



February 2010

WARREN COUNTY HISTORICAL SOCIETY NEWSLETTER

www.warrencountyhistory.org Box 256, Indianola, IA 50125 (515)961-8085

NEW WCHS RENTAL POLICY

WARREN COUNTY HISTORICAL SOCIETY RENTAL POLICY & AGREEMENT

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- 1. Alcohol use and smoking** are prohibited
- 2. Availability:** The WCHS Dining-room is available on a first-come, first serve basis. We require that a WCHS member be responsible or present during your rental. Call (515)961-8085 for reservations.
- 3. Set Up & Take Down:** If you change the room arrangement or add additional tables and chairs, you must return the room to its original state. Renter is responsible for any loss or damage to the WCHS Facilities.

- 4. Clean Up:** All trash must be bagged and taken outside to the nearest dumpster. Brooms for sweeping and mops are located in the closet north of the entrance. When you leave you must wipe down all surfaces used: tables, chairs, stoves and counters. Empty and clean coffee pots and remove all your food from the refrigerator/freezer.
- 5. Fees:** \$35 minimum. (Rule of thumb would be \$1 per person) 20% discount will be given to WCHS Members and Non-profit Organizations.
- 6. Phone Note:** Emergency phone numbers can be found next to the kitchen phone. Making long distance calls from our phone is automatically blocked.

Liability: It is understood and agreed that the renter shall save and hold harmless the Warren County Historical Society from all liability that may arise out of the use of the WCHS Facilities.

Event Description:

Name of Group:

Date:

Time:

Contact :

Address:

Phone:

E-mail:

HARRIET HEROLD RETIRES AS WCHS RENTAL CONTACT

HARRIET HEROLD RETIRES AS WCHS RENTAL CONTACT

As of 2010 Harriet Herold will no longer be the contact person for rental of WCHS facilities.

We want to thank Harriet for the many years she has served as the rental contact person, making sure the museum was presentable, and unlocking/relocking the door. It will be difficult to fill Harriet's shoes.

As a way of thanking her for

her many volunteer hours, Harriet will be our WCHS 2010 Volunteer of the year. She is the second person to achieve this honor. Thelma Pherson was named first WCHS Volunteer in 2008. When you see Harriet give her a big "Thank You".

Starting this month if you wish to rent our facilities you will need to call WCHS at 961-8085 to get on the calendar. A rental policy will be mailed to you, it will be online or you can pick one up at the museum.



Harriet Herold

Excerpt from **JOURNAL OF ROBERT LINDSEY**, *Iowa Journal of History and Politics*, Vol. 12, No. 2 April 1914

Quaker Robert Lindsey left England on October 19, 1846 for the U.S. to be a wandering itinerant Quaker minister. During the first 3 years he traveled to and fro to the Yearly Meetings of Philadelphia, Baltimore, New York, New England, Ohio, Indiana, North Carolina, Kentucky, Tennessee and Canada.

On December 11, 1849 he was in Michigan and by the first of January was on the way to Illinois. From Chicago he planned to travel 260 miles southward into Iowa. and then to Three Rivers

Sixth day 1st mo. 31 1850

Today the weather was very cold, the thermometer at noon being only 4 above zero, with a strong wind from the north west, so that we found it difficult to keep warm even within door. The house of our friend with whom we lodged being far from tight, the wind had free access through many openings, both in the walls & roof. At 2 in the afternoon we had a meeting with the few friends who reside in this neighborhood at the house of the widow Hammer, where they are in the practice of assembling together for the purpose of Divine worship every first day morning, though they have not yet any regularly established meeting. The opportunity was satisfactory & relieving, best help being mercifully near in the needful time to strengthen to discharge apprehended duty, & the feeling of peace was the unmerited reward of constrained obedience to the Lord's requiring.

Sixth day 2nd mo. 1st 1850

This morning the thermometer was 10 below zero, the greatest extreme of cold that we have yet experienced, but there being very little wind, we did not feel it so sensibly as at other times. We left "Hammers Settlement" about 8 o'clock, & had a pleasant drive of 12 miles to Parkers' Mill,

where we stopped for dinner, & in the afternoon came on towards the settlement of Friends on the Three Rivers, but owing to night coming on we were not able to reach it this evening, but after crossing the Desmoines River, concluded to stay at a small village called Dudley, 5 miles from the Three Rivers. In travelling along this morning, we, for the first time, got sight of 2 or 3 prairie wolves, an animal somewhat smaller than the common wolf, but yet very destructive to the lambs & sheep of the settlers. This part of the State of Iowa is just beginning to settle. For the last 3 days, we have only seen 3 small villages, none which contained more than 8 or 10 dwellings, & we have several times travelled 8 or 10 miles without seeing a house.

First day 2nd

Soon after breakfast came on from Dudley to Middle River. The most distant & most westerly meeting of Friends on this Continent, being more than 1500 miles west from New York. We understand it is not more than 4 years since this part of the country was occupied by tribes of Indians who sold out their rights to "The United States", & have now been located beyond the Missouri River. We may indeed be said to be almost arrived at the bound of civilized life, about a dozen miles beyond this being the furthest village of any size settled by the whites. This afternoon at 2 o'clock had an appointed meeting with Friends of Middle River, which was held to good satisfaction, after which we returned to our friend John Pearsons to lodge. Today the weather was very cold with a sharp piercing wind which was very trying in passing to & from meeting over the open prairie.

First day, 2nd mo. 3rd 1850

Last night the weather was very cold, & our lodging room being somewhat open it was not easy to keep warm although we had the

fire kept up all night. This morning the thermometer was 20 below zero, so that whilst putting on my clothes, although within a few feet of a large wood fire, my fingers were so benumbed with the cold that I could not finish dressing without having frequent recourse to the fire to restore feeling. After breakfast we left our friend John Pearsons, & came on 8 miles to the Lower River, where a considerable number of Friends are recently located, & had a meeting with them in a school house. The opportunity was a favored one, & renewed ability was mercifully afforded to be found faithful in the little, & peace of mind was vouchsafed as the unmerited reward in the retrospect. Benjn had good service amongst them, but the weather was so excessively cold, & the house so open that it was trying to us to sit the meeting. We went to dine & lodge at Joseph Carey's & were hospitably entertained in his cabin, which he had only put up a few weeks ago, having very recently removed here from Indiana.

Second day 4th

At the house where we lodged last night, & which was only a single room about 18 ft. by 16 ft. 12 individuals were accommodated; our company, consisting of 4 men, were privileged to occupy the 2 beds & the family consisting of the friend, his wife & 5 children, & a young man who was also there, were arranged on the floor, & on a trundle bedstead which was drawn out from beneath one of the other beds. There was a good fire most of the night, & the openings between the logs of which the building was composed, being well plastered up with mud, we were more warm and comfortable than we had been for several nights past: & I may say that under this humble roof we were treated with genuine hospitality & I do not remember to have felt myself more at home for a long time. We left Lower River this morning on our

River, which we had to cross on the ice, but the banks being steep & slippery, we were obliged to loose the hoses from the carriages, & let them down by ropes, whilst the horses had to be led across. It was a novel scene to see a number of men engaged in this way in the midst of a western forest, but it was safely & quickly done, & we were soon on our way again, & had a pleasant drive of 5 hours, which brought us to the banks of the Desmoines, a large navigable river, emptying into the Mississippi, which we passed on the ice, & I stopped at a village called Red Rock for the night soon after crossing the river. The thermometer at sunrise this morning was 10 below zero, but as there has been very little wind thro' the day, we have not felt this degree of cold to be very unpleasant.

Third day 5th

Twelve miles on our way after leaving Red Rock, we came to Pella, a pretty considerable village situated in the midst of fine rolling prairie, where we stopped to dine. This place was settled by a body of Dutch who removed to this country 2 years ago, on account of some restrictions they were under in regard to their religion. They have purchased a large tract of land, & are rapidly progressing in improvements. Their houses & outbuildings are much superior to those of the other settlers, & give evidence that they have brought with them the industry & management of their mother country.

He continued meeting with Friends as he made his way back to the Mississippi.

WARREN COUNTY HISTORICAL SOCIETY 2009 ANNUAL REPORT

Checking Balance 01/01/2009 \$11,224.81

WCED Grant to Modular RR \$1,485.00

RECEIPTS

GRAND TOTAL OF RECEIPTS \$18,226.30

DISBURSEMENTS	
GENERAL FUND	
Checks	\$38.00
Bank Lock Box	32.30
Post Office Box	100.00
Mowing	825.00
Telephone	760.45
Lights, Water & Sewer	3,725.78
Gas	1,893.58
Insurance	3,725.00
Postage	504.00
Supplies	90.38
A&J Drywall	1,600.00
McCoy's for paint	178.78
Ray Heisner for roof repair	293.00
Software & Training	69.00
Chamber Dues	50.00
County Propane repairs	1,092.15
Total GF DISBURSEMENTS	\$14,610.02
LCF DISBURSEMENTS	
Signs	20.00
Gambling license	55.00
Raffle Tickets	238.50
Trophies	85.50
Sound System Rent	105.00
Start up money	1,200.00
Breakfast	451.45
Children Games	30.00
Restroom cleaning	50.00
Gooseman	600.00
King & Queen Crowns	7.61
Spring Hill mailing	100.00
Ads	211.80
Dumpsters	75.00
Fair Rental	700.00
TOT. LCF DISBURSEMENTS	\$3,929.86

GENERAL FUND	
Donations	2,553.25
Modular RR	125.00
Schoolhouse Paint	50.00
Mannequin Donate	50.00
WCGS Rent	80.00
Rent	1,004.00
Copies	734.20
Membership	435.00
Carver Books	48.00
WC Supervisors	765.00
Dean Rodgers Mem	505.00
Alfred Onstot Mem	600.00
Calendars	10.00
Posters	20.00
Thimble	1.00
WC Depot Book	12.00
Total General Fund	\$6,992.45
LCF Receipts	
Bank Quilt Donations	500.00
Business Sponsors	1,500.00
Antiques	290.00
Crafts	1,725.00
Food Vendors	420.00
Flea Market	115.00
Farmers Market	265.00
Quilt Raffle	1,270.00
Breakfast	792.00
Pie Auction	1,154.50
Ice Cream Social	206.50
Children Games	304.30
Bingo	95.35
Start Up Money	1,200.00
Record Herald Refund	64.20
Photo Entry Fee	30.00
Ceramic Crocks	17.00
Gooseman Donation	250.00
Total LCF RECEIPTS	\$9,748.85

Harlan Clarke for Checks \$17.65

GRAND TOTAL DISBURSEMENTS \$18,557.53

Checking Balance 01/01/2010 \$9,426.23

HELP CREATE A WARREN COUNTY HISTORICAL SOCIETY COOKBOOK

We are creating a WCHS Cookbook as a fundraiser in 2010. We need your help. Please share your favorite recipes with us. Fill out the following form and return to the Warren County Historical Society by April 15th. You may submit as many recipes as you wish. If there is a family or prize winning story about a particular recipe, please share this with us. Examples: recipe came from Grandma Moses and we had it every Thanksgiving; this recipe won a blue ribbon at the Iowa State Fair; I created this recipe to meet my son's special dietary needs; this recipe came from the Methodist Church and became a family favorite; this is a healthy low fat alternative; etc.

RECIPE NAME: _____

COMMENTS: _____

INGREDIENTS: _____

DIRECTIONS: _____

YOUR NAME: _____

***FIRST WCHS 2010 MEETING– SOUP
SUPPER
Tuesday, March 23 at 6:00 pm***



Iowa Stagecoaches from 1838 to 1870

From: History of Warren County, Gerald Shultz and Don Berry, page 104

Two rival companies operated stage lines through Warren County. During the 1850s and 60s the Western Stage Company had two lines - one ran on the main road from Knoxville to Council bluffs, and other ran from Des Moines to Indianola. Service over these lines was expanded from semi-weekly to daily trips. In 1865 Lathrop and Coffman operated a daily stage from the railhead of the Des Moines Valley Railroad at Pella to Indianola, and then from here to Council Bluffs. The coaches ran tri-weekly. These stages operated from Eddyville when the railhead was there.

In 1871 a daily stage between Osceola and Indianola was operated in connection with the railroad from Indianola to Des Moines. The stage operator announced with pride that the stagecoach from Osceola now arrives in Indianola in time to connect with the train for Des Moines at 11 am so that passengers can leave Osceola at 4 am and arrive in Des Moines at 12:30 pm, making the entire distance in eight and one-half hours!

From: Tips to Stagecoach Travelers, Malcolm Price Laboratory School, UNI 2003

Many stage drivers liked to leave early in the morning. Your coach might depart at 4 am and certainly by 7 am. Drivers needed as much daylight travel as possible. Night travel was unsafe. Many drivers avoided night trips. Stages averaged five miles an hour. Good roads could raise that to eight or nine mph.

Stagecoach fares changed from season to season and varied from region to region. The lowest fares averaged 5 cents a mile and the highest fares were 10 cents a mile. Iowa City to Des Moines (125 miles) was \$10 and Keokuk to Des Moines was \$15. It was quite expensive to travel by stage.

A passenger could take 25 up to 60 pounds of luggage. If the stage had a heavy mail shipment, passengers could be strictly limited in poundage.

Stations were located every 10 to 15 miles along the stage route. At each station the horses were changed. Fresh horses, already harnessed, were hitched in one or two minutes. Fresh drinking water and toilet facilities for both men and women were available. Many stations served meals and had sleeping accommodations. Most hotels charged 50 cents for supper, breakfast and a room. Des Moines, Burlington, Davenport, Dubuque and Iowa City had fine hotels which charged \$1 per night. In rural areas it is unlikely that you would have a private room. There might be one large sleeping room with passengers and the innkeeper's family.

Most stage routes in Iowa ran east-west connecting the inland towns with those on the Mississippi. Iowa roads followed the ridges and bypassed wet or swampy land. Early heavy pioneer wagons cut out the roads and in rainy seasons these became soupy and muddy. Stages carried a fence rail to pry the wheels out of the mud-holes. During the Civil War, stage lines carried troops from the interior of Iowa to the river ports. The entire 23rd Iowa Infantry was carried from Des Moines to Iowa City in three days.

Stage companies employed many Iowans. Major stage companies had their own blacksmiths and carpenters for coach repair. Station agents sold tickets, horse tenders and livery boys cared for the horses, and stage drivers handled six or four spirited animals on the road.

Vehicles used as stagecoaches ranged from a farmer's wagon to the Concord. The new oval-shaped Concord was used by the Western Stage Co. It weighed 2,500 pounds and cost \$1,200 to \$1,500. It was often brightly painted olive green or vermillion red. Panels had paintings of landscapes or noted historical characters. Nine passengers could be seated in them - three to a seat. The stage was made of hardwood, iron, brass, and oxbide leather. The body of the coach was swung on thorough-braces composed of several strips of leather riveted together and fastened to the bolsters. The oval coach body was rocked to and fro on these braces as the coach moved along the road. No coach was suited for winter travel. There was no way to heat the stage and heavy snow could block their use for the months of January and February, if not December.

WESTERN STAGE COMPANY.



RUN IN CONNECTION WITH

Des Moines Valley Railroad,
Chicago, Rock Island and Pacific
Railroad,
Burlington and Missouri River Rail-
road,
Chicago and Northwestern Railway,
Hannibal and St. Joseph Railroad,
Union Pacific Railroad,

TO ALL POINTS IN
Central, Southern, and Western Iowa and Nebraska.

Office Third St., bet. Court Av. and Walnut

E. S. ALVORD, President.

R. LOUNSBERRY, Superintendent.
E. W. SPARHAWK, Secretary.

STAGECOACHES Cont.

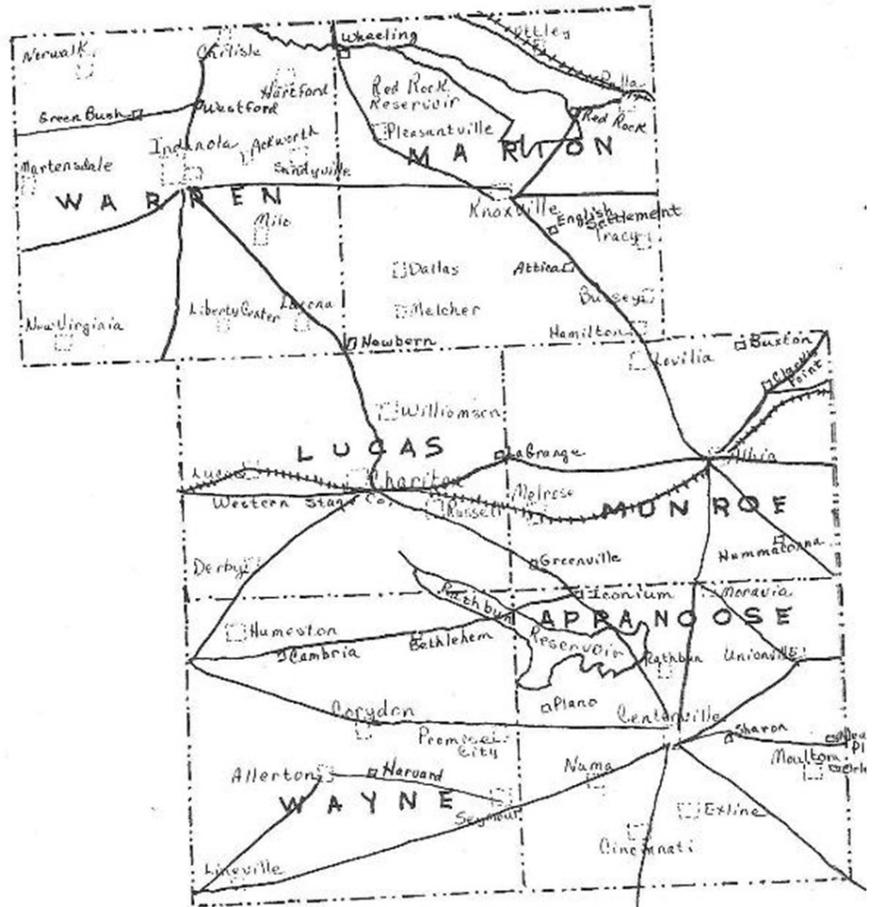
1. The Western Stage Company had a stage that left daily from Iowa City at 7:00 am for Winterset.
2. October 1, 1837 the US Post Office authorized mail stage between Burlington and St. Francisville, Missouri.
3. The first stagecoach arrived at Ft. Des Moines on July 1, 1849.
4. March 1, 1852 J. J. Frink & Co. began twice weekly service between Ft. Des Moines and Iowa City.
5. In 1857 Western Stage Co. moved Iowa State Officials from Iowa City to the new Iowa State Capitol in Des Moines.
6. In April 1854 Frink & Co. closed all operations in Iowa and the Western Stage Co. bought the stage properties of Frink & Co.
7. September 21, 1860 Western Stage Co. began once a week route from Council Bluffs to Denver, Colorado.
8. On June 30 1870 Western Stage Co. ceased operations in Iowa after only 16 years. When the railroad came to small town Iowa the need for stages ended.
9. July 1, 1870 the last coach pulled out of Des Moines for Indianola.
10. July 1, 1870 Caleb B. Lothrop operated stage lines between non-railroad towns: Pella, Indianola, Winterset, Afton and Clarinda.

STAGECOACH TRAILS IN IOWA by Inez E. Kirkpatrick

1. The 4th General Assembly passed an omnibus bill approving numerous roads leading to Fort Des Moines: From Fort Des Moines to Chariton, via Indianola. From Centerville, via Chariton, Indianola, to Fort Des Moines. From Monroe via Lafayette in Polk County to Indianola.
2. The 4th General Assembly also authorized additional mail facilities and a road was opened from Fort Des Moines to Council Bluffs via Lewis. It was a tri-weekly four-horse coach
3. The 5th General Assembly authorized the opening of a mail route from Fort Des Moines, via Indianola, Osceola and Leon to Princeton, Mo. It was a tri-weekly mail in a two horse coach.
4. The 6th General Assembly opened a route from Keith's Tavern in Polk County via Carlisle and Greenbush to "Winterset".
5. Another mail road was opened from Ft. Des Moines, ...via Greenbush, St. Charles, Laport in Clarke County to form a junction with the state road authorized to be established from Ft. Des Moines via Indianola, Osceola, Hopeville and "Mt. Aire".

Warren County Stage Mail Contracts

1. April 29, 1854 Mail contract from Ft. Des Moines to Indianola. Contractor James Nichols
2. 1854 Knoxville to Ft. Des Moines Western Stage Co.
3. April 29 1854 Mail contract from Ft. Des Moines to Winterset Contractor John Wheeler
4. April 29, 1854 Mail contract from Ft. Knoxville to Ft. Des Moines Contractor Joseph Kerr
5. June 18, 1869 Mail contract from Oskaaloosa-Lewis Contractor C. B. Lothrop



Stage Routes in Warren, Marion, Lucas, Monroe, Wayne and Appanoose From Stagecoach Trails in Iowa by Inez E. Kirkpatrick

