldn't have been able to say no to the network as often as I did and with the strength I was able to muster."

The Crazies (2010)



Production Company:
Overture Films

Director: Breck Eisner

Writers: Scott Kosar (screenplay), Ray Wright (screenplay); George A. Romero (1973 version)

Cast: Radha Mitchell, Timothy

Olyphant, Danielle Panabaker

The film is a science fiction horror film, and a remake of the 1973 film of the same name. George A. Romero, who wrote and directed the original, served as an executive producer. It is about a fictional Iowa town that becomes afflicted by a biological agent that turns those infected into violent killers. The film was released on February 26, 2010 and grossed \$55 million on a \$20 million budget.

Much of the film was shot in central Georgia, and Lenox, Iowa, with some filming in Winterset.

SECTION 6: INTERPRETIVE MEDIA



Location: Along G50 in St. Charles

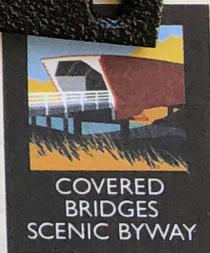
Madison County is known as the Covered Bridge Capital of Iowa. Six of the original nineteen covered bridges built here remain today, including Imes Bridge in St. Charles. Built in 1870 by John P. Clark, the Imes Bridge originally spanned Middle River above Wilkins Mill near Patterson. It was moved in 1887 and again in 1959 to its current location. It is the oldest of the remaining bridges.

Weird & Wonderful Fact

Scan the QR code with your mobile phone's camera to watch the video!



*Imes Covered Bridge
Impression*



Interpretive Media

The techniques used to communicate the themes of the byway are referred to as interpretive media. Well-planned interpretive media can open windows of revelation to visitors who seek personal connections and meanings in these resources. Part of the reward of traveling a beautiful scenic byway is the sense of discovery in exploring a new and exciting place, and the feeling of growing emotionally and intellectually in the process of this discovery.

Interpretive media takes many forms. Wayside exhibits, trail signs, brochures, websites, audio tours, apps, and visitor center exhibits are some of the ways we attempt to help visitors find their way and enjoy their experiences. Visitors' lives are enriched as they discover personal meanings regarding these resources.

This section provides a snapshot of existing interpretive resources, in addition to the CBSB Council's recommendations for future interpretation.

Welcome/Visitor Centers

Welcome, visitor or tourist information centers are important places to greet visitors of the byway, and educate them on all that the byway has to offer. Visitors may pick up maps, brochures, booklets, and even souvenirs at these centers. They may ask staff for directions, and get recommendations and answers to their questions.

Welcome centers should:

- Make sure visitors are aware of the byway and its attractions.
- Distribute printed byway materials, such as tear sheet maps, rack cards, or booklets. (Welcome centers should request more materials for distribution from the Byway Project Manager when they are running low.
- Facilitate impromptu planning for visitors.

- Create awareness of local sites, businesses, and events.
- Introduce the “byway brand” through the use of its logo and visual branding on printed materials and signage. This prepares visitors to recognize byway signage, experience hubs, and way-side exhibits as they drive the byway.
- Provide maps or other byway materials in an outdoor, weather-proof container that can be accessed 24/7.



Existing Welcome Centers:

There are currently two welcome centers along the CBSB - the Madison County Chamber of Commerce Welcome Center in Winterset and the St. Charles Welcome Center.

Suggestions/Recommendations:

Consider implementing an interactive exhibit in the form of a touch-screen computer. Interactive exhibits can take up little space in an already crowded information center. Touch-screens are often easy-to-use and come naturally to people. They allow visitors to find information on their own when staff are busy, or if they prefer to find information independently. Information presented using icons or symbols may be more universally understood. (See below)

Museums/Historic Sites

The three museums along the CBSB focus on the art, culture, and history of the byway. Each has its own separate building or grounds, as

Museum	Kiosk	Mural/ Sculpture	Audio Tour	Interp. Signage	Website	Social Media	Booklet/ Guide
John Wayne BP & Museum		×		×	×	×	
Iowa Quilt Museum				×	×	×	
Madison County Historical Complex				×	×	×	

Byway Artwork (Public art, murals, sculptures, etc.)

Public art can be created for many reasons - to express civic values, beautify communities, or to inform the public about the local history or culture. Public art is for everyone, as it is a form of collective community expression.

Public art is placed strategically, both inside and outside buildings, for viewing by a large number of people. It tends to be large-scale and visible from a distance. The media may be three-dimensional such as a sculpture, or two-dimensional such as a mural. Public art is usually made to last but may be ephemeral to celebrate a community event or simply a form of artistic expression like a chalk painting.

Public art can offer visitors insights into the history and culture of those communities and provide a welcoming aesthetic quality to town streetscapes.

Existing Byway Art:

There are currently a handful of existing public art pieces along the byway.

Sculptures

Sculptures provide more than something for visitors to look at - these three-dimensional pieces of art create something for visitors to interact with. Sculpture is tactile and sometimes may even be climbed or sat on. It can be viewed from many different angles, and may change appearance some based on the time of day or season.

Sculptures may be realistic or abstract, and tell a story or represent a historical figure, event, or place.

George Stout Storybook

Byways of Iowa Public Art Initiative

The Byways of Iowa Public Art Initiative began in 2014 with an interest from Byway stakeholders across the state of Iowa to expand opportunities to experience authentic local art, culture, history, music, and food. These stakeholders are part of a collaboration known as the Byways of Iowa Coalition. The Coalition is made up of representatives and coordinators from ten state scenic byways, two national scenic byways, and two heritage byways across Iowa, who work together to promote Iowa's Byways and develop and lead projects that improve and expand upon the intrinsic qualities and resources in byway corridors throughout the state. The Coalition works collaboratively with the Byways of Iowa Foundation, a 501(c)3 nonprofit organization, to protect, enhance and promote cultural, natural, and scenic resources along Iowa's byways, fostering authentic experiences with byway partners and communities to increase visitor-related economic development.

To work to expand local art experiences and opportunities in byway corridors, Northeast Iowa Resource Conservation & Development (RC&D) applied for funding from the National Endowment for the Arts: Our Town program to support development of sixteen public art installations in Iowa. This application was supported by a matching funds commitment from the Byways of Iowa Foundation to raise up to \$5,000 in matching funds for each project. The grant was received in 2015 and since then, byway coordinators throughout the state have been planning, fundraising, and supporting installation of public art pieces.

es in fifteen rural Iowa communities.

The art concepts for each of the sixteen installations were developed through a creative and engaging process involving stakeholders within each community such as city officials, community members, scenic byway board members, and local art organizations. This planning process was led by a local project coordinating entity for each community and encouraged creative place-making by choosing artistic themes that would feature the distinct character and quality of each community. Local planning entities for each project were Resource Conservation & Development organizations, local chambers of commerce, and local museums of art. Each community posted an open call for artists for each of their projects, and through partnership with their local project coordinating entity, hired Iowa-based artists to develop, fabricate, and install their unique public art pieces in their downtown districts.

Together, the sixteen art pieces throughout Iowa create a body of art that epitomizes the culture and character of fifteen small Iowa communities along Iowa's scenic byways. Byway coordinators throughout the state will market these pieces as a whole to encourage visitors to travel to these fifteen rural Iowa towns to see the art in person and in turn, boost economic development for those communities.

Over \$250,000 has been raised through the support of over 100 private, local, state, and federal contributors for this project, all of which went into local coordination by six coordinating entities, design and fabrication by eleven Iowa artists, and installation in fifteen communities. Some notable statewide contributors include the Byways of Iowa Foundation, Casey's General Stores, Iowa Arts Council (Iowa Dept. of Cultural Affairs), Iowa Byways™, Northeast Iowa RC&D, and National Endowment for the Arts.

The CBSB public art piece is a sculpture is called the George Stout Storybook. It was designed and created by Michael Goodall of West Des Moines. The Storybook was completed in May 2018. The sculptural piece depicts a large book telling George Stout's story and features a large open area with a curved bench.

George Leslie Stout was born in Winterset in 1897, and resided there through high school. Stout was an American art conservation specialist and museum director who founded the first laboratory in the United States to study art conservation, as well as the first journal on the subject of art conservation. A Navy reservist for some time, Stout was placed on active duty in 1943, and soon after joined the Twelfth Army Group. Because of his art conservation background, he was one of the first recruited to the Monuments, Fine Arts, and Archives section (MFAA). The group was charged with the protection of and documentation of damages to European cultural monuments during World War II, as well as the investigation, location, recovery, and repatriation of art that had been plundered by the Nazis. The main subject of a book and movie called *The Monuments Men*, Stout was portrayed by George Clooney in the film (though Stout's name was changed). Clooney accurately captured Stout's personality, especially his humbleness, according to his granddaughter Leslie Hayes Stout Marks who attended the ribbon-cutting on May 27, 2018, along with her uncle Richard Stout.

John Wayne Bronze Statue

Located outside of the John Wayne Birthplace & Museum, this lifelike sculpture of The Duke was donated by his family to the John Wayne Birthplace Society.

Murals

Many towns have historic buildings with unfinished walls. These large exteriors can be converted to artistic expressions of the community's sense of place. Often they illustrate local history or provide social commentary. They can introduce the personality of a community, and provide must-see, must-share social media content of your byway.

Winterset Courthouse Square Alleyway

These new murals were painted by artist James Navarro, who was hired by Turning Point to cover their building's south wall that runs down the alleyway. Navarro has created multiple murals including a

Winterset postcard, American flag, Alice in Wonderland, a swing in an apple orchard with a covered bridge and horse, a dragon, a video game, and more. Most of the murals are meant to be interacted in, and have already gained a lot of attention from photographers and visitors taking selfies.

George Washington Carver Park - "Dream Big Dreams" Mural

A ceramic mural created by hundreds of Madison County students was installed in Carver Park in 2014. This public art project, the garden, and the limestone monument represent Carver's love of nature and art, his philosophy of service, and the story of how the people of Winterset encouraged him to reach his dreams.

Madison County Freedom Rock

Artist Ray "Bubba" Sorensen from Greenfield, Iowa, is painting a Freedom Rock in each of Iowa's 99 counties and two Freedom Rocks in each state of the country. The Madison County Freedom Rock is Sorensen's 64th completed. "Winterset is an awesome little slice of Americana and rich in history. My goals for painting Freedom Rocks are to thank our veterans and to promote Iowa tourism. I want each one to be unique and tied to the community as much as possible. I love to illustrate actual stories, especially Veteran stories," says Sorensen.

The Madison County Freedom Rock depicts the following on each of its four sides:

- I. POW/MIA – On the rock's west side, four Madison County men who became prisoners of war are painted in black and white to match the official POW/MIA flag. The men are Carl Hircock of Winterset, Larry Spencer of Earlham, Eddie Bengé of Winterset and Don Thomas of Macksburg. Here are their stories:
 - a. Carl Hircock, Winterset – In WWII, Army Private Hircock was captured in February of 1943 at the Battle of Faid Pass in Tunisia, Africa. He was a German POW for over two years.

- b. Larry Spencer, Earlham – During the Vietnam War, Navy Lieutenant Commander Spencer was captured on February 18, 1966 when his F-4B Phantom II fighter jet was brought down. He was the 67th POW in the "Hanoi Hilton" where he stayed for seven years before being released in 1973.
 - c. Eddie Bengé, Winterset – In WWII, Army Private Bengé was also captured in February of 1943 at the Battle of Faid Pass in Tunisia, Africa. He was a German POW for over two years.
 - d. Don Thomas, Macksburg – During WWII in the Pacific Theater, Marine Private Thomas was captured in the Philippine Islands. After surviving the Bataan Death March, he was a Japanese POW for 3 ½ years.
2. George Stout and Glenn Martin are depicted on the rock's south side. George Stout (see below) was born in Winterset, graduated from the University of Iowa then Harvard, and served in the Army in both World War I and World War II, where he led a unit to recover stolen works of art from the Nazis. Glenn Martin was born in Macksburg where he grew up fascinated with flight. His first airplane factory opened in 1912 in Los Angeles and he began stunt-flying at fairs and local airfields. In 1916 he merged his company with the original Wright Company, forming the Wright-Martin Aircraft Company. He created the Glenn L. Martin Co, where aircraft for the military was designed, including the Martin B-10 Bomber. That company went on to merge with others – the Martin-Marietta Corporation and later Lockheed Martin, a major U.S. aerospace and defense contractor.
 3. On the rock's east side, a female veteran is draped in a Quilt of Valor, representing the role of women in service as well as the intent of the Quilts of Valor Foundation to welcome home all veterans, wrapped in love and support by their communities. The Quilts of Valor Foundation is made up of a group of volunteers throughout the United States who make and then award quilts to any service person, regardless of when or where they served. The Iowa Quilt Museum in Winterset serves as the

National Headquarters for the Foundation. As of 2017, 8,000 individuals were involved in creating the quilts and over 166,000 quilts have been presented. A Quilt of Valor says – in a way mere words cannot- thank you for your service, your sacrifice, and your valor.

4. On the north side of the rock, Sorensen has depicted four of John Wayne’s film portrayals of servicemen. Although not a veteran, John Wayne made many iconic war movies and was very much a patriot. He wrote several letters inquiring about joining the service, but received a deferment due to his four children. Wayne is quoted on the rock, “My hope and prayer is that everyone know and love our country for what she really is and what she stands for.”

Online Media

Around 65% of leisure travelers begin researching online when deciding where to go, according to a 2014 survey commissioned by Google that polled 3,500 U.S. respondents. A strong, well-developed online presence is imperative for sharing information and interpretive messages about the byway.

Existing Online Media:

The CBSB has an online presence on the following websites:

- Madison County Chamber of Commerce (<http://www.madison-county.com/covered-bridges-scenic-byway/>) This page includes a description of the CBSB and its highlights, with links to download or print the tear sheet map, and the Discovery Guide.
- Travel Iowa website (<https://www.traveliowa.com/trails/covered-bridges-scenic-byway/98/>) CBSB has an individual page on Travel Iowa’s website, which includes photos, our byway logo, a description, a link to our tear sheet map and an itinerary, as well as links to our byway’s attractions, lodging, breweries, and communities.
- Iowa DOT website (<https://iowadot.gov/iowasbyways>) - The

statewide Iowa Byways website homepage links to individual web pages on Travellowa.com for each of Iowa’s byways, including the CBSB. This website includes a PDF of the Iowa Byways travel guide. There is also an option for ordering a printed copy of the guide, or byway posters.

Suggestions/Recommendations for the Covered Bridges Scenic Byway:

Social Media

In addition to more traditional websites, visitors are turning more often to social media. An active social media presence allows the byway to share information quickly and efficiently.

According to the Pew Research Center, around three-fourths or more of both Millennials (1981-1996) and Gen Xers (1965-1980) now report using Facebook (84% vs. 74%, respectively). Boomers (1946-1964) and Silents (born in or before 1945) have both increased their Facebook use by double digits since 2015. In fact, the share of Silents using Facebook has nearly doubled in the past four years, from 22% to 37%.

The CBSB has a social media presence on Facebook. The byway is also featured at times on Instagram, Twitter, and YouTube through the Madison County Chamber of Commerce. Social media is a very effective no-cost/low-cost way to promote the byway. The challenge with social media is making regular, frequent posts, but tools like Facebook Business allow posts to be made and scheduled in advance, with options to post to both Facebook and Instagram instantaneously.

Portable Personal Tours (Podcasts & Smart Phone Tours)

The number of people who own mobile devices such as smartphones and tablets continues to rise. According to the Pew Research Center, the vast majority of Americans – 96% – now own a cellphone of some kind, while roughly half own tablet computers and roughly half own e-reader devices. The share of Americans that own smartphones is now 81%, up from just 35% in Pew Research Center’s first survey of smartphone ownership conducted in 2011.

A growing share of Americans now use smartphones as their primary means of online access at home. Today roughly one-in-five American adults are “smartphone-only” internet users – meaning they own a smartphone, but do not have traditional home broadband service. Reliance on smartphones for online access is especially common among younger adults, non-whites and lower-income Americans. But smartphone usage is growing among the older generations. Boomers are now far more likely to own a smartphone than they were in 2011 (68% now vs. 25% then).

Travelers expect to stay connected and find information through social media sites, Internet searches, GPS navigation, apps, and other technologies that are constantly evolving. Scenic byways should plan innovative solutions for connecting with visitors who are using mobile technologies. The proliferation of personal mobile devices opens up a vast world of opportunities for sharing interpretive messages.

Audio/Audiovisual Tours

Audio tours have always been an effective method for interpreting messages along a scenic byway. Interpretive audio provides short clips of narration, sound effects, and music themed to specific sites along the byway.

Benefits of audio tours include:

- Hearing a human voice adds a personal character to the tour, something difficult to accomplish with other forms of media
- Music and sound effects are powerful connections to different places and times
- Travelers on scenic byways often have long stretches of time driving from one point to another, an ideal situation for listening to interpretive audio messages

Audio tours have evolved from cassette tapes and CDs, with the Internet now providing a means for sharing audio (and even video) tours with a much wider audience through the use of mobile devices. Several forms of distribution are available, each with its own advantages and disadvantages.

Cell Phone Audio Tours

Developed before the increase in smartphone ownership, a traditional cell phone tour is a system where visitors call into a centralized phone number, enter a specific tour code, and listen to the interpretive message.

Benefits of a cell phone tour:

- The vast majority of U.S. adults today own a cell phone
- The technology is very accessible to most people
- It is easy to update audio messages in a centralized database as resources and events along the byway change
- It allows for tracking visitors for marketing purposes

Limitations of a cell phone tour:

- It requires a cell phone signal in order to work, and rural areas such as ours are not always the best places in terms of signal strength

- Requires monthly hosting fees
- May cost the user minutes depending on their cell phone plan

Podcasting/Downloadable Tours:

A less expensive method for distributing audio tour files is offering them online for users to download. This can be done through a podcasting feed (a user subscribes for automatic downloads and updates of the files), or posted on a website for manual downloading. These audio files are then transferred to a personal audio device, like an iPod or MP3 player, or a mobile device that plays sound, like a smartphone or tablet.

Benefits of a downloadable audio tour:

- Messages can be downloaded before the trip for planning purposes
- Depending on the size, files can usually be provided on an existing website for free
- Messages can be recorded in-house and easily updated on the website

Limitations of a downloadable tour:

- Users must be knowledgeable about how to download and transfer files from a computer to the device
- Audio and video files can take up large amounts of precious space on a mobile device, which may limit their use
- Users typically will need advance planning to download the files prior to the trip, which doesn't work well for spontaneous visits

Audiovisual Tour Apps

Using the power of personal smartphone and tablet devices, audiovisual tours combine sound, images, video, text, and interactive components to create rich and diverse interpretive experiences. They are

ideally suited to byways, providing directions to nearby attractions and offering interpretation during long drives.

Mobile Tour Websites

Mobile websites are similar to regular websites but are designed specifically for the smaller touch screens of mobile devices. As tours, they can incorporate text, visual, audio, and interactive components (like buttons and links) that provide an engaging experience.

Benefits of a mobile tour website are:

- Encourages interactive participation
- Works with all brands of web-enabled mobile devices, requiring only an Internet browser
- Easy to create and update using common website editing tools
- Services can be added to the website to track visitor usage

Limitations of a mobile website tour are:

- Requires access to the Internet, a strong cell signal or WiFi connection
- Website programming has some limitations in terms of visual layout, responsiveness, and tools
- Must design for multiple Internet browsers, as some will display content differently than others

Native Tour Apps

Native device apps are small digital programs distributed through online stores like the Apple App Store or Google Play Store. An app is downloaded to a mobile device, providing quick and easy access to content. Like mobile websites, apps incorporate text, visual, and

audio components and encourage interaction. An app can tell a story through photos, narration, music, video, games, demonstrations, and other techniques.

Benefits of a native tour app:

- Encourages interactive participation
- Provides nearly unlimited options for design and techniques
- Can use the GPS feature of a mobile device to automatically trigger site-specific messages or show attractions near the user's current location
- Typically much faster and responsive than Web-based media
- Does not require Internet access to run (although some features of the app may require this)

Limitations of a native tour app:

- Apps must be downloaded and installed onto a mobile device, which may take up a considerable amount of space
- Multiple apps must be developed, one for each operating system, in order to reach the largest number of users
- Apps must be updated every time a mobile device's operating system is updated, which adds maintenance costs
- May be expensive to develop
- May require the user to pay a fee (depending on how development and maintenance costs are covered)

QR (Quick Response) Codes:

QR codes are matrix bar codes that quickly link mobile devices to on-

line media, such as websites, audio clips, and videos. They can be incorporated into publications, interpretive panels, and even artifacts along the byway. A traveler uses the camera on their mobile device to scan the QR code with an app, which decodes the information and uses other apps on the device to show the interpretive content.

Benefits of QR Codes:

- Quickly connects mobile devices to online resources without needing a URL
- Can be created and printed on media for free
- Online resources can easily be developed, changed, or updated at minimal cost
- Different QR codes can be generated to link to different messages (i.e. one for adults and one for children)

Limitations of QR Codes:

- QR codes require access to the Internet via cell signal or WiFi
- Traditional QR codes are composed of black and white squares, often an unattractive design for media
- Once created, a QR code will always link to the URL address that it is encoded with, so if the online address changes, the QR code will also need to be changed

Suggestions/Recommendations for the CBSB:

The byway has great potential for tapping into the mobile devices that most travelers to the CBSB bring with them. Cellular service can be spotty along the byway, but there are some options for digital media that can be downloaded prior to the trip, or visitors can take advantage of free WiFi service offered at some area locations (such as the Madison County Chamber of Commerce's Welcome Center, or the Winterset Public Library) to download digital tours before heading out.

The CBSB is ripe with wonderful subject matter that could be presented to visitors in an audiovisual tour.

1. Create an audiovisual byway tour

An audiovisual tour would be a great way to introduce our byway visitors to the stories of the CBSB. In a 2020 survey conducted by Corridor Solutions of people who reported driving a scenic byway within the past two years, 36% stated that a mobile app or audio tour would have made their scenic byway experience more memorable or enjoyable.

Once developed, it can be distributed in multiple ways to reach the largest audience. Some ideas for development include:

- Set a clear theme for each tour, which will assist in the collection of stories and interviews. For example: Iconic America, Hollywood in the Heartland, Quilting in the Midwest, etc.
- Edit the messages down to their essence - only the most interesting and engaging stories for visitors should be told. Keep the messages short, as travelers will not likely listen to anything more than a few minutes in length per site.
- Record oral histories and interviews with people who lived and worked along the byway, or have special expertise on a specific theme.
- Use any authentic audio recordings, such as the clip of George Washington Carver at the Madison County Historical Complex.
- Make sure that video and audio recordings are of high quality.
- Find music and sounds that will help bring the stories of the CBSB to life.
- Create a narrative storyline. Narrators are often necessary to tell the story in a concise way and introduce the various oral histories and interviews.
- Take advantage of our local theater company, The Winterset

Stage, for voice or acting talent.

2. Develop a Native Tour App

A native app provides a great deal of flexibility for presenting the audiovisual tour. Messages can be offered in an audio or video format. If only audio is available, photos can be shown to enhance the message (for example, historic photos). The app should provide a map with tour locations indicated and can be linked to the user's current GPS location. It can also be programmed to read a GPS location and automatically offer site-specific messages.

3. Develop a Mobile Tour Website

To maximize the audience base, a mobile tour website should also be created. Once an app is developed, it will be easy to take the text, audio, photos, and video from specific messages and make them available in other formats. A web page with links to the audio or video files provides options for users to either download the tour onto a mobile device before their trip, or stream the messages while traveling (as long as a cellular signal is available).

4. Add QR Codes to Media

Once a mobile tour website is up and running, QR codes can link directly to specific online attraction web pages and audio/visual tour files. A user can simply scan a QR code with their mobile device, and interpretation will be streamed automatically to the device. QR codes can be added to experience hubs or wayside exhibit panels, travel guides and maps, or welcome center exhibits to provide a more in-depth and interactive experience.

Options for Developing Audiovisual Tours:

Costs for developing audiovisual tours vary considerably, but they are typically quite expensive. A more affordable option is to use an existing app system that allows users to enter customized content.

TravelStorys

Created by TravelStorysGPS, it assists organizations in creating what it calls “high-quality, mini-podcast-like audio content” that plays on visitors’ mobile devices while they are enjoying various travel destinations and routes. Less like an app and more like a compass, TravelStorys is designed to work offline. The TravelStorysGPS team will custom create your own branded app. The TravelStorys Website Plug-in allows prospective visitors to preview and experience your tour from any website.

While utilizing the app and driving the byway, drivers would hear audio describing specific locations and providing information about them. The audio is GPS-triggered and begins automatically as drivers reach certain locations. The tour is downloaded before the trip begins, eliminating the need for cell service or Wi-Fi. Images, videos and web links are also provided as part of the tour.

TravelStorys has worked with a lot of scenic byways, including the Colorado and Oregon DOT.

The upfront development costs for a Shared Production model, which would produce an hour-long drive with ten sites (and 3 minutes of content per site) would run approximately \$8,000-10,000. It breaks down to a fee of \$600 per site, with three minutes of audio per site. The only online cost is a \$750 annual subscription for non-profits (which includes byways), and that is per group (up to 15 tours) not per tour, and up to 10,000 users of your tour. (Beyond 10,000 users there is an incrementally higher fee.)

STQRY (Formerly OnCell)

GPS-enabled mobile phone tours have a location-awareness feature that helps create a custom experience for your visitors and physically guides them around your city or tourist destination. Smart street maps

integrate with Google™ Maps and are ideal for walking tours, biking tours, and driving tours.

Features include:

- Instant Visitor Notifications
- Push custom messages to visitors such as alerts for special events, special offers, or when there is new content to access.
- Provide the Most Current Information
- OnCell provides a unique web app that is updated in real time. Your tourist app is never stale; if something changes or moves, updates to the app are done in real time.
- Provide Multiple Languages
- Multi-language support allows you to reach more visitors and serve international travelers.
- Appeal to Many Visitors
- Take advantage of the technology that your tourists are already carrying. OnCell tours work on ANY device with a web browser and can be published as native iPhone® or Android® apps at a fraction of the price of developing one from scratch. No need to worry about what kind of mobile phone your visitor is carrying, OnCell works on them all.
- Integrate Sponsors or Advertisers
- Fund or monetize your app or other projects with sponsorship and advertiser integration, which can be branded directly into your app. them online for users to download. This can be done through a podcasting feed (a user subscribes for automatic downloads and updates of the files), or posted on a website for manual downloading. These audio files are then transferred to a personal audio device, like an iPod or MP3 player, or a mobile device that plays sound, like a smartphone or tablet.

The Antenna PWA (Progressive Web App)

Users scan a QR code or click a URL. Within seconds they can be experiencing your tour, via their web browser.

Features include:

- Stop list navigation menu
- Thumbnail previews with stop titles
- Full screen images
- Full screen video
- Autoplay audio and video
- Search function for stop names or numbers
- Surveys with 5-tier star responses
- Keypad navigation identical to on-site devices
- Highlights Tour feature to control visitor flow at peak times

Suggestions/Recommendations for the Covered Bridges Scenic Byway:

- Partner with the other Iowa byways and look into funding as a group / Reach out to the Byways of Iowa Coalition
- Reach out to the Iowa Tourism Office to see if this is something they would help fund
- Find a corporate sponsor, such as Caseys, Kum-n-Go, or Hy-Vee
- Apply for grants to cover the development costs
- Sell advertisements on the app, making it revenue-generating, but still keeping it free for the user

Printed Materials/Publications

Although smartphone use is increasing, not everyone has one, and many visitors use a combination of digital and printed media when traveling. In fact, research has shown that while most vacation planning is done online, visitors prefer to use printed materials once they've reached their destination. Use of printed materials is not inhibited

by spotty cellular coverage or low batteries. Printed publications also serve as souvenirs or keepsakes of an adventure, and are often kept by travelers for months or even years, sometimes being shared with other potential visitors.

General Byway Brochure

A general brochure promoting the byway can be a cost-effective way to attract the attention of travelers who are not already aware of the byway, or are making a spontaneous trip to the area. The purpose of this general brochure is to entice travelers to seek more information about the byway, either online or at a welcome center. It should be bold and concise with dramatic images to highlight significant attractions and other byway media.

Design Recommendations:

- An 11"x17" tri-fold brochure offers room for a lot of information that then folds to take up far less real estate on a brochure rack.
- Colors, font styles, and graphic elements should adhere to the design standards of the CBSB and Iowa Byways.
- The front cover needs to be designed in such a way that the top one-third catches the eye of a reader amongst all of the other brochures available. In order to do this, the text should clearly state the main experience offered in a light-colored font over a dark background. (For example, Experience the Covered Bridges Scenic Byway! could be presented in yellow letters on a black background.)
- A dramatic photograph (or two) should also be granted space on the front cover, and should represent the best experience the byway has to offer. It should include people, if possible, for a more emotional connection to the reader.
- The back cover would be an ideal place to include a map of

Iowa, with an indication as to the location of the byway within the state. Contact information and welcome center locations should also be presented here. It is important to keep in mind that brochures sometimes get placed back onto a brochure rack backwards, so the top one-third of the back cover should also draw attention and clearly state what the brochure is about.

- The inside panel (first reveal) when the brochure is opened should contain another dramatic image to draw the reader in, and provide a concise and active description of the byway or its main features.
- The three panels on the inside of the brochure (second reveal) should highlight the byway's main attractions or highlights, perhaps breaking them down into theme.
- The full reveal (all six panels when completely unfolded) should be of the byway map.

CBSB Rack Card

The purpose of the rack card is very similar to the general brochure, but it is even more cost-effective. Its purpose is to bring awareness of the CBSB to people who are already on the road and traveling through Iowa. It was designed to stand out on a brochure rack and give the reader enough information to entice them to visit the byway or to find out more. It is strategically placed at Iowa welcome centers, especially along the I-80 and I-35 corridors.

Design Recommendations:

- The rack cards are 4" wide by 9" high, two-sided, full-color, printed on silk cover stock. 5,000 rack cards cost around \$500 to print. They fit perfectly into standard brochure racks.
- The front of the rack card features a collage of color photos

from around the byway along with our byway logo, and the words "Discover Iconic America" at the very top. Below the photo collage is a short description of the byway, followed by a list of byway highlights and the Iowa Byways logo at the very bottom right corner.

- The back of the rack card features the words "Covered Bridges Scenic Byway" at the very top, then our byway route map (not detailed) and an icon of the state of Iowa with an indication as to where our byway is located within the state. Below the map is a description of our proximity to major hubs, such as Des Moines, Omaha, Kansas City, Minneapolis, and Chicago. Below that are the addresses and phone numbers of the two welcome centers along the byway, and finally, the contact information for the byway coordinator.
- All graphic elements and colors adhere to the Iowa Byways and CBSB design standards.

Travel Guide

The Covered Bridges Scenic Byway is included in the printed full-color, 32-page booklet produced by the Iowa DOT entitled "Iowa Byways: The Official Travel Guide to Iowa's Byways." The guide is organized by byway, with a two-page spread devoted to the CBSB. These pages feature photos of the byway's main attractions, a concise, creative description of the route, a map of the route, and a brief list of its main attractions.

The travel guide is well-designed, matching the individual byways' logos and design colors.

While the travel guide provides a great introduction to each of Iowa's fourteen byways, and should pique the interests of travelers, it is not well-suited for navigating the byway route. The map and list of attractions do not provide much detail as to location, seasons and hours of operation, etc.

This travel guide is not a substitute for a standalone CBSB-specific

travel guide, which should be developed. An independent guide, focused solely on the CBSB, would allow for specific information geared at helping a visitor plan their visit and navigate the route.

An independent CBSB Travel Guide could group sites and attractions into themes or areas of interest, and even offer theme-specific itineraries. Attractions and sites could be listed along with descriptions, physical and web addresses, hours of operation, and admission fees.

Family Activities

Explorer's Program

This family-friendly program features a passport-sized booklet which highlights twelve sites along the CBSB, including photos, descriptions, and a space for an impression from each custom-designed rubbing plate which are installed at each site. There is also a unique QR code on each spread which leads visitors to a video posted on YouTube. Each video was created at a local studio using young people from Madison County as they portray a "Weird and Wonderful Fact" about each site.

Plans include using statistical information gathered from YouTube to learn more about our byway's visitors, and to engage them through sign-ups to a possible e-newsletter called "More to Explore."

Interpretive Experience Hubs

The Covered Bridges Scenic Byway can be accessed through multiple entry points. It is important to welcome and orient travelers at various places along the route.

Experience hubs are thematic kiosk structures designed to orient travelers to the attractions and stories of a byway. They consist of multiple signs that provide maps, information, and interpretation. Unlike staffed visitor centers, they are available 24/7 year-round. Experience hubs present an opportunity to introduce the byway to travelers who pass by serendipitously.

Although visitors rely on GPS or maps to assist them in orientation, unified kiosk structures that are easily seen on the landscape are reassuring guides. They have enough mass and character to attract attention and to support the byway identity. The most successful hubs are prominently sited at key byway entry points and at areas of high traveler use such as welcome/visitor centers, and significant attractions.

Experience hubs and signage can unify and identify the byway artistically. They should represent the CBSB's landscape and natural resources. Each kiosk structure should:

- Exhibit a unified design with all other interpretive media
- Reflect regional themes through unique graphics cut into the steel frame and through the messages included on each panel
- Be highly visible to travelers, but not overpower existing agency and site entry signs at welcome centers, parks, and attractions
- Appear rustic and durable in rural sites but be formal enough to fit into urban settings
- Appear elegant but be economically produced
- Be easily replaced, modified, or repaired
- Be vandal-resistant

Construction elements, such as wooden timbers, weathering steel, and limestone block, bring a substantial feel and authenticity to the structure. The strong combination of wood and metal appears organic but is vandal-resistant and maintenance-free. The limestone base connects to prominent bedrock and bluffs in the CBSB corridor.

A curved steel header at the top of the hub presents a graceful rustic look, and provides a surface for cut-out symbols and scenes to interpret the stories of the area. Each hub could have its own unique cut-out design. The curve also mirrors the suggested design standards of the Iowa Byways.

The interpretive signage on the experience hubs is designed to provide a broad glimpse into the primary attractions that can be experienced along the byway. The first panel should introduce the byway and what makes it unique, while the other panels describe the route by theme or area of interest, or community.

High-density laminate (1/2" rich) should be used for the panels. This affordable material allows for full-color, high-resolution sign faces that require minimal attention and are resistant to damage and vandalism. A 10-year warranty against fading and delaminating is standard.

Byway Welcome Hub

This hub would be the official welcome hub of the entire byway. It would likely be placed in Winterset, the county seat of Madison County, and centrally located along the byway route. It might be in addition to a community-specific experience hub in Winterset or replace it.

Overview Panel (1)

Like community-specific kiosks, the main panel of the byway welcome hub will provide an overview of the Covered Bridges Scenic Byway and its unique characteristics. A map on the first panel will display the entire byway route with the three communities outlined and an obvious "You are here" symbol. This panel would be duplicated on each community hub. It would also include a welcome message and a brief description of the byway, as well as several photos highlighting the byway.

Community Panels or Theme Panels (Panels 2, 3 & 4)

Each of the three other panels on the Byway Welcome Hub will highlight the three communities within the CBSB - Bevington, St. Charles, and Winterset - or the main themes of the byway.

Community panels would interpret the unique characteristics of each

community and highlight some of the "must-see" attractions with photos and captions. A large map of the byway community will show the primary interpretive resources there, and a "You are here" symbol to orient the visitor to their current location.

Theme panels would highlight the stories of the byway and list specific attractions along the byway by theme.

Community-Specific Experience Hub

These hubs, which would be located in each of the three communities, would interpret resources specific to the community in which they are located.

Interpretive Signage & Steel Headers

The interpretive signage would focus on the unique natural/recreational/archaeological, historical, and cultural stories of the community that can be experienced along the byway. The first panel of each hub introduces the entire byway, while the other three panels describe the attractions of the specific region that fall under the categories listed below. The cut-outs on the steel headers would highlight resources found in that community.

Natural/Archaeological/Recreational: The natural history panel interprets the geological, archaeological, and outdoor recreational themes of the region, with a map identifying scenic overlooks, trails, streams, wildlife areas, parks, and preserves where visitors can explore the outdoors.

Cultural: The cultural panel interprets the communities, agriculture, and sense of place experienced in this region of the byway, with an accompanying map of attractions.

Historical: The historic panel interprets the significant historical stories of the byway region, with an accompanying map showing resource locations.

Bevington Area/North Cumming:

- **Natural/Archaeological/Recreational:** Highlights the area's natural and recreational resources, including Badger Creek, the protected wetlands along Cumming Road, and Bare Bison.
- **Cultural:** Describes the rich agricultural history of Madison County, which has expanded into popular agri-tourism sites like Howell's.
- **Historical:** Tells the story of the early settlement of Madison County, including St. Patrick's Irish Settlement and the first settler in Madison County, Hiram Hurst, who settled in Bevington.
- **Header Cut-Outs:** St. Patrick's Church, Farm symbol, bison, fish?

St. Charles:

- **Natural/Archaeological/Recreational:** Highlights the area's natural and recreational resources, including Jensen Marsh, Makoke Birding Trail, and Clanton Creek.
- **Cultural:** Describes the cultural assets in St. Charles, including the Imes Covered Bridge and the Hinterland Music Festival.
- **Historical:** Tells the story of the early settlement of Madison County, including Blair Chapel and the Kentucky Settlement.
- **Header Cut-Outs:** Covered bridge, bird, chapel?

Winterset:

- **Natural/Archaeological/Recreational:** Highlights the area's natural and recreational resources, including Pammel Park and Middle River.
- **Cultural:** Tells the story of Iconic America, including the Iowa Quilt Museum, and heroes such as George Washington Carver, John Wayne, and George Stout.
- **Historical:** Describes the rich history of Madison County and its

builders, including the covered bridges, Madison County Historical Complex, Winterset Courthouse Square, and City Park/Clark Tower.

- **Header Cut-Outs:** Covered bridge, John Wayne, courthouse, kayaker or river

Recommended Experience Hub Sites:

An adequate number of experience hubs should be installed along the byway to offer orientation and interpretation for travelers. The hubs should be placed in highly visible areas where travelers already gather - where they look for amenities and at sites where there are significant stories and historic structures that entice visitors to stop. It is essential that road signs be installed to alert travelers as they approach these kiosks.

A minimum of three experience hub sites are proposed along the current byway route - one in each of the three byway communities at the following locations:

1. Bevington at Y-Park just off of Hwy 92. This is a highly visible corner on public land with plenty of parking, and therefore an ideal spot for an experience hub.
2. St. Charles at the Imes Covered Bridge park along G50/St. Charles Road. This is a highly visible corner on public land with parking, and therefore an ideal spot for an experience hub. This will be near the St. Charles Welcome Center.
3. Winterset Courthouse Square along John Wayne Drive. The proposed spot would be on the corner of John Wayne Drive and Jefferson Street on the courthouse lawn near the sidewalk for maximum visibility. This hub would likely be the official CBSB Welcome Hub. It will be near the Madison County Chamber of Commerce Welcome Center.

Additional experience hubs could be placed in high traffic, public areas

such as City Park, Jensen Marsh, Middle River Park, Clanton Creek, Badger Creek, and Pammel Park.

Wayside Exhibits

Wayside exhibits are interpretive panels placed along roads and trails to help visitors understand stories and meanings behind a resource or landscape. Photos, illustrations, and concise messages attract and hold a viewer's attention as they learn the stories of a site.

Wayside exhibits are an effective medium to communicate with travelers because they are always available regardless of time of day or weather. When installed next to the objects or sites that they interpret, they can immediately answer a viewer's questions. They are a straightforward, non-intimidating way to connect visitors with significant stories on the byway.

Wayside exhibits can visually convey a byway's personality. Historic photos show what a place looked like in the past. Wayside exhibits share site-specific stories of a community, placing them into a broader context and connecting with universal meanings. They can show views from space or magnify tiny objects. They can showcase flowers blooming through a prairie summer or rarely seen wildlife.

Today's technology offers a range of opportunities to enhance interpretive panels. Panels can be cut into different shapes. Digital audio recordings can be incorporated to add dramatic first-person stories, bird calls, or other audio. Touchable and interactive elements can be affixed to the panels for added visitor involvement. QR codes can connect visitors to websites, video, and audio.

Wayside Exhibit Design Recommendations

Wayside exhibit panels developed for the Covered Bridges Scenic Byway should incorporate the following design elements:

- Weathering steel supports with thematic cut-out graphics similar to the experience hubs. The Iowa Byways logo should be used on the supports if they are made of the same steel.
- CBSB and Iowa Byways logos.
- Replication of colors, font styles, and graphic elements used on experience hubs.
- Website addresses and QR codes to connect visitors to online content.

Messages:

- As a rule of thumb, use no more than 60-70 words for the main message of a panel.
- Most visitors will look at an interpretive panel for only a few seconds. Apply the 3-30-3 Rule, a hierarchy that provides 3-second, 30-second, and 3-minute message levels.
- Describe with concrete nouns and active verbs. Avoid adverbs and adjectives.
- Relate to the reader with familiar terms, personal pronouns, metaphors, and quotes.
- Provide multi sensory involvement with tactile and audio devices.

Size: Wayside exhibit panels should be large enough to be noticeable and easily read but not too large that they detract from the landscape. A recommended size of 24-by-36 inches can be used with either non-framed or framed support styles.

Installation: Wayside exhibit panels should be installed at a 30 to 45 degree angle to the ground, which offers the best view to a standing or sitting person. They should be placed high enough above the ground, a minimum of 30 inches at the lowest edge, to allow a person in a wheelchair to get close.

Recommended Experience Hub Sites:

These proposed wayside exhibit locations are an initial recommendation, but other sites may be identified as communities become more invested in byway planning.

Bevington Area/North Cumming

- St. Patrick's Irish Settlement
- Badger Creek

St. Charles

- Blair Chapel
- Jensen Marsh
- Imes Bridge

Winterset

- Cedar Bridge
- Cutler-Donahoe Bridge
- Hogback Bridge
- Holliwell Bridge
- Roseman Bridge
- Monumental Park
- Middle River Park
- City Park
- Pammel Park (Near Harmon Tunnel at pull-off; near Middle River water ford)
- Madison County Historical Complex

- Madison County Courthouse
- North River Stone Schoolhouse
- Winterset Cemetery (Underground Railroad)
- Clanton Creek

Welcome/Visitor Center Exhibits

Welcome and tourist information centers are important sites where byway information should be prominently displayed. In addition to brochures and booklets, an interactive exhibit in the form of a touch-screen computer should be considered at these locations to alert travelers to the existence of the byway and to help the plan trips to byway attractions.

There are two welcome centers along the CBSB - the Madison County Chamber of Commerce welcome center in Winterset and the St. Charles Welcome Center.

The purpose of the byway interactive exhibit is to:

- Make visitors aware of the byway and its attractions
- Facilitate impromptu planning for visitors
- Heighten people's expectations with dramatic visuals of scenic attractions and dynamic events such as festivals and parades
- Introduce the "byway brand" through its logo and characteristic fonts and colors, preparing travelers to recognize attractions like experience hubs and wayside exhibits as they drive the byway
- A touch-screen computer is an ideal tool to achieve these purposes because:

- They are easy to use - reaching out and touching symbols on a screen comes naturally to many people, and symbols and icons are more universally understood than words
- They empower visitors to seek their own information rather than asking staff who may be busy or aren't informed about the entire byway
- Touch screens offer a durable, widely used technology

Design Recommendations:

The exhibits should be designed small enough to fit inside welcome centers where space may be limited, yet large enough to attract attention.

- A sign may be placed above the kiosk to draw visitors' attention and clearly delineate it as a byway kiosk
- A large map of the byway, the byway header and logo, and iconic photographs should be included on this sign
- A rack installed next to the sign could hold byway booklets or brochures (or printed, folded maps)
- The touchscreen computer will provide digital information about the byway that can be updated easily
- One of the options might be to create a custom itinerary or choose from theme-based itineraries, which could be printed out by the staff at the welcome center or sent to the visitor's cell phone

Branding – The CBSB Visual Identity

Official name: Covered Bridges Scenic Byway

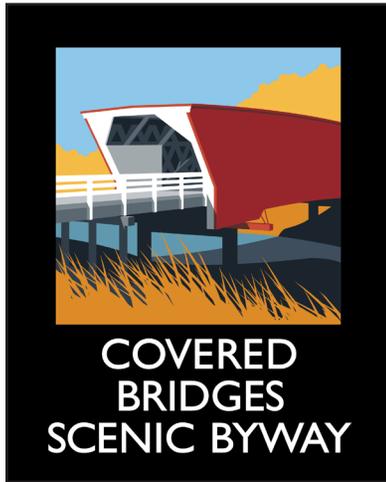
Iowa Byways Logo:



The Iowa Byways system-wide graphic identity is a single image that represents the comprehensive family of Iowa Byways. It can be a stand-alone graphic for identifying and promoting the Iowa Byways program. It combines with individual byway graphic identities on highway guide signage. The system-wide identity graphic is an intentionally simple graphic style that is a recognizable and memorable graphic theme without competing with or dominating the individual byway graphic identity when displayed on way-showing signage. The colors and curves in the graphic identity are an abstraction of the undulating Iowa landscape. These colors serve as the primary color palette for the Iowa Byways brand.

The typeface for "IOWA" is a derivation of Cheltenham BT set in all caps. The original typeface is manipulated to blend with abstract graphic representations of hills and valleys. Typeface for "BYWAYS" is Gill sans set in all caps. Colors for the brand identity are Light Blue (PMS 7477c), White, Dark Blue (PMS 546c), and Green (PMS 5777c).

Our Logo:



Font (for signage): Gill Sans in all Caps

Our Color Palette: A color palette is a set of colors used in a visual medium. The CBSB palette incorporates colors from the CBSB logo. Additional colors from the Iowa Byways brand could be added to this palette in some instances.

	Pantone	RGB	CMYK
Sky	2905 C	RGB 141/200/232	
Water (lighted)	7696 C	RGB 99/153/174	CMYK 56/9/9/21
Water (under bridge)	7546 C	RGB 66/85/99	CMYK 58/32/18/54
Water (shadows)	433 C	RGB 29/37/45	CMYK 90/68/41/90
Top of trees	142 C	RGB 241/190/72	CMYK 0/24/78/0
Outline of bridge	7631 C	RGB 87/45/45	CMYK 29/82/50/73
Bridge	7622 C	RGB 147/39/44	CMYK 0/97/89/45
Bridge in sunlight	7619 C	RGB 192/76/54	CMYK 0/78/85/12
Tall grass	7564 C	RGB 219/138/6	CMYK 0/45/100/4
Top of deck/interior	428 C	RGB 193/198/200	CMYK 0/0/0/23
Middle deck/interior	430 C	RGB 124/135/142	
Lower deck	431 C	RGB 91/103/112	
Deck pilings	432 C		