



NEWS 'N' NOTES

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CAN Railroad was off to strong start in 1903-4

EDITOR'S NOTE: This is the first in a three-part article about the Chicago, Anamosa and Northern railroad. The article is authored by David O. Floyd, Anamosa, and reprinted with his permission. For many who live in and around Anamosa and have often wondered why so many dilapidated and decaying bridges criss-cross the Buffalo river northwest of town, read on.

The Chicago, Anamosa and Northern railroad was better known as the "CAN" because of the initials that were placed on their equipment which were, C. A. & N. R. R.

In Oct., 1903, a surveying party was at work under J. F. Lacock, chief engineer. He said the line followed an old survey that ran from Anamosa to Prairieburg, Coggon and Quasqueton. And that the survey was being made for a better roadbed than most other railroads had, as the grades were not more than one and one fourth percent, and the curves would not exceed five percent.

This survey that the "CAN" followed was that of the Davenport, Iowa and Dakota railroad and a large amount of grading was done in the 1880s by the Williams management which was swamped by lack of capital.

The organization in charge of building the "CAN" line was the Midland Railway Construction company of which Henry Klene was president; Stephen B. Howard, secretary; Paul Klene, treasurer; all well known men of financial standing in Dubuque.

On Dec. 16, 1903 the Anamosa town council met in special session to consider an ordinance giving the railroad the right of way over the streets and alleys in Anamosa, with the railroad to pay all damages to the abutting property owners. The ordinance was regularly adopted by the following vote: yeas; Remley, Moe, Scroggs, Joslin, Rhinehart, Soper and Byerly. nays, none.

Howard appeared before this council meeting and briefly outlined the project. The intention being to follow the old route of the Davenport, Iowa and Dakota railroad as far as possible. Others making remarks at this meeting were C. L. Niles, C. S. Millard, and Mayor Sigworth.

On Feb. 5, 1904 Anamosa held a special election to vote on a five percent tax for the Chicago, Anamosa and Northern railroad. The vote was 418 for the tax and 118 against the tax. The tax carried in all the wards of the City.

There was a public meeting held the evening before the election and C. L. Niles, president of the Niles and Watters bank, called this meeting to order, and on his motion Judge H. M. Remley was elected chairman. Judge Remley said this was a question in which all citizens were interested and he urged all to be candid and unbiased in their judgment. Then followed speeches by Howard, secretary of the company; E.

R. Moore, editor of the Journal; W. M. Welch of the school desk factory; C. S. Millard; F. O. Ellison, and Edmund Booth of the Eureka at the close.

It stated at this meeting that Col. William T. Shaw had previously agreed to take \$5,000 in stock. C. L. Niles and C. S. Millard agreed to take \$5,000 between them. The tax was estimated to produce about \$15,000 making \$25,000 in all, a small sum considering the expected benefits to Anamosa.

The tax was to be paid to the railroad in two installments one-half in each of the two years following the completion of the railroad to Prairieburg, and the train running. Anyone paying \$100 in tax was to receive a share of the stock, and anyone paying less than \$100 in tax and making up the balance in cash would also receive a share of the stock.

Prairieburg, Coggon and Quasqueton voted a similar tax for the railroad and gave the railroad the right of way through their towns. These were one time only taxes and were paid only once.

On Feb. 24, 1904 John Foley of Anamosa, an old railroad contractor and builder armed with a profile of the Chicago, Anamosa and Northern railroad survey traveled the surveyed route to Prairieburg with an eye on business. As later articles show John Foley and Son took the contract to build the railroad to Coggon.

On May 9, 1904 John Foley and Son received a carload of new wheel scrapers to add to their former outfit. They had a new steamdrill at work just east of Fremont. They had nearly one hundred men at work on the line, one force at Fremont and another at Anderson's three or four miles up the line. The surveyors were pushing northwesterly

preparing for the construction force. The weather was very favorable and everything was promising for the speedy construction of the road.

Eight carloads of ties were taken up the Milwaukee railroads quarry siding at Anamosa for the connection with the C. A. & N. R. R. and the rails were to follow soon after.

In mid June 1904, two more construction gangs were put on the roadbed, and were at work south of Prairieburg. They were in charge of the McClarey Bros., Des Moines, and John Melroy, Iowa City, with about 20 teams and 40 men each. A bridge gang in charge of Stone and Rudolph, Boone, was waiting for some of their bridge material to arrive so they could begin work.

The next article is from the issue of Thursday, Aug. 25, 1904, and I am copying the complete article as it tells a

great amount of the building of the railroad.

"Observations Of A Sightsaer Along The Right Of Way; To The Editor: I went up the right of way, and saw many things to interest me. The first camp is a bridge gang. One interesting and yet not agreeable fact that I noticed here was that they race their teams so hard at work. There are about fifteen men at work in this gang and Lee Spooner an Anamosa boy is the cook. The work here is progressing as fast as could be expected.

"The next camp is at Sam's Creek. Mr. Denton, a sub-contractor, has chosen this peaceful spot to pitch his tent. He has more men working for him than there are in the bridge gang. The work here is grading, mostly in dirt, and will be finished soon.

"The most interesting camp of all comes next. That is the one of John Foley and Son, at Fremont. Here you will find about two miles of construction, at this end of which there are "five rock cuts", the deepest of which is fifty four feet. It is very interesting to watch the men at work in them. They blast the rock out break it up and place it into small dump carts drawn by one mule. This looks like the pack mules in the Rockies. The rock is drawn out the end of the cut and placed on a fill.

"The cuts are of two kinds, side cuts and straight cuts. The side cuts go around the hill and just cut a roadbed, there. The straight cut goes through the hill and is walled up on both sides by rock. Mr. Foley runs a night crew all the time and it is wonderful to see how much difference they make. The grading gangs are beyond Fremont and are pushing the roadbed steadily toward Prairieburg.

"Now going to the camp of Foley and Son things change. The camp is composed of a great number of ten, two boarding houses, a commissary, blacksmith shop, and stables. There are always some men around camp. If you get drowsy just drop it and talk to Robert Ewing, the blacksmith, he will wake you up. Hugh Young keeps time and helps around the commissary.

"The Civil Engineers camp is just a short distance from here and it is common to see them any place along the line.

"If you go up the right of way about five miles you will come to the camps of Melroy and the McClarey Brothers. The McClarey Brothers contract together but have separate camps. They are in order as follows: Melroy, Lew McClarey and Edward McClarey. These camps are situated two miles this side of Prairieburg, and the roadbed between there and Prairieburg is nearly completed. There is one hill and that is very bad. The hill is of clay and there are seven or eight springs under the surface. Sometimes the horses go in above their knees in mud. Melroy and the McClareys work about 80 teams.

"The drivers are called skimmers, and Mr. Melroy says they will skin a team in a short time. Lazy teams are called "Jugheads", and according to the work they do are wheeler, slip, and snap teams. A common scraper is called a slip, and one set up on wheels is a wheeler. A snap team, usually three horses, is one that hooks on ahead of the other team and helps pull the load.

"The excavator work at Melroy's was finished two weeks ago. The excavator is a large machine provided with a plow. This plow throws the dirt up onto a canvas, of the endless chain variety, called a carrier. This carrier takes the dirt up into the air at a slant and drops it into the dump wagons. Then it is taken to the fill. Just as the wagon goes over the dump the driver pushes a little spring trip and the bottom of the wagon opens up on hinges and lets the dirt fall out. Then the bottom of the wagon is brought together with a chain and is ready for another load.

"Mr. Henry Hellberg takes meat up the right of way to the camps every morning. Ask Henry about the boy that put the collars on his team up side down. It will interest as well as surprise you. The meals all along the line are as good as could be had at the Gillen, (A Hotel in Anamosa at that time) which is saying a good deal.

"A grocery man from Prairieburg visits the Melroy and McClarey camps every morning, and one from

Anamosa can be seen at the other places everyday.

"The teamsters and skimmers get out of bed at five o'clock, curry and harness their teams, eat breakfast and go to work at six thirty, they quit work at eleven thirty, water their teams, eat dinner and go to work at one o'clock, quit work at six o'clock, water their teams and eat supper, after supper they curry their teams clean the collars and the days work is at end. One more \$1.75 earned but well earned."

By Oct. 27, 1904, the grading of the "CAN" including the big rock cut at Fremont, was almost completed to Prairieburg. Three lattice girder steel bridges across the Buffalo were in place. The fourth was shipped on Oct. 28, 1904 from the Milwaukee Bridge Company, and the fifth and sixth were to follow at five day intervals. The railroad crossed the Buffalo six times between Anamosa and Fremont a distance of five miles.

As fast as the bridges were put into place the rails were laid. Pile driving was going on beyond Prairieburg, and what was called a double-deck bridge was to be erected over what was known as Cedar Creek, the track was to be 30 feet above the water.

The railroad was to enter Anamosa on the west just south of J. P. Anderson's Mill, and the depot was to be not far from where the Fisherville road crossed the Milwaukee. John Foley expected, to begin grading on this section about Nov. 21, having completed the big rock cut at Fremont and put the finishing touches on the grading to Coggon.

To be continued P-20

CAN RR opens -- Anamosa to P'burg in 66 minutes!

On Dec. 19, 1904 the Chicago, Anamosa and Northern railroad was completed to Prairieburg. Henry Klene, President of the construction company, extended invitations to about 40 people to make the initial trip over the new road. A new passenger car was brought in and the train pulled out of Anamosa about seven o'clock on the evening of Dec. 20, with J. F. Reed at the throttle; Charles Corwin as fireman, and Joseph Ryan as conductor.

The trip of fourteen miles was made in an hour and six minutes, and the smoothness of the track was a surprise to everyone.

The line of the old Davenport, Iowa and Dakota railway was followed substantially except the bluff region at Fremont was pierced to save the long route around it. There was about a mile of heavy rock work done in the bluff region of Fremont at a cost of \$20,000. John Foley and Son handled their 20 mile contract to Coggon in the most

satisfactory manner, using in the rock cuts 40,000 pounds of powder and 25,000 pounds of dynamite. (Mr. Foley also lost 35 head of mules building the two miles of roadbed at Fremont.)

When the train arrived at Prairieburg half a dozen sleds were waiting to take the passengers up town. As the depot was located at the south edge of town because Prairieburg was located on a hill which would have made the grade too steep for trains. It was a lovely moonlight

night and not too cold. The celebration was held in the school house and Thomas Abey was the master of ceremonies. He extended a welcome to Klene and his guests. Some of the people that gave speeches were Judge H. M. Remley, R. W. Stewart, Glasser, N. J. Benson, Gillilan, and E. R. Moore.

There was a large banquet, and the school rooms were festooned in bunting, holly and other decorations. Near the hour of midnight President Klene shouted all aboard for Anamosa, three cheers were given, and the teams with their big sleds took on their loads for the train.

The president of the C. A. & N. R. R. was Henry Klene; vice president, C. L. Niles; treasurer, Paul Klene. Niles was not feeling well that evening and was not able to attend.

The rails used in the construction of this railroad were 70 pounds to the yard and were bolted together with fishplates which rendered the movements of passenger and freight cars smooth and steady.

On Jan. 7, 1905 the laying of the rails was completed to Coggon. And the contractors and their men took a much needed rest, having worked day and night a good part of the season. The depot at Prairieburg was located just on the south edge of town, and a building had been placed in position for a temporary depot at Coggon.

At the Anamosa end of the line the piling at Anderson's mill was rapidly progressing and the short stretch of grading between the Mill and Anamosa was nearly completed. The depot was to be erected not far from the Lehman place, the point being just southwest of the Iowa State Men's reformatory.

On Jan. 24, General Manager John Wunderlich, Chief Engineer J. F. Lacock, Attorney J. E. Remley and half a dozen others left Anamosa for Coggon. It was a bitter cold day and was snowing, when the train reached Tom Neely's, three miles this side of Prairieburg, the snow drifts brought everything to a standstill and they could not go forward or return to Anamosa. All hands were obliged to shovel snow into the tender to keep up the supply of water, and the night was passed under the hospitable roof of Neely. The

intention of this trip was to give attention to the installation of a switch at Prairieburg and returning with six carloads of livestock from Coggon and Prairieburg. They were not able to bring the livestock down on this trip.

The livestock was brought down on Feb. 2 and there was four carloads from Coggon, and three from Prairieburg. Other shipments coming and going were being taken care of. The "CAN" turned the carloads of livestock over to the Midland (A branch of the Chicago & North Western railroad) in Anamosa for shipment to Chicago by way of Clinton, or to the Milwaukee Road in Anamosa for shipment to Dubuque or Cedar Rapids, going the other way the "CAN" took shipments for Waterloo which they turned over to the Illinois Central railroad at Coggon. It also took shipments to or from Anamosa, Fremont, Jackson, Anderson, Prairieburg and Coggon, or any point in between which was located on its line.

On Feb. 9 the Eureka ran the following article: "The C. A. & N. Ry. has established train service between Anamosa, Prairieburg and Coggon, which will temporarily be governed in accordance with what the development of business will warrant. Particular attention of stock shippers and buyers is called to the splendid service, permitting the loading of stock at Coggon and intermediate points as late as one o'clock p.m., and the delivery of same being made at the U. S. Stock Yards, in Chicago, on the following morning at five o'clock a.m. For further information, Call on, Phone, or Write.

Mr. John Wunderlich General Manager, Anamosa, Iowa."

Paul Klene went to Coggon to take preliminary steps for the extending of the C. A. & N. railroad to Waterloo on March 13. At about the same time the "CAN" ran an excursion train which left Prairieburg at 6 p.m. for Anamosa and returned to Prairieburg at 11 a.m. The object was to give

the people of Prairieburg and those along the line this side an opportunity to attend the famous Gordan and Bennett presentation of "A Royal Slave" the round trip cost 65 cents and this included the admission.

On May 4 the "CAN" established regular train service to Coggon. Train number one left Anamosa at 10:30 a.m., arriving in Coggon at noon. Returning train number two left Coggon at 12:15 p.m. arriving in Anamosa at 1:50 p.m.

An accommodation train ran between Anamosa and Prairieburg, it left Anamosa at 4 p.m. and arrived in

Prairieburg at 5 p.m. Returning it left Prairieburg at 5:30 p.m. and arrived in Anamosa at 6:30 p.m.

In the latter part of April 1905, C. L. Niles sold his stock in the C. A. and N. railroad to Henry Klene, of Dubuque. This gave Klene complete control of the enterprise. He had at that time contracts for all of the right of way between Coggon and Quasqueton and expected to start building within 30 days. A large force of men were at work blasting the track, fencing the right of way, and finishing up the stock yards and depots between Anamosa and Coggon.

On Sunday, June 4, the "CAN" ran excursion trains as follows: depart Anamosa at 9 a.m., 12:30 p.m., 4 p.m. Depart Coggon at 10:50 a.m., 2:20 p.m., 5:35 p.m. Fares were adults, 25 cents; children, 15 cents; this fare applied from any station to any other station on the line and return. Trains in Anamosa departed from the Chicago North Western depot. Stops were made at the picturesque rock cuts at Fremont as well as the picnic grounds at Jackson, Anderson and McQueen's Grove.

In the first part of August, the C. A. & N. railroad completed its connection with the Milwaukee Road and started using the Milwaukee depot in Anamosa instead of the Chicago North Western depot.

In October of 1905, the work on the grading was in progress beyond Coggon and 40 carloads of ties and eight of piling would soon go in. For this work 25 men were advertised for and arrangements were in progress for the rails.

In the Nov. 23, 1905 issue of the Eureka there was a rather long article about the new passenger depot in Anamosa, this depot was built by the Milwaukee and North Western Railroads, but from information I have been able to gather, tickets for the "CAN" could be purchased at the Milwaukee ticket window, and the "CAN" used this depot for passengers. The C. A. and N.

railroad had a standpipe for water near the Milwaukee freight depot, and this was connected to the Anamosa water mains.

Getting back to the new depot, it was built at a cost of \$10,000 and was built on the site of the old passenger depot, and was 28 x 120-feet, the foundation was of Stone City stone, the lower part of the walls were of pressed brick and the upper part of adamant plaster in straw color on metal lath. The roof was of shingles stained Cabot's Red the outside painting was in Bottle Green, Cream and White. The inside was in Weathered Oak and the walls decorated in green. The floors were of white maple.

CAN carried 18,000 people in 1909, but WWI killed the RR

By David Floyd
Anamosa, Iowa

PART 3—conclusion

On the afternoon of Aug. 13, 1906 William Jackson sr., the station agent at Jacksonville on the C. A. and N. railroad, while riding home from Anamosa, fell from the open door of the baggage car as the train was rounding a curve and he had two ribs broken. It was a miracle that saved his life, if he had fallen a moment sooner he would have been precipitated through a 40-foot bridge and into the water below. This happened between Anamosa and Fremont.

On Jan. 31, 1907 The Chicago, Anamosa & Northern railroad, otherwise known as the "CAN" was already built to Coggon and was graded to a point 10 miles northwesterly from Coggon. There was at this time 103 carloads of ties and a large amount of bridge timber piled along the right of way at Coggon, but the railroad was not able to proceed with construction as it could not raise the money to buy the rails.

Nine carloads of livestock, one of butter, and several cars of miscellaneous freight, and the passenger outfit came down the "CAN" road for the Chicago market, on Sept. 18, 1907 and a similar shipment came over the line the day before.

In December of 1908, there was a change in train men on the C. A. and N. railroad.

Corwin, engineer, resigned and was succeeded by Reynolds of Manchester. Frank Batr, brakeman, also severed his connection and was succeeded by James Gavin.

The Sept. 16, 1909 issue of the Eureka carried the following article: "Read the following figures, then 'rah' for Anamosa and the 'CAN'. During the year ending June 30, 1909 the C.A. & N. Ry. doubled the volume of its freight business and carried 18,000 passengers compared to

14,000 the previous year, thus increasing its passenger earnings by \$1,000 during the year. (This was not bad for a railroad about 20 miles long.) It is about time that the little road should discard the title of the "CAN", and adopt the aggressive motto, "I WILL". However, here's to the prosperity of the road and its courteous management."

On Dec. 4, 1909 the noon train of the C. A. and N. bound for Anamosa, met with an

accident a mile and a half west of Anderson. A coal car went off the track and derailed three other cars and the passenger coach. The passengers experienced quite a shaking up but nobody was injured. The engine and one car brought them into Anamosa and by 7 p.m. the track was ready for business again.

Paul Klene went to Chicago on April 10, 1910 and was expecting to return with a brigade of daogoes to work on the roadbed of the C. A. & N. railroad between Anamosa and Coggon.

This is where the Eureka scrap book ended.

The C. A. and N. railroad was completed to Quasqueton but it never got a bridge built across the Wapsipinicon river at Quasqueton so it could continue the railroad on to Waterloo. The "CAN" did not have a place to turn the train around at Quasqueton so the trains were forced to run backward all the way to Coggon, where they could turn

the trains around by the use of a wye.

The towns and stations served by the "CAN" were Anamosa, Fremont, Jackson Anderson, Prairieburg Coggon, Robinson, Klene and Quasqueton. The town of Monticello tried to get the

railroad there but it was located on a hill which made the grade for the roadbed too steep so the station was placed at Klene about a mile north west of Monticello. The community of Klene got its name from Henry Klene president of the railroad.

The largest part of the C. A. and N. railroad's revenue came from the shipment of livestock, the rest coming from the shipment of miscellaneous freight and passenger service.

During the time that the Chicago, Anamosa and Northern railroad was trying to build their line from Anamosa to Waterloo there was a lot of unrest in world peace and this made it hard for President Klene to find people who would invest the capital, that would be required to build the railroad. He was managing to keep the railroad operating and was doing some expanding, in and after 1910. But on Feb. 28, 1917 the United States entered World War I. And this is what dealt the final blow to the Chicago, Anamosa and Northern railroad as it was not needed to handle war goods, and so it could not get the materials it needed to stay in operation, so in a short time it has to sell its equipment, and the rails and steel bridges were taken up and went for scrap or use on other railroads to help the war effort.

The CA&N Railroad: 'It started nowhere, was going nowhere'

By Art Hough
Freelance writer

ANAMOSA — The saga, if it can be called a saga, of the Chicago, Anamosa & Northern Railroad is short. Its life span was only 12 years, 1903-15. Its length was less than 38 miles.

The CA&N, better known as the CAN, turned out to be a railroad that could not.

Oldtimers say the CAN was a victim of progress — in the form of the arrival of the Model T Ford, for instance. At any rate, the railroad that was projected to cross hills, rivers and dales from Anamosa to Waterloo only made it to Quasqueton, a distance of 33.6 miles. Why its title was prefaced by "Chicago," no one seems to know. It never went anywhere near there or even in that direction.

"Actually," said Harry Billings of Cedar Rapids, a railroad buff, "I don't want to make fun of them, but it started nowhere and it was going nowhere."

Things looked good in the railroad's early days. According to a history of Jones County published in 1909, the CAN was organized Dec. 21, 1903, with a capital of \$150,000 "supplied largely by Dubuque capitalists and assisted by Anamosa capital."

"At the present time, C.A.&N. Company owns no equipment," said author R.M. Corbit, "but by contract, the company has the use of an engine, a combination coach, a flat car and a box car, property of the Glasser Equipment Co. of Dubuque.

"The road has been found to be a great convenience to the people as well as a safe investment for the company."

The financial statement for the fiscal year ended June 30, 1909, showed the CAN had \$8,581.18 "on the right side of the ledger" that year, its revenue totaling \$18,451.32 and operating expenses of \$11,871.14.

The road was constructed along Buffalo Creek from Anamosa to Coggon, a distance of 19.6 miles, in 1904, and, the history said, planned to continue to Waterloo in 1910.

Help on building the railroad came from as far away as Chicago, but a lot of it was provided by neighboring farmers. It was hard work and some of the imported laborers couldn't take it for more than a week. The CAN was cut through a large hill of nearly solid rock in the Fremont area, approximately four miles west of Anamosa.

Robert E. Swick of Cedar Rapids, writing in *The Gazette* in 1963, said the CAN crossed Buffalo Creek eight times and also spanned

Coggon. He noted that McQueen's bridge west of Prairieburg was so shaky that passengers had to be unloaded before the little train could cross the bridge.

Another time, he said, during the winter of 1912-13, the train was snowed in at Neally's Cut for three days. Passengers stayed at the Neally farm until the tracks were cleared.

Towns served included Jackson Station, a hamlet that died with the CAN, Prairieburg and Coggon, all in Linn County. The CAN connected with the Illinois Central Railroad at Coggon.

Attempting to carry out plans to extend the line through Quasqueton and Independence to Waterloo, the CAN pushed on through Robinson and Klene, reaching Quasqueton and

the Wapsipinicon River, Sept. 2, 1912.

That was the final push, Swick wrote.

The company graded on the other side of the Wapsipinicon, but never had the money to build the bridge across it. The CAN failed and went into receivership less than two years later, in February 1914, although it continued to operate until Nov. 20, 1918.

"They got into trouble with the Wapsipinicon bridge at Quasqueton," Swick wrote. "The trouble was that the business didn't function and didn't make any money."

In about 1950, Billings, his wife and the son covered the 47.7 miles of the old CA roadbed on foot and by car.

Mrs. Jessie Longfield

Mrs. Jessie Longfield, 64, passed away at her home here Wednesday afternoon. Funeral services, conducted by Rev. Blackmore of the Wyoming Presbyterian church, were held Saturday afternoon at 3 o'clock in the Onslow church.

Paul Godfrey sang "Jesus Lover Of My Soul" and "Abide With Me" with Mrs. Blackmore at the piano. Pallbearers were John Jansen, George Paulsen, R. E. Chaplin, C. M. Holst, C. A. Ripperton, and C. O. Lightfoot. Interment was

made in the South Mineral cemetery.

Jessie Cole, daughter of John and Caroline Conley Cole, was born Dec. 30, 1882. Left motherless at the age of 7 years; she was reared by two older sisters, and after their marriages made a home for her father, Onslow's first blacksmith, until the time of his death. She attended the Onslow school, served as assistant postmistress, and was associated with C. O. Lightfoot, in a grocer and dry goods business. On Oct. 29, 1929 she was married to Jesse A. Longfield and went to live at Marshalltown. Eight years ago they came to Onslow to take up residence with J. L. Hanson, a brother-in-law. Until a few weeks ago Mrs. Longfield had been assisting in the preparation of hot school lunches.

Surviving are the husband; two sisters, Mrs. Emma Siler of Wyoming and Mrs. Ida Williams of Cedar Rapids; two nieces, Mrs. Curran Nicholas of Cedar Rapids and Mrs. L. B. McKinstry of El Paso, Texas, and an aunt, Mrs. Elma Propst of Monmouth. A brother, William, and two sisters, Mrs. Mayme Hanson and Mrs. Sarah Stoddard, preceded her in death.

William R. Ammeter

William R. Ammeter, 50, a veteran of World War I and a resident of Hazel Green, near Ryan, Delaware county, for 20 years, passed away suddenly at the Veterans hospital in Des Moines, Saturday, March 29. A victim of a heart ailment for several years, he entered the Veterans' hospital a week previous for medical attention, and seemed to be improving, when the summons came.

A son of the late Gottlieb Ammeter and Mrs. Mary Ammeter, Ryan, he was born on a farm near Monticello, Sept. 22, 1896, received his education and grew to manhood in that vicinity. He answered the call of his country during World War I and served during the conflict.

On Sept. 10, 1919, he married Mary Sulzner of Monticello. The family moved to Hazel Green, in Hazel township, Delaware county, in 1928, and have made their home there since. For many years, Mr. Ammeter was employed by the county, and maintained the west end of the Hopkinton-Ryan road and other roads in Union and Hazel Green townships. He was a member of the Lutheran church and of the Ryan Post No. 692 of American Legion.

Surviving are his wife and five children: Mrs. Betty A. Wilson and Mrs. M. A. Cook, both of Manchester; Mrs. LaVina Wade, Mary Leona Ammeter and Robert Ammeter, all of Delhi; his aged mother, three sisters and two brothers, Mrs. John Rotach, Haven, Kan., Mrs. Paul Witt and Mrs. Clarence McKeag, John and Albert Ammeter, all of Manchester; and four grandchildren.

Military funeral services were held at the Golden church near Ryan Tuesday afternoon at 2 p.m. Rev. Harold Wisner officiated. Burial was in the Golden cemetery.

HOPKINTON—Henry L. Welter, 79, a former resident of Sand Springs, passed away at the St. Francis home in Dubuque, Saturday morning, April 5, following several years illness of a heart ailment.

A son of the late Mr. and Mrs. Matthias Welter, early pioneers of Dubuque county, and the last of a family of four children, he was born in Cascade, Oct. 3, 1867, and spent most of his life in that area.

In 1892 he married Margaret Kurt of Cascade and they made their home in that vicinity. Mrs. Welter passed away Nov. 29, 1906. Since that time Mr. Welter made his home with relatives. In 1925, he came to Sand Springs and made his home with his son Fred, where he remained until 1940. About three years ago, he entered St. Francis home in Dubuque, where he spent his declining years.

Surviving are five children: Herman J. Welter and Mrs. Joseph Hosch, Hopkinton; Fred J. Welter, Dubuque; John F. Welter, Monticello; Mrs. Eleanor Tobin, Cascade; and 16 grandchildren.

Funeral services were held at St. Mary's church in Cascade, Monday morning at 9:30 a.m. Requiem high mass was offered by Rev. J. F. Mauer. Burial was in St. Mary's cemetery at Cascade.

10 April
1947
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10 April 1947
Monticello Express

The funeral of Mr. Samuel A. Farnum, the venerable father of Mrs. P. O. Babcock, was held at the Methodist church last Thursday, the 19th inst. The services were conducted by Rev. Abbott of the Baptist church at Delaware, who was for many years Mr. Farnum's pastor. The deceased, who had been visiting with his daughter, had gone to visit a son in Cedar Rapids, where he died on the 17th inst., after a short illness. The remains were brought here for burial. The deceased was born in Vermont, May 20th, 1802, and was therefore more than 84 years old at the time of his death. ~~He was married at the~~ age of twenty to Orpha Pierce, and together the two had lived as husband and wife the remarkably long period of *sixty-four* years. The widow survives and is at present staying with her daughter, Mrs. Babcock. The deceased removed to Marengo, Illinois, in 1844, where he lived until 1860 when he took up his abode in Bremer county, where he and his wife have since lived. He was for 70 years a member of the Baptist church. Eight children are living, all but two of whom were at the funeral.

Monticello Express
26 Sept 1889

CHARLES WELTY--Funeral services will be held on Thursday afternoon, April 30, at 2 p.m. for Charles Welty, 79, at the Hayden Funeral home in Oxford Junction, with Rev. Kenneth Harden, officiating. Burial will be in the Toronto cemetery.

Charles Welty died Thursday morning, April 23, in a Los Angeles, Calif. hospital, and services were held there on Sunday.

He was born in October, 1879, at Zwingle, the son of Joseph and Hanna Miller Welty.

He married Edith Wymer. They farmed in the Toronto and Oxford Junction communities for many years, but lived in California in recent years.

He is survived by seven children: Adrian Welty, Oxford Junction; Mrs. Harold (Mary) Overholt, Clinton; Darrel Welty, Omaha, Neb., and Laura, Leonra, Edith and Howard of California.

He was preceded in death by his wife.

Music will be furnished by Mrs. Otto Koranda and Mrs. Hans Ahrendsen, accompanied at the organ by Mrs. Lewis Hayden.

● Going on a date with a girl for the first time is like playing a round of golf with a new opponent. In both instances you don't know the handicap of the opposition.

● A happy person is never lonely because he has many interests and activities in life to keep him from becoming lonely.

Monticello Express
30 April 1959

RELIANCE SHIRT TALES

10 Jan 1946 Anamosa Journal

Birthdays celebrated this week at Iowan are Helen Clark, Tuesday; Dorothy Gerst, Wednesday; Beryl Ellwood, Friday, and Mary J. Jones, Sunday. Happy Birthday!

Leo Leesekamp really blushed Tuesday—it so happened that he was the victim of a practical joke. For further information, see Leo.

Louise Holub is walking on air today, stating she doesn't know whether she's coming or going. Reason—her husband arrives on Thursday from overseas.

Katie Boyson, Anna Dirks, Ruby Mitchell, Betty Burgess and Norma Hughes have been ill.

Ella Sievertsen Schatz and Lillian Weber were at the office recently. Both Ella and Lillian are getting their new homes ready.

Ruth Dress believes it pays to advertise. In the December issue of Newze Sewzle her letter to Santa requesting a "man" brought results. A toy man arrived in the mail.

10 Jan 1946
Anamosa Journal

CARROLL LIGHTFOOT, ONSLOW — Funeral services for Carroll Lightfoot, 67, were conducted Thursday afternoon by Rev. C. E. Burdine, former pastor of the Onslow Presbyterian church.

Junior Hicks, Maquoketa, was soloist. Pallbearers were Kenneth Leggett, George Paulsen, Dillon Hall, Clarence Luckstedt, Marvin Null and Clyde Berry. Burial took place in the Wyoming cemetery.

Surviving are his wife, Louise Lange Lightfoot; a son, Herman; daughter, Mrs. Irene Edwards, and three grandchildren, Jimmie Light-

foot, Billy and Kathy Edwards. His entire life had been spent in Onslow.

HARRY D. PIERCE, 68, a retired DX Service truck operator of Hopkinton, died Wednesday, April 22 at the Monticello hospital, following extended illness of a heart ailment.

Funeral services were held at the Goetsch funeral home Saturday at 2 p.m. Rev. Dick Watkins officiated. Burial was in the Hopkinton cemetery.

Born on a farm near Hopkinton, July 6, 1890, he was a son of Matthias and Elizabeth Riley Pierce. With the exception of a few years spent in Strawberry Point with his parents, in early childhood, all his life was spent in Hopkinton and vicinity.

He married Maud Davis in 1915 and the home was made in South Hopkinton for many years, and he served the community with gas and oil for the DX.

His parents and one sister, Kathryn Pierce, preceded him in death.

Monticello Expo
30 April 1959

Another Pioneer Is Called.

Mrs. Lydia Grassfield died at the family home on Pleasant Ridge, last Saturday. Mrs. Grassfield was one of the pioneers of Fairview township. She and her husband came into this county and settled in this township in the fifties and she remained a resident here until her death. The funeral services were conducted Tuesday afternoon by Rev. Shaffer of this city, at the Fairview Methodist Episcopal church and interment was made at Norwich cemetery near Martelle.

Mrs. Grassfield's maiden name was Lydia M. Day. She was born in Canada in 1840, and was therefore over 70 years of age. When quite young she came with her parents to the states, the place of settlement being Janesville, Wisconsin. She was married there when but fifteen years of age to David Grassfield, the date of the marriage being March 22d, 1855. Mr. and Mrs. Grassfield a year or so later came to Iowa and took up their residence near Paris in Linn county. From there they came to Fairview township. Mr. Grassfield died about seventeep years ago.

2 Feb 1911
Anamosa Curle

BAPTISED MEMBERS SCOTCH GROVE PRESBYTERIAN CHURCH

List of baptised members on pages 1-11 are combined into the following list starting page 325
Resolution of Jan 6, 1874 added names of children previously baptised indicated by **

| No. | Date or Place | Baptised Member | Parents of Member | Became member/remarks |
|-----------------|---------------|-------------------------|-----------------------------|--------------------------------------|
| <i>Page 325</i> | | | | |
| 1. | ** | John | John & Margaret Sutherland | Member, Dec 21, 1877 |
| 2. | ** | Alexander | John & Margaret Sutherland | M.E.Church |
| 3. | ** | George | John & Margaret Sutherland | Member Oct 26, 1862 |
| 4. | ** | David | John & Margaret Sutherland | Member Mar 7, 1866 |
| 5. | ** | Daniel | John & Margaret Sutherland | California |
| 6. | ** | Roderic | John & Margaret Sutherland | Died Calif May 1861 |
| 7. | ** | William | John & Margaret Sutherland | M.E.Church |
| 8. | ** | Catharine (Moses) | John & Margaret Sutherland | Member, Jul 19, 1857 |
| 9. | ** | Adam | John & Margaret Sutherland | Member Mar 4, 1866 |
| | ** | Christie | John & Margaret Sutherland | Died Scotch Grove 1837 |
| 10. | ** | Robert | John & Margaret Sutherland | Member July 14, 1860 |
| 11. | ** | Morrison | John & Margaret Sutherland | Died Mar 1864 |
| — | ** | Niel | Donald & Ann Livingston | |
| — | ** | Mary (McBeath) | Donald & Ann Livingston | |
| 12. | ** | Nancy (Sutherland) | Donald & Ann Livingston | Member 1843 |
| — | ** | John | Donald & Ann Livingston | |
| 13. | ** | Catharine (Holmes) | Donald & Ann Livingston | Member 1844 |
| — | ** | Margaret | Donald & Ann Livingston | |
| — | ** | Flora | Donald & Ann Livingston | |
| — | ** | Donald | Donald & Ann Livingston | |
| 14. | ** | Christie Ann | Donald & Ann Sinclair | Member 1846 |
| — | ** | James | Donald & Ann Sinclair | Died |
| 15. | ** | Margaret (Bell) | Donald & Ann Sinclair | Member Jan 19, 1850 |
| 16. | ** | Angus | Donald & Ann Sinclair | Member Mar 4, 1866 |
| 17. | ** | Elisabeth (McIntyre) | Donald & Ann Sinclair | Member Dec 20, 1877 |
| 18. | ** | Eleanor (Barnhill) | Ebenezer & Sarah Sutherland | Member Sep 10, 1849 |
| 19. | ** | Isabel (G. Sutherland) | Ebenezer & Sarah Sutherland | Mem May 19/55, d. 1863 |
| 20. | ** | Charlotte (Ridings) | Ebenezer & Sarah Sutherland | Member Jan 29, 1859 |
| 21. | ** | Catharine (Yerrian) | Ebenezer & Sarah Sutherland | Member Sep 13, 1855 |
| 22. | ** | Wilhelmina (Sutherland) | Ebenezer & Sarah Sutherland | Member May 19, 1855 |
| 23. | ** | Thomas | Ebenezer & Sarah Sutherland | Mem Apr 11/57, d.1858 |
| 24. | ** | Sarah (Sweesy) | Ebenezer & Sarah Sutherland | Member Jul 11, 1857 |
| 25. | Nov 11, 1845 | John | Ebenezer & Sarah Sutherland | Died Aug 12, 1865 |
| 26. | Mar 22, 1846 | Donald W. | Ebenezer & Sarah Sutherland | Member Dec 20, 1877 |
| 27. | Aug 6, 1847 | Ebenezer | Ebenezer & Sarah Sutherland | Died Sep 22, 1847 |
| 28. | ** | Donald | Alexander & Jane Sutherland | Member Apr 11, 1857 Died May 1862 |
| 29. | ** | William A. | Alexander & Jane Sutherland | Member Apr 8, 1866 |
| 30. | ** | Elsy | Alexander & Jane Sutherland | Died |
| 31. | ** | Isabel | Alexander & Jane Sutherland | Died July 11, 1871 |
| 32. | ** | John | Alexander & Jane Sutherland | Member Mar 7, 1866 |
| 34. | ** | Nancy (Batten) | Donald & Nancy Sutherland | S. W. Iowa |
| 35. | ** | William | Donald & Nancy Sutherland | Member May 18, 1861 |
| 36. | ** | Donald | Donald & Nancy Sutherland | Member Sep 30, 1865 |

RHODA LEETE FUNERAL SET

Died Wednesday at Joe Miller Home

Mrs. Rhoda Marian Leete, 87, died at the home of her granddaughter, Mrs. Joe N. Miller Wednesday after a lingering illness.

Born Feb. 4, 1858, at Amboy, Ill., she was the only child of David Chester Hale and Mary Catherine Van Horne. In 1867 she came with her parents to Iowa, settling in Cedar county. In 1871 she came to Anamosa which has been her home since.

Married in 1874

She attended public school here. She was united in marriage to Edwin Tempest Leete, Volga City, Ia., Oct. 25, 1874. To this union six children were born. Her husband and three of the children, Charles Hugh, Mable May and Edwin Victor, preceded her in death.

Surviving are two sons, Robert David, Omaha, Nebr., and Fred William, Council Bluffs; and one daughter, Mrs. Emma Ann Thompson, Cedar Rapids. She also leaves 20 grandchildren, 33 great grandchildren and four great great grandchildren.

Mrs. Leete was a member of the Seventh Day Advent church, Cedar Rapids.

Funeral service will be held in the Loder chapel at 2 p.m. Saturday.

Burial will be in Riverside cemetery. Friends may call at the chapel.

10 Jan 1946 Anamosa
Journal

JONES COUNTY
GENEALOGICAL SOCIETY
P.O. BOX 174
ANAMOSA, IA 52205

NON-PROFIT
ORGANIZATION

LaVerta Langenberg
21692 20th St
Lisbon, IA 52253

