

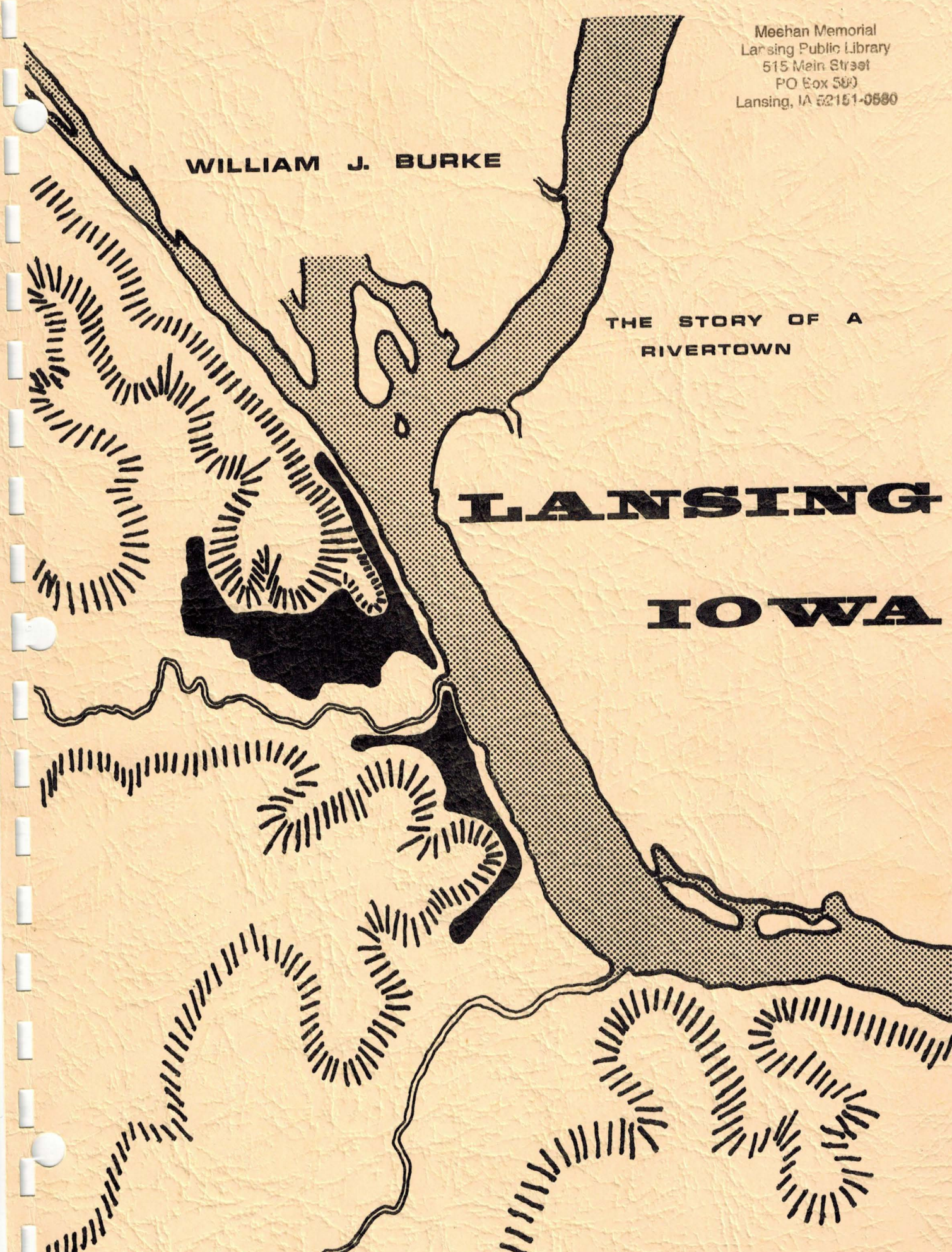
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WILLIAM J. BURKE

THE STORY OF A
RIVERTOWN

LANSING

IOWA



THE HISTORY OF LANSING, IOWA

WILLIAM J. BURKE

AUGUST 1967

PROLOGUE

This history is essentially the same as that prepared for the Lansing centennial of 1967. However, due to financial limitations, the centennial edition contained only the second half of the complete history. The complete history, with illustrations, is provided here.

W. J. B.

BACKGROUND

The Mississippi River was the key to the founding and development of Lansing, Iowa. Even to this day it bestows on Lansing that unique "river-town" character that was responsible for its prosperity in the past and remains as the town's key to the future. Much of the town's character also results from the rugged terrain and forested hills unique to this part of the state. This geographical condition is due to the fact that only the first of four glacial ice sheets that passed over Iowa had a chance to move over the Lansing area. Upon the recession of the ice sheet, the erosional processes which would not effect the rest of the state for a few hundred thousand years began to shape this corner of the state into the scenic landscape which exists today.

The setting for the chain of events leading to the settlement of Lansing begins almost 200 years prior to its founding and settlement.

In June of 1673, a French missionary, Jacques Marquette, and a French explorer, Louis Joliet, were traveling down the Wisconsin River in search of

the Great River. On June 17, they reached this great river which was later called the Mississippi, from the Indian word, "missi" meaning great, and the word, "sepe" meaning river. By discovering this river these two Frenchmen became the first known whitemen to see what is now the State of Iowa and claim this land for a foreign country--namely, France.

A few years later, in 1685, Nicolas Perrot came down the Wisconsin River and established a depot for furs which he named Fort St. Nicolas which was built on land near the Campion High School in Prairie Du Chien, Wisconsin.

For more than 200 years the Wisconsin River route would continue to be the principal route of exploration, travel, and commerce to the Upper Mississippi valley and the lands beyond.

For the next 100 years French trappers or "voyageurs" would continue to establish trading posts on the Upper Mississippi, and in so doing probably become the first white men to set foot on the site of Lansing, Iowa. During these years the French established a route overland from the Mississippi to the Missouri River which I believe traversed the southern part of Allamakee County. This route, which was called the "Chemin De Voyageurs" will be discussed later on in this narrative.

In 1763, the Province of Louisiana west of the Mississippi passed from French to Spanish control and the region east of the river fell to the English. The French thus, abandoned Prairie Du Chien and created the setting for the advent of the English to the Upper Mississippi Valley.

The first Englishman to visit the Prairie Du Chien area was Captain Jonathan

Carver, who came there in 1766. Carver's party took-up their residence at the mouth of the Yellow River that winter and thus established the first temporary settlement in Allamakee County. During these years the English became good friends with the Sac and Fox Indians who had moved into the region east of the Mississippi River about 1712. The British eventually lost control over this land after their defeat in the Revolutionary War but would still retain control over the trapping industry and would have the Indians as their allies during the War of 1812.

During the next quarter century the Spanish on the west of the river and the English on the east were waring with each other because of English encroachment on the hunting and trapping territory of the Spanish. Finally, in 1800, the Spanish ceded the Province of Louisiana back to the French and they, in turn, sold it to the United States in 1803 for less than two cents an acre.

The Louisiana Purchase added 1,171,931 square miles to the territorial possessions of the United States. In 1804, Lieutenant Zebulon M. Pike was ordered to conduct an expedition up the Mississippi Valley to determine the character of this newly purchased land. This military expedition--the first in the Upper Mississippi River Valley--would produce some notable landmarks in the Lansing Area.

Early in his journey Pike noted a high hill on the west bank of the river and recommended it for the location of a fort. Today this hill is called "Pike's Peak", and is located a few miles south of Mc Gregor, Iowa. As he proceeded up the river Pike described a prominent bluff "noted by the singularity of its appearance", which was known as Cape Garlic, and which

is today known as Capoli Bluff. It is located along the west bank of the river two miles below the Interstate Power plant south of Lansing. Pike and his party dined at the foot of this bluff on the morning of September 9, 1804. That night they camped on an island about five miles below the mouth of the Upper Iowa River. This would probably be on island No. 142 or 143 at the head of Winneshiek Slough, just a short way up the east side of the river channel from Lansing. After visiting a Sioux Indian village near the mouth of the Upper Iowa River, Pike continued north to the source of the Mississippi River.

Another Military expedition proceeded up the River past Lansing in 1817, under the command of Major Stephen H. Long, a U.S. topographical engineer. His party camped on the same island that Pike's did 13 years before.

The next historic journey past the site of Lansing was the voyage of the first steamboat on the Upper Mississippi, in April of 1823. The boat was named the "Virginia" and was piloted by Captain Beltrami.

FORT CRAWFORD

The military history of much interest to the Lansing area was the establishment of a fort at Prairie Du Chien to give the United States better control of the Upper Mississippi Valley. Fort Shelby was built at Prairie Du Chien in 1813 after the start of the War of 1812. The British captured it in the year 1814, renamed it Fort Mc Kay, and burned it in 1815 after learning of the British defeat in the war. In 1816, the United States built the "original" Fort Crawford on the site of the previous fort. Since this fort was on low ground it was flooded quite often so it was abandoned in 1826, and a "new" Fort Crawford was built on higher ground that is now occupied by the St. Mary's girls school in Prairie Du Chien. A saw mill was set-up

on the Yellow River in Allamakee County to cut lumber for this new fort which was constructed in 1829. The man in charge of this mill was Lieutenant Jefferson Davis who would later become president of the Southern Confederacy during the Civil War. Colonel Zachory Taylor took command of the new fort, and he would later become the twelfth president of the United States. Fort Crawford also maintained an 8,000 acre military reservation between Mc Gregor and the south boundary of Allamakee County for the use of the fort for such purposes as garden plots, hunting, and a source of lumber.

THE FUR TRADE

Meanwhile, the fur trading business was becoming well established due especially to the efforts of the American Fur Company which was part of John J. Astor's commercial empire. At one time the company employed as many as 2,000 trappers operating from Prairie Du Chien. This company prospered under the direction of two noted men who are significant in the history of the Upper Mississippi River Valley due to their success in the fur business.

The first of these men was Joseph "King" Rolette, who came to Prairie Du Chien in 1804, and became manager of the American Fur Company in 1820. He became a partner in the company and in 1826 he turned over the job of chief company agent to Hurcules L. Dousman who raised the company to its heights of success. The greatest manifestation of Mr. Dousman's success is the Villa Louis mansion which he built in 1843, and which still stands over the site of the first Fort Crawford. The mound on which the house is constructed is an ancient Indian mound. The sale of the American Fur Company in 1864 ended its operation in the Prairie Du Chien area.

THE INDIANS

Although the fur trade was significant in developing the Upper Mississippi

Valley it was the native Indians who were the key to the expanding commercialization and eventual settlement of this region.

The Indians who first inhabited the Upper Mississippi Valley and also the Lansing area were the ancient "Mound Builders". They occupied this area after the end of the last glacial period about 10,000 years ago. Because of the hostility of later Indians they migrated to the Southwest.

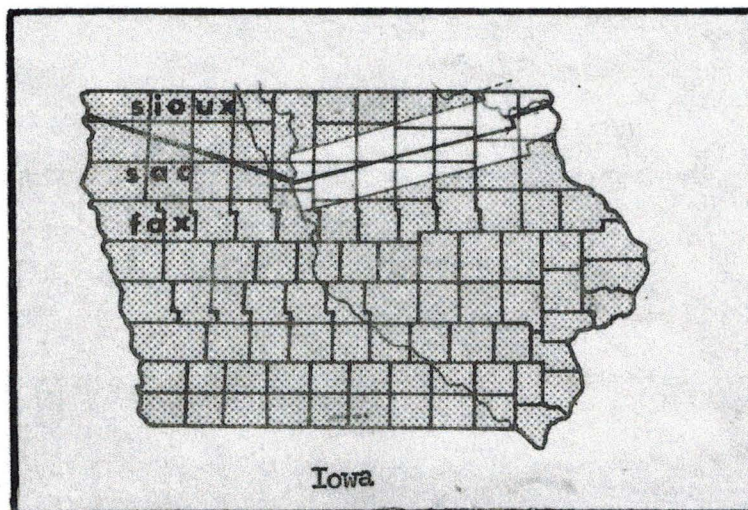
The Indians who occupied this area at the time of its exploration by White Men were the Sac and Fox, and the Sioux. The Sac (Saukie), and Fox (Mesquakie), were descendants of the Algonquin Indians from the Northeastern regions along the St. Lawrence River. These tribes were likewise driven from their homes by the White Man and other Indian tribes. In their defensive efforts, the Sac and Fox tribes became close allies and together moved into the Mississippi Valley in the early 1700's, and crossed over into Iowa about 1734. After their arrival in Iowa country the Sac and Fox proceeded to exterminate the Illinois Indians who were the first natives seen in Iowa by Marquette and Joliet. Most of the Illinois Indians were killed or driven out by 1803. A group of Dakota Indians, or Sioux as the White Man called them, inhabited the extreme northern part of Iowa at this time and carried on a continuing war with the Sac and Fox. Much of the warring between these two enemies took place in the Lansing area, since it was in territory claimed by both tribes. There was at least one large Sioux Indian Village near the mouth of the Upper Iowa River at this time and was there as late as 1832. This village was under the leadership of the second Chief Wabasha. One of the four largest Sac Indian villages in Iowa was near the mouth of the Upper Iowa River also. It probably would have been at least six miles up the river from its mouth. Its exact location is in section No. 2 of

French Creek Township. It is indicated on the enclosed map.

The most famous Indian of the Upper Mississippi Valley was Black Hawk, whose influence and presence can be closely associated with the tradition of the Lansing Area. Black Hawk's true Indian name was, Ma-ka-tai-me-she-kiâ-kiak. He was born in 1767 in the Sac Village called "Saukenuk" at the junction of the Mississippi and Rock Rivers, on the site of the city of Rock Island. He inherited the position of tribal medicine man after the death of his father, and although he could not become a tribal chief by heredity, he soon gained a position of power and leadership because of his brave deeds in battle with other tribes. He was a life-long competitor of Keokuk in maintaining influence within their tribe. According to modern terminology, Black Hawk was a "hawk" and Keokuk was a "dove" in their dealings with the White Man. Black Hawk died on October 3, 1838, at the age of 71.

As the hostilities between the Sac and Fox Indians with the Sioux Indians became worse the United States Government became concerned. The government called a council of all tribes in the territory for the purpose of promoting peace and establishing boundaries between the tribes. The council was held at Prairie Du Chien in August of 1825, since this area was traditionally considered neutral ground by the Indians. This council turned out to be the largest gathering of Indian tribes in the history of the United States. As a result of this treaty signed by 134 chiefs, it was agreed that the United States Government should run a boundary line or "Neutral Line" between the Sioux, on the north and the Sac and Fox on the south, along the Upper Iowa River as follows: commencing at the mouth of the Upper Iowa River on the west bank of the Mississippi and ascending the

said river to its west fork; thense up this fork to its source; thense crossing the fork of the Red Cedar River in a direct line to the second or upper fork of the Des Moines River. This line is shown on the accompany- ing map of Iowa.



THE NEUTRAL ZONE

The cause which lead to the establishment of this boundary line continued to exist: namely, the frequent hostilities between these hereditary enemies. Another treaty was entered into on July 15, 1830, at Prairie Du Chien, by the terms of which the Sac and Fox ceded to the United States a strip of land lying south of the neutral line twenty miles in width and extending along this line from the Mississippi River to the Des Moines River. The Sioux also ceded to the government by the same treaty, a like strip of land twenty miles on the north side of said neutral line; this making a territory fourty miles wide and in length from the Mississippi to the Des Moines River. This fourty mile-wide strip of land was known as the "Neutral Ground". It is located on the accompanying map of Allamakee County. Within these grounds both tribes were permitted to hunt and fish but they could not reside there. The southeastern corner of this neutral ground is the "paint rock bluff", overlooking the Mississippi River about three-fourth of a mile above Waukon Junction.

This neutral reservation which contained the site of Landing was thus the first purchase of land by the United States Government in that territory that was later to become the State of Iowa. The government paid \$284,132 for the purchase of this 7,600 square miles of neutral ground.

The neutral line and the boundary of the neutral zone wasn't surveyed until 1832 when the U.S. Government commissioned Captain Nathan Boone, son of explorer Daniel Boone, to survey these boundaries for the price of \$1,871. The survey actually cost Boone \$2,107.87. The survey was begun on April 19, 1832 at the mouth of the Upper Iowa River. After proceeding around the northern half of the zone Captain Boone commenced surveying the eastern border of the zone along the Mississippi River. During the second or third week of June, 1832 Captain Boone passed through the site of the future town of Lansing. To this author's knowledge, Boone and his survey party were the first known White Men to pass over this ground which is now the Town of Lansing, Iowa. He ran his survey line along the river bank to the mouth of Clear Creek and then detoured up the creek a few hundred feet and crossed. Present-day Village Creek was called "Flint Creek" by Captain Boone. He terminated this eastern boundary line at "a very noted bluff" which was called "paint rock". This bluff was so called because it contained painted pictographs and Indian writing put there and venerated by the Indians. The painted rock was there as early as 1804 when Zebulon Pike noted it. Boone also noted the presence of "Rolett's Road" which was a trading road leading west to the Red Cedar River from the paint rock landing on the Mississippi River. This road may have been the trail that the early French trappers used in traveling to the Missouri River from Prairie Du Chien more than 100 years before Boone's survey. This road is located on the accompanying trail map of Allamakee County. The southern

boundary of the neutral zone which proceeded southwest from the painted rock was not immediately finished by Boone due to the hostilities of the Black Hawk War.

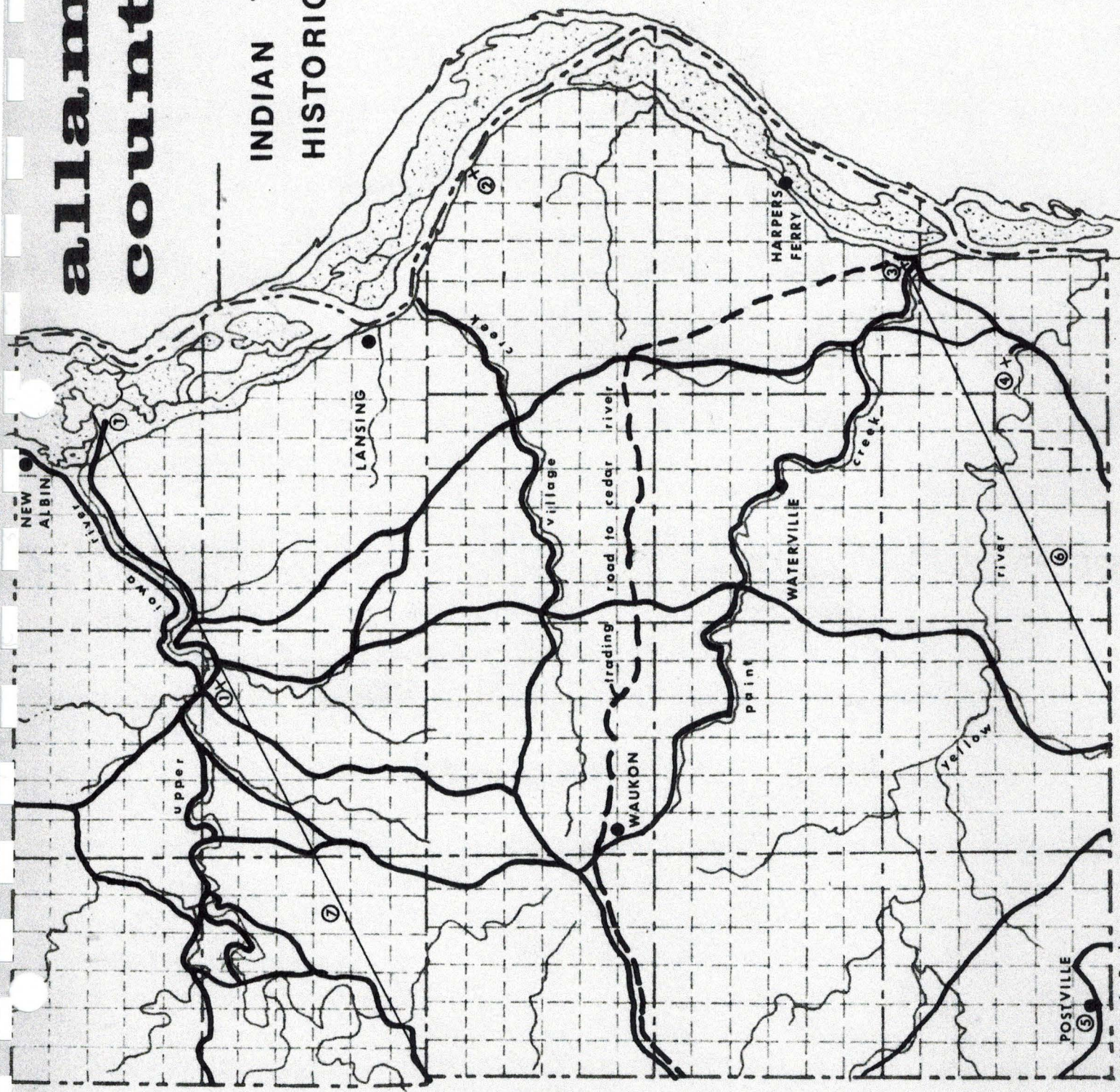
THE BLACK HAWK WAR

In the Spring of 1832 Black Hawk and his band crossed the Mississippi River from his tribe's reservation in defiance of a treaty of 1804, in which the United States obtained the remainder of the Sac and Fox lands east of the Mississippi in a deceitful treaty conducted by William H. Harrison. The Indians who signed the treaty were sent of St. Louis to obtain custody of one of their prisoners, and while there were gotten drunk and were tricked into signing a treaty in which the U.S. obtained the remainder of the previously mentioned Sac and Fox lands. Furthermore, the Indians who signed the treaty had no tribal authority to do so. This alone would invalidate the treaty. However, the crossing of the river by Black Hawk's band commenced the 15 week Black Hawk War that ended in the slaughter of more than 150 Indians at the Battle of Bad Axe, despite Black Hawk's numerous attempts to surrender. This battle took place on August 1 and 2, near the mouth of Battle Creek and on Battle Island (island No. 137), $2\frac{1}{2}$ miles above De Soto, Wisconsin, and $7\frac{1}{2}$ miles up the river channel from Lansing. Many of the Indians escaping across the river were killed on the west shore by the Sioux from Wabasha's village near the mouth of the Upper Iowa River. Black Hawk was later captured at the Wisconsin Dells and returned to temporary imprisonment at Prairie Du Chien before going to Washington to see the President. Contrary to what one historian believed, Black Hawk did not escape to the west bank of the river to hide-out near the Brookman Bluff or Iowa Bluff which towers over the junction of the Upper Iowa River and Highway No. 182.

allanakee county

INDIAN TRAILS AND HISTORIC LANDMARKS

- ① INDIAN VILLAGE
- ② CAPE GARLIC
- ③ PAINT ROCK
- ④ INDIAN MISSION
- ⑤ MILITARY ROAD
- ⑥ SOUTH BOUNDARY OF NEUTRAL ZONE
- ⑦ NEUTRAL LINE



The termination of this brief war resulted in the treaty of September 21, 1832, by which the Sac and Fox ceded to the United States 7,500 square miles of their reservation west of the river in Iowa for \$655,000. This cession of land was first known as Scott's Purchase and later as the "First Black Hawk Purchase". About 35 square miles of the southeastern corner of Allamakee County was in this purchase. The rest of the county was contained in the neutral ground at this time.

This treaty followed an earlier treaty of September 15, 1832, which resulted in the cession of all Winnebago Indian lands east of the Mississippi River south of the Wisconsin River. This treaty came about as a result of the Winnebago alliance with the Sac and Fox during the Black Hawk War, and because of the need to open-up these lands to settlement by the advancing white settlers. In return, the Winnebago Indians were given the east 40 miles of the neutral zone which would have included all of that zone lying in Allamakee County. The Winnebagoes were also to be given \$10,000 annually for 27 years and a mission school for their use which would not cost more than \$3,000 per year.

THE OLD MISSION

A mission school was built a mile and a half south of the neutral zone on the Yellow River in section No. 9 of Fairview Township. It was built in 1834 and opened in 1835. The Indian children at this mission school were taught by Mr. David Lowrey, D.D. The school attained a maximum enrollment of about 79 pupils in 1839. The mission closed in 1840 and was moved to the Turkey River Agency four miles south of Fort Atkinson. This mission settlement was the first permanent settlement in Allamakee County. The government sold the stone school house and mission property to Thomas C. Linton in 1840, and the building has since been torn down for use in the construction

of a barn on the same site.

THE LAST DAYS OF THE INDIANS

The treaty of 1832 increased the chances for the White Men to take advantage of the Indians due to the efforts of trappers and agents of the American Fur Company in obtaining the money paid to the Indians for their lands. The object of the American Fur Company and other merchants was to keep the Indians as savage hunters who could be easily gulled. Their chief instruments in accomplishing this were "fire water" and the credit system. Their agents were present at the signing of all treaties with the Indians and took care that the payments for all land sold should be in the form of specie annuities. They also took care that during the year each Indian should run a bill at their stores almost equal to his annuity so that when yearly payments were made to the Indians most of the money went directly into the hands of fur company agents and other merchants.

In 1837 the Winnebagoes ceded the remainder of their lands east of the Mississippi to the United States and also the eastern twenty miles of the neutral zone, in return for the remainder of the neutral zone as far west as the Red Cedar River. They were forced to cede the eastern twenty miles of this zone so they wouldn't be as close to the whiskey vendors operating along the Mississippi River.

By 1839, the Winnebagoes had a village on the Upper Iowa River at Decorah, headed by Chief Wimeshiek. Two Shillings headed a tribe near the Yellow River mission and Whirling Thunder had a village about 15 miles west of this school. Other Winnebago chiefs who still remained east of the river at this time were: Chiefs, Big Cance, Waukon, Decorah, Yellow Thunder,

Caramanee, Dandy, Little Solgier, and Big Head. Most of these eventually moved to the west side of the Mississippi River. The Winnebagoes probably maintained a village on the site of the former Sac village along the Upper Iowa River during these days.

Meanwhile, the remainder of the Winnebagoes were becoming more reluctant to move across the Mississippi into the neutral ground, although there were about 4,500 of them in the zone by 1836. In the Spring of 1840, General Henry Atkinson, the man who had defeated Black Hawk at Bad Axe, was assigned the task of moving the Winnebagoes into the neutral zone by force if necessary. This effort didn't succeed completely and is evident by the small Indian settlements which remain along the west bank of the Mississippi even today.

FORT ATKINSON

With the increased Indian migration into the neutral zone after 1840, the government constructed Fort Atkinson on the Turkey River in the years, 1840-1841. This fort had a unique purpose, namely: to protect the Winnebagoes from the Sac and Fox and from the Sioux who occupied either side of the neutral zone, and also to protect the two latter tribes from each other. Prior to the construction of this fort, a military road was built from Prairie Du Chien to the site of the new fort. This road first left the west bank of the Mississippi at Mc Gregor and--except for a short stretch through Mc Gregor--followed the present road (highway No. 18) through Monona and Luana to Fort Atkinson. Shortly afterwards, the road was re-routed to leave the river $1\frac{1}{2}$ miles north of Marquette and proceed through a cut in the bluffs overland along a group of Effigy Mounds and along Pleasant Ridge to meet the original route in Monona. This route leaves

the river exactly one mile south of the Allamakee County line on Highway No. 13. The road was connected to Prairie Du Chien by means of a ferry line boat that landed just south of island No. 170 on the Iowa side of the river. This military road which was the first real road in the state, passed through about six miles of the southwestern corner of Allamakee County and also through the town of Postville. This military road is located on the trail map on a preceding page. The cost of building this road and Fort Atkinson amounted to \$93,000.

Meanwhile, the pressure was becoming great to open-up the lands in northeastern Iowa for settlement. In accord with this desire, the Winnebagoes ceded to the United States the remainder of the neutral ground in a treaty of October 13, 1846; which was proclaimed on February 4, 1847; and on June 8, 1848 H.M. Rice, a former agent and friend of the Indians, led 3,000 Winnebagoes from the Fort Atkinson mission and took them to the former Sioux village at the mouth of the Upper Iowa River to board a steam boat for their new reservation on Long Prairie in Minnesota. These were the last of the Indians to leave Allamakee County and northeast Iowa. During this same year one of the most noted Winnebago Indians was reported to have died at the settlement of Lansing. This Indian was the first Chief Wimeshiek, who had once fought for the British in the war of 1812.

With the Indians gone, Fort Atkinson was abandoned on February 24, 1849; and Fort Crawford was closed in May of 1849. Throughout the period of Winnebago occupation of Allamakee County, there were a number of temporary Indian villages, one of which was located about one mile south of the county line near the town of Hardin and close to the old Military road. The trail map indicates that the focal point of most trails was the

large village on the Upper Iowa River. Of course the greatest corridor of travel during this time and long afterward was the Mississippi River and other navigable streams.

Having disposed of the Indians from the neutral ground, the United States Government declared that ground open to settlement in the Spring of 1848. Land surveys began on the southern townships of the county on July 26, 1848, and ended in the northern townships of the county in 1853. Guy H. Carleton and John Ball were the men in charge of these surveys.

FOUNDING OF LANSING

Upon the opening of these lands, a man by the name of John Haney, Sr., who was accompanied by his son James, arrived at the site of what was to become the town of Lansing. The Haney's located a claim on the river bank and built a cabin about 900 feet north of a cabin occupied by a man named Garrison, who was living there when the Haney's arrived there in April. Garrison's cabin was located on the present site of the Merrit Long residence on Front Street. Haney's cabin was located on the south portion of the wooded Hemmingway property. Both Haney's and Garrison's cabins were noted by Guy Carleton when he surveyed Lansing Township in the Spring of 1849. This survey also noted a Mr. Stephen's cabin which was located at the mouth of Village Creek on the site of the future settlement of Columbus. Another early settler who was supposed to have been here at this time was Willard Ballou. Its not definitely known where he located his original claim.

Very little is known about Garrison or Stephen, and the former may have left the Lansing area prior to 1850, since his claim was purchased about this time by H.H. Houghton, who came from Galena, Illinois, which was also Haney's home town. However, a man by the name of Willis S. Garrison

was appointed as the first Lansing postmaster on August 21, 1849. On the basis of this fact one can speculate that this postmaster may have been the same Mr. Garrison who settled at Lansing in 1848, and after becoming postmaster and being required to name the post office, decided to call it Lansing, after his hometown of Lansing, Michigan. Furthermore, Haney and Houghton could not formally establish a town on this site until they owned the land, and the lands in Allamakee County were not put up for sale until October of 1850. Thus the post office with its given name would have been in existence at least one year prior to their purchase of land. In fact, the first purchase of land in Lansing wasn't until Houghton's purchase of 196 acres along the river on May 5, 1851. Haney's first purchase of land was in May of 1852, when he acquired 120 acres of land adjoining Houghton's land on the west. Moreover, the first lands purchased in the county was in Paint Creek Township, on October 7, 1850. Like most early settlers, Haney and Houghton probably had preemption rights on the lands they claimed prior to their legal purchase of these lands.

If the post office was indeed named in this manner then Haney and Houghton probably decided to name the town they platted three years later after the post office which was already there.

However, another possibility is that the original Mr. Garrison was not the same Garrison who became post master and therefore, had nothing to do with naming the post office. In this case, Haney and Houghton probably originated the idea of naming their town after the home town of the Garrison who was at the Lansing site when they arrived.

The first possibility seems to be the most likely account of what actually

happened. In any case, Haney and Houghton probably decided to establish a town on this site because they realized its important geographical position and its excellent landing at the river bank. This town could also be a stopping-off point for settlers going west and a marketing and transportation terminal for the abundant crops which would be raised by the incoming farmers to this newly-opened land.

Houghton's first purchase of land included the site of Haney's claim as indicated on the accompanying map. Houghton later divided his property with Haney. The map indicates the status of the land in the Lansing area as it was originally purchased from the government. All the land in the south half of sections 29, 30, and most of section 33 was designated as school lands. The profit from the sale of these lands was to go for the support of a school system in the township. The remaining land around Lansing was owned by other settlers not directly connected with the founding of the town. After these original land purchases both Haney and Houghton proceeded to buy more land in and around the town site. Their land holdings eventually amounted to about 1,400 acres, all of which were purchased with military land warrants. Haney and Houghton platted the town of Lansing on January 7, 1851. The original town plat included that land north of Clear Creek, between Seventh Street and the river, and up Front Street to Gray Street. Since then, the town has had four principal additions: James Haney's and Shaw's additions along Bench and North Streets, Rose's South Lansing Addition, and the North Capoli addition. In addition to these, a 1½ mile strip of government lots along the river north of Gray Street was taken into the city as part of the city's incorporation of 1867.

Among the other early settlers were: David Bready, H.M. Travis, James I. Gilbert, F.D. Cowles, J.W. Remine, A.L. Battles, I.B. Place, and Wm. Hamilton.

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99 N

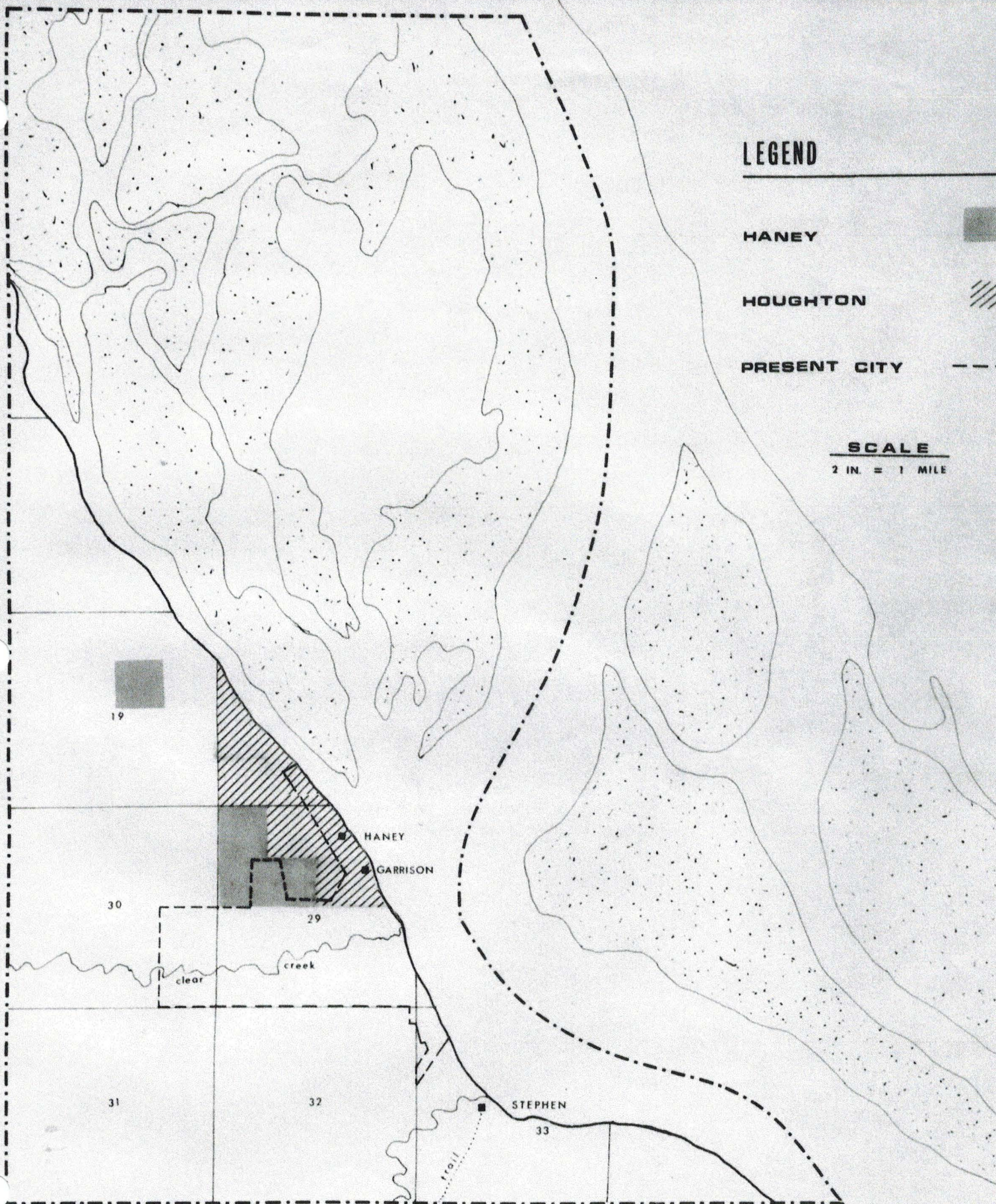
LEGEND

HANEY 

HOUGHTON 

PRESENT CITY 

SCALE
2 IN. = 1 MILE



LANSING IN 1848 & 1850

In 1863 Houghton employed his brother who was a U.S. Army engineer to construct the stone mansion which overlooks the river from its site on the south side of Mt. Hosmer.

EARLY LANSING

The first years in the history of Lansing would see many "firsts" which are an intregal part of the town's history. The first baby boy born in Lansing was Frank Cowles; the first girl, Alberta Hale; the first death was Fanny Haney, daughter of John Haney, Sr. on April 19, 1850. She was the first to be buried in the old cemetary now on the property of Susan Hemenway on Front Street.

The first hotel was kept by Dr. Houghton in a little log building on Front Street, just north of Williams Street. The first frame building was a store erected by F.D. Cowles in August of 1851, on the corner of Front and Main Streets north of Main. Mr. Cowles was likewise the first Lansing merchant. The first frame house was the "Lansing House" on Front Street north of Main which was built by Abraham Bush in 1851 as a hotel. This building still stands and is presently the residence of the Walter "Chip" Clancy family.

The first drug store was kept by I.B. Place in 1852 on Front Street near the Lansing House. The first marriage was that of James Haney to Rachel W. Hurton, on February 5, 1852. W.H. Sumner established the first newspaper, the Lansing Intelligencier, in the fall of 1852. J.W. Remine was the first lawyer; J.I. Taylor was the first doctor; and an Englishman named Luckins was the first justice of the peace.

In those early days the principal route of communications and transportation was the river, as it had been for almost 300 years prior to this. How-

ever, there were trails leading inland to places such as Fort Atkinson, Decorah, and St. Paul. The map of the eastern portion of Lansing Township on page 19 indicates a trail leading from the landing at Columbus and proceeding west toward Waukon. This was the only trail in east Landing Township noted by the early government surveyors.

COLUMBUS

About this time Columbus was becoming well settled and was a rival with Lansing for the marketing of wheat. A post office was established here in 1851, with a Mr. Lowe as postmaster. Columbus was platted in 1852. Two acres were reserved for prospective county government buildings, and indeed, the county seat was located here from May 1, 1851 to April, 1853. In 1857 the town name was changed to "Capoli".

After the removal of the county seat from Columbus in 1853, the town ceased growing while Lansing continued to prosper. Undoubtely, the key to this prosperity and growth was the "grain trade" which had its meager beginning in 1851 when Mr. Cowles purchased a load of wheat for 40 cents a bushel to be used for chicken feed.

EARLY BUSINESS GROWTH

Local business began expanding considerably after 1850. Haney and Houghton built a saw mill on one of the benches of land west of town in 1852. They also built a grist mill on Clear Creek. In the same year, E. P. Birches started the first saloon in town. One of the pioneer manufacturers of Lansing was Elisa Hale, who built a factory on the river bank in 1851 for the production of farm machinery. In 1854, the Nielander, Schierholz and Company established the "Dutch Store" which grew into the merchantile house of Nielander and Company.

In the Fall of 1856 was the beginning of another noted firm known as, G. Kerndt And Brothers. The Kerndt family came to Lansing in 1856. First engaged in manufacturing brooms and cigars, Gustave, William, and Moritz, in 1858, formed the Merchandising Firm of G. Kerndt And Bros. This firm built the present three-story bank building in 1861. In 1859 the family built a warehouse on the levee and entered the grain trade. In 1868 a brick elevator was built on the same levee.

About this time the steam and water powered mills were becoming the keystone of Lansing's economic future. Grist mills provided food for an expanding national population, and saw mills provided the lumber to house this growth. In the town of Lansing there were three grist mills: Haney's mill on Clear Creek just east of the old road previously crossing the creek bottom directly behind the present Herbert Feuerhelm residence along Highway No. 9, the Kappler mill slightly north of Clear Creek on the west border of Lansing city limits, and the grist mill originally in the old "Capoli" building built in South Lansing in 1868. There were two saw mills in Lansing: the largest, on Clear Creek across from the railroad depot; the other was a planing mill located on the site of the east pond on the Robert Koch property west of town. There was also a steam saw mill at Columbus.

In 1862 the growth of the town was set back somewhat by a fire that destroyed much of the block south of Main Street between Second and Third Streets. However, this tragedy just stimulated the construction of more substantial buildings of brick and stone.

ORIGINAL INCORPORATION

By 1864 the town had attained a population of about 1,200 and the citizens formed a council which incorporated the "town" of Lansing that same year.

George W. Gray was elected president of the council.

In 1867 the town had 1,538 people, so the citizens decided to extend the boundaries of the town to include a total of at least 2,000 people which would permit the town to become incorporated as a "city of the second class". This was desired since this type of municipal corporation was granted a charter which bestowed greater legal powers upon a city. On May 14, 1867, a petition signed by 200 voters of the town of Lansing was presented to the county court in South Lansing by Gustav Kerndt, S.V. Shaw, and S.E. Fellows, who were the agents for the town of Lansing in this matter. On July 1, 1867 a hearing was held at the county court and the petition for incorporation as a city of the second class was approved and was filed for record on July 3, 1867. In order to attain a total population of 2,000, Lansing had to take the South Lansing and North Capoli additions into the corporate boundaries of the city. The city limits have remained virtually unchanged to this day. The first municipal election was held on September 17, 1867, and S.V. Shaw was elected first mayor of Lansing. A summary of the population characteristics of the people of Lansing at the time of its incorporation 100 years ago is contained in the following table.

Houses	White Males	White Females	Colored Males	Colored Females	Total Population	Entitled To Vote
196	812	725	1	0	1,538	351

THE COURT HOUSE BATTLE

Another highlight in the civic history of Lansing is the battle for the county court house. Allamakee County was officially organized on January 15, 1849, and this became effective on March 1, 1849. The first election was held on April 2, 1849, at the "old Mission house" in Fairview Township.

At this meeting it was decided that William C. Linton, John Francis, and James C. Jones would be appointed to locate the county seat.

In this same year the first county seat was located at a place called "The Stake", which was located in the south $\frac{1}{2}$ of section 23 in Jefferson Township, about a mile northwest of the town of Rossville.

In 1851 there was an election to determine a new county seat, since the first one was too far away from the majority of the population along the river. The locations proposed were: Columbus, Vailsville (Harpers Ferry), and Ruben Smith's place on Yellow River. None of these locations won a majority of votes so a new election was held on May 1, 1851, and Columbus won. The town of Columbus then dedicated two acres of land to the county for a court house facility.

Lansing objected to this location and proposed that the site be toward the center of the county. In 1852 a commissioner was appointed to provide a new election. Meanwhile, the first recorded term of district court in Allamakee County was held at Columbus in July of 1852.

In an election of April 1853, the town of Waukon was chosen for the county seat. The town gave the county 40 acres of land for this purpose.

Columbus claimed that this election was unconstitutional and in March of 1856, an election was held between Waukon, Rossville, and Whaley and Topliff's mill site in Center Township. Waukon won again.

In 1859 Lansing submitted a petition for another election. The town also offered to donate the Park Block, where the new public high school now stands,

and \$8,000 for the construction of a court house. After this, Waukon decided to move her shipping and trading business from Lansing to Columbus and other river landings. Haney and Houghton of Lansing put up \$15,000 in lands to ensure Lansing's ability to obtain the Park Block. Other people put up \$16,000 for the same purpose. Despite this, Waukon won the election 1,248 to 828. Waukon donated \$13,655 for a new court house which was constructed in 1859-1861. This court house still stands and is a museum for the Allamakee County Historical Society.

In December 1860, the towns of Lansing, Columbus, and Rossville petitioned for a new election between Waukon, Lansing, and "The Point". "The Point" was the North Capoli area in south Lansing, so named because of the prominent bluff which towers over the area. This location was proposed because it was close to Lansing but was not actually within the corporate limits of the town at that time. On April 8, 1861, "The Point" won the election, 1,257 to 1,231. The court house building which now stands in south Lansing was thus constructed in 1861 at a cost of \$5,000. The land was donated by Haney, Houghton, and J.M. Rose.

In October of that same year Waukon presented a petition for another election. In April of 1862 an election was held, and "The Point" won again, 1,332 to 1,310.

Still another election was held in November of 1864, and "The Point" won a third time, 1,205 to 1,136. However, there was no vote recorded for Franklin Township, and Waukon took the election results to court. "The Point" requested a change of venue to Delaware County. On April 23, 1866, the Delaware County District Court gave the election victory to Waukon but Lansing then took the case to the Supreme Court. Meanwhile, On June 9,

1866, Sheriff Townsend and 30 others from Waukon "raided" the court house in south Lansing and captured most of the county records. However, a posse from Lansing took pursuit and recaptured the records at Milton (Village Creek) after a brief skirmish.

On June 15, 1867, the Supreme Court upheld the District Court's decision, and the county seat reverted to Waukon in September of 1867. A count of the Franklin Township votes gave Waukon a 23 vote majority.

In 1869 both Waukon and Lansing wanted another election, and on October 5, an election was held which Waukon won, 1,544 to 1,290.

Finally, in 1875, the last county seat election was held between Lansing and Waukon, Waukon winning 2,145 to 1,805.

It took almost 25 years, ten elections, and plenty of hard feelings before the Allamakee County court house could be located.

An interesting observation from this chronology of events is the fact that the county seat was physically located within the "corporate limits" of Lansing for only about three months, but was never "officially" within the corporate limits of the town. The Supreme Court declared on June 15, 1867, that the county seat should legally be in Waukon as a result of the election 1864; but the south Lansing area that contained the court house was not officially taken within the corporate limits of Lansing until July 1, 1867. However, since the county seat was not actually transferred to Waukon until September of that same year, it can truly be said that the city of Lansing did indeed have the county seat unofficially for about three months, and that for six years, it occupied land that is now in the City of Lansing.

RAILROADS

During the 1860's Lansing experienced great growth due to the importance of its port facilities in the marketing of grain which was transported downstream by packet boat. Farmers with their wagons loaded with grain would often be backed-up for miles west of town waiting to unload at a local elevator. However, the town was almost isolated during the winter since the river was frozen-over and the normal trade and commerce of the town was greatly hindered.

The coming of the railroad to Lansing on May 8, 1872 would solve the town's transportation problem and would stimulate even greater growth. The railroad was built by the Chicago, Milwaukee, and St. Paul Railroad Co. The first train to arrive at Lansing on May 8 was pulled by two engines, the "Lansing" and the "J.K. Graves". A celebration was held the same day which was attended by many officials from surrounding towns.

The coming of the railroad to Lansing presents a very intriguing puzzle which is not clear to this day. The various accounts of the railroad's arrival at Lansing describe only joy and celebration by all the citizens of the town, followed by glowing speeches on the part of the town's public officials. The town had even previously voted a five cent tax for the railroad's support. However, the minutes of one of the city council meetings held during 1872 indicated the desire of the mayor and council to prevent the railroad from entering Lansing. The railroad was allegedly constructed through the town on a Sunday when an injunction could not legally be served against the company. If this is in fact the case, then it may have its basis in the fact that the mayor and other town officials had interests in various commercial steam ship lines which would stand to lose business upon entry of the railroad.

The shipping of grain began to decline about this time anyway since the grain crops began to fail in the latter years of the 1870's and through the early 1880's due to the chinch bugs. Many farmers lost their farms and moved westward. Many of those who remained turned their efforts to stock raising and dairying. With the failure of the grain crops the population of Lansing began to steadily decline.

THE LUMBER BUSINESS

About this time, however, the lumber business was reaching its peak. The white pine rafts from the north woods were floated into the Lansing bay at the mouth of shore slough and were converted to usable lumber by the three lumber mills at Lansing. The largest of these mills was the Shaw, Johnson, Wood, and Company; later known as the Hemenway, Barclay and Company. It was located across from the train depot near the mouth of Clear Creek. This mill employed 230 men at one time and was able to turn out 140,000 feet of lumber a day. This mill became the Lansing Lumber Company in 1884, and shut down in 1893.

LANSING IN 1875

The year 1875 is a benchmark in the history of Lansing as a result of an extensive census conducted in that year. From this census it is seen that Lansing has a population of 2,280 people. The census even indicates that the town has 119 dogs. The following is a list of manufacturers and businesses located in the town at that time.

Boeckh, Luger Iron Works and Foundry Co.
Boekfinger and Boekemeyer wagon Manufacturers
Travers and Company, sash and door company
Samuel B. Johnson Lumber, Sash, and Door Co.
J.C. Mauger steam cabinet factory
Heimenway and Barkly steam saw mill
Three additional lumber yards
Eighteen warehouses
Seven elevators
Keokuk and Northern Packet Co.
Diamond Jo Steamship Co.

Nine Dry Goods Stores
Four Grocery Stores
Four Drug Stores
Four Hardware Stores
Five Clothing Stores
Four Millinery Stores
Two Jewellery Stores
Three Harness Shops
Two Boat Shops
Six Blacksmith Shops
Two Livery Stables

Seven Hotels
Four Lawyers
Three Doctors
Two Marble Works
One Wholesale Liquor Dealer
One Brewery
Three Mills
Four Banks
Three Newspapers
Two Restaurants
Eleven Churches

By the end of 1874 the railroad in Lansing forwarded 35,132,440 pounds of freight, and received 6,872,350 pounds of freight.

In that same year Lansing produced 3,539,274 feet of lumber, shipped 280,000 bushels of wheat, and 10,400 bushels of corn. The value of all goods produced in 1874 was \$745,072.00.

Two of the largest merchant companies in town were those operated by the G. Kerndt Brothers and Company and the Nielander, Brockhausen and Company. The large building at the northwest corner of Main Street and North Second Street housed the Nielander business. It was later occupied by the Aschom Brothers grocery store, and was the Lansing centennial headquarters in 1967.

THE PRESS

The first newspaper office established in Lansing was owned by H.H. Houghton and was edited by W.H. Sumner. The name of this paper was The Lansing Intelligencer and the first issue was published on November 23, 1852. This same newspaper continues to exist to this day, although the name of the paper has changed several times. This paper became Republican after the establishment of that political party in the local area. The name was soon changed to The Lansing Mirror, and was later owned by Woodward and Metcalf.

The second paper being published in 1875 was the North Iowa Journal, the

first Democratic paper printed in Lansing. This paper was sold in 1880 to John and Thomas Dunlevy, who changed the name of the paper to the Lansing Journal, and published their first issue in January of 1880. The paper's name was subsequently changed to the Allamakee Journal, and in November of 1922 this paper consolidated with The Lansing Mirror. At the present time Joseph Dunlevy owns and operates this newspaper which is printed every Wednesday.

The third newspaper published in 1875 was a German paper called the Die Nord Iowa Post, first printed by Peter Karberg in June of 1873.

CHURCHES

The first religious services held in Lansing were conducted by Reverend Mann, in John Haney's log cabin in the winter of 1848-49.

The first church to be organized in Lansing was the Methodist Episcopal Church, started in 1852. Their first church was built in 1857.

The first church building constructed in Lansing was a Catholic church which was built in 1855, and replaced by the present church in 1885.

The first Congregational Church was organized in May of 1853.

St. Luke's Protestant Episcopal parish was organized in August of 1855, and the name later changed to the First Presbyterian Church of Lansing.

Other churches in Lansing at present are: Our Saviour's Lutheran Church, the Evangelical United Brethren Church, and the Lansing Presbyterian Church.

SCHOOLS

The first school teaching to be done in Lansing was by Miss Barrows, who came to town in 1850. The first public school was begun in February of 1853 under the direction of Mrs. Delia D. Purdy. In 1863 a stone school house costing \$7,000 was constructed south of Center Street where it is still in use.

The first Parochial school opened in 1874 in the basement of the church on North Street. In 1910 a new brick school was erected which contained the grade and high school. In 1925 the high school was moved across the street into an old brewry which was built in 1869, and was added to in 1928. That building presently contains the parochial grade school which was also moved across the street after the new high school was built at the corner of Main and North Seventh Streets in 1965.

A new public high school was built adjacent to the old stone school building in 1915. The new Kee High consolidated high school was constructed in the city Park Block in 1961.

FIRE DEPARTMENT

The first fire department in Lansing was the "Hope Fire Company No. 1" which was organized on April 1, 1871. R.V. Shurley was the company foreman. On December 3, 1873, the company was reorganized under the name of "Rescue Fire Company No. 1". The first hand fire engine was purchased in 1872 and the first steam fire engine was purchased in 1895.

Probably the most noted fire in Lansing occurred on May 23, 1885, in which the concert hall and much of that block south of Main Street between Second

and Third Streets was consumed. The first city hall burnt on December 10, 1900. It was located at the south end of South Second Street. The Box Factory, formerly the Hemenway, Barchay and Co. sawmill, burned down in August of 1910.

THE TOWN WATER SYSTEM

In the Spring of 1877 the Lansing Artesian Well Company was organized and proceeded to have a well drilled at the intersection of Main and Third Streets. This well--778 feet deep--was later connected to one drilled at the foot of Main Street. A more extensive water works system was constructed in 1903. Two more 800 foot wells were drilled in the vicinity of the present fire station and a reservoir was constructed on the side of Mount Hosmer to provide gravity pressure. A large circular storage reservoir was constructed underground at the Main Street site at this same time. A second storage reservoir was constructed adjacent to the first in the late 1930's.

MINING

The mining industry came to the Lansing vicinity about 1890 when J.M. Turner discovered lead ore about six miles northwest of town. He formed the Lansing Mining and Smelting Company, of which he was the superintendent. This ore was in a vein about 75 feet high, three inches thick, and about 1,200 feet long. By 1893, 100 tons of ore had been taken out.

About 1920, various test shafts were sunk on the south slope of Mount Hosmer in the search for more lead but no significant quantities were extracted from this site. Many of these old ore shafts are still visible.

THE PEARL BUTTON INDUSTRY

After the failure of the mining works, Mr. Turner devoted his attention

to a much more profitable industry--pearl buttons. Mr. Turner started the first pearl button factory at Lansing in May of 1899.

A second button company operating at this time was the Capoli Button Works, established by Nielander and Company in the old stone Capoli Building in South Lansing.

The third button company was the New Jersey Button Works, managed by Wm. Richie.

Mr. Turner eventually turned the Lansing Button Works over to his grandson, L.T. Hufschmidt, who managed it for many years.

The supply of clams decreased significantly after the construction of the government locks and dams, which created a nine-foot channel on the Upper Mississippi River. The Lansing Button Company was soon forced to end its process of punching buttons from clam shells and concentrate on the "carding" of buttons. Mr. Hufschmidt thus invented the button-carding machine for this process which replaced the old hand-sewing process.

About this time the company moved into the old Ford garage building on Main Street and added an addition to the building soon thereafter. During World War II this company began manufacturing wooden and aluminum toys and continued in this business until the mid 1950's. Since then the company has specialized in button carding and is presently known as the Lansing Button Company, Inc. It employs about 150 people--mostly women--and therefore forms the major employment base for Lansing. Since the passing of Mr. Hufschmidt in 1954, the firm is controlled by his nephew John Brophy, and does a world-wide business under his direction.

ELECTRIC POWER

The first public use of electric power was made available to Lansing around the turn of the century and was generated by Frank Dolphin in the building now occupied by the Lansing Repair Shop. The Upper Iowa Power Company began furnishing power to Lansing about 1910 from their dam on the Upper Iowa River, 21 miles from Lansing. This company was later taken-over by the Interstate Power Company which continued to supply power to Lansing from this plant. On October 1, 1948 a new Interstate Power plant began operating about 2 miles south of Lansing at the base of the Atchafalaya Bluff. A second generating unit was added to the plant in November of 1949, and a third unit in 1957. Today the plant has the capacity to produce 63,000 kilowatts of electricity. In doing this the plant may burn 172,000 tons of coal in one year. The current investment in this plant is over \$10,000,000.

BLACK HAWK BRIDGE - PAVING - SIDEWALKS

Many of the sidewalks in the town today were constructed in the years from 1909 to 1912. The streets however, remained unpaved until Highway No. 9 was paved through Lansing in 1931. The curbs and gutters were also put in at this time.

Perhaps the most important change that has affected the town of Lansing was the construction of a bridge in this town to link the states of Iowa and Wisconsin. Just prior to its construction in 1929, the principal means of transportation from Lansing to distant points was by railroad. The river was becoming a less important avenue of passenger traffic due to the faster automobile and the importance of more inland destinations.

As early as 1898, Tom Bakewell and J.P. Conway contemplated the construction of a bridge at Lansing. Due to the foresight and groundwork establish-

ed by these men, they have since been known as the "Fathers of the Black Hawk Bridge". Under their direction the Interstate Bridge Company was incorporated in 1914 and turned its charter over to the Iowa-Wisconsin Bridge Company in 1929.

On March 5, 1929 the bridge construction began and did not reach completion until June of 1931, when it was dedicated as the Black Hawk Bridge. Most of the construction was done by the Industrial Engineering Company of Minneapolis, and the chief engineer and designer was Melvin B. Stone, of the same city. Chris Peterson was the foreman of the entire job. The length of the main span is 1,735 feet with a 67.5 foot clearance above normal river elevation. The roadway on the main span is 18 feet wide and was originally paved with asphalt plank. The main span was built for a carrying capacity of 30 tons. The total cost of the bridge was about \$750,000. To finish the bridging of the river a $2\frac{1}{2}$ mile dike and 5 slough bridges were also constructed.

The bridge opened as a toll bridge and operated as such until it was closed on March 18, 1945 after the Winneshiek Slough bridge was damaged by floating ice broken up by an ice-breaker boat.

The town remained relatively isolated from the east side of the river until May 30, 1957, when the newly repaired bridge was opened. The Whiting-Turner Company of Baltimore repaired the main span by replacing the asphalt floor with steel grating. The Brennan Brothers Construction Company of Lansing constructed four new slough bridges on the dike. The total repair costs amounted to \$1,288,179.

SANITARY SEWER SYSTEM

The road and bridge construction of the 1930's was only the first of the public works projects that would be undertaken to satisfy many of the urgent needs of the town during the depression years. Besides providing the needed public improvements, these projects would supply employment to many needy people. During the years from 1935 to 1938, sanitary sewer lines were extended to most parts of the city under the direction of Mr. Henry Burke. Prior to this, only the downtown area was served by sanitary sewer.

CITY HALL

Another W.P.A. project in Lansing was the construction of the Memorial Town Hall in 1938. Since its opening it has served as a civic, cultural, entertainment, and sports center for the entire community.

LOCK AND DAM CONSTRUCTION

The largest government project in the Lansing area during the 1930's was the construction of two lock and dam facilities on the Mississippi River to facilitate commercial navigation in a nine-foot channel. Lock and Dam No. 8 was built south of Genoa, Wisconsin, 16 miles up the river from Lansing. This lock was opened in 1935, and the dam was completed in 1937. Lock and dam No. 9 was constructed near Lynxville, Wisconsin, in 1938. It is 15 miles downstream from Lansing.

The U.S. Corps of Army Engineers controls the 29 lock and dam installations along the 669 miles of river from St. Anthony Falls, Minnesota, to St. Louis. In this distance the river drops about 420 feet.

MOUNT HOSMER

Much of Lansing's scenic character is derived from the towering bluffs that enclose the town on the north and south. On the north is a well-

noted hill which has a commanding view of the entire town and much of the river valley. The elevation of its summit is 1060 feet and it rises 440 feet above the Mississippi River. This hill was named Mount Hosmer in June of 1851, after Miss Hosmer, a noted eastern artist who climbed the hill in record time. The hill has since become a beautiful city park and remains as one of the most well-known river bluffs along the entire Mississippi River.

Prior to becoming a park the hill served as a pasture land and corn field for local farmers. The first road built up the hill side was constructed by John Thompson and his father, who owned the hill in 1908.

After World War I the Lansing American Legion Post acquired the hill and dedicated its three prominent bluffs to the three Lansing soldiers killed in the war. The eastern bluff is dedicated to William E. Beck, and is known as Beck Point. The south-west bluff is dedicated to George R. Glynn, and is called Glynn Point. The south-east bluff is dedicated to Robert Strong and is called Strong Point. Flag poles have since been erected on all three points with metal ones recently replacing the original wooden ones. The Lansing Boy Scout troop raises the American Flag on these points on every major national holiday.

Shortly after the establishment of this memorial, the City of Lansing decided to buy the hill for a city park. In 1923 the 57 acre tract was officially dedicated as a city park and as a memorial to World War I soldiers from Allamakee County. The memorial idea was carried even further by the planting of 634 white pine trees on the hill--one for each of the county's soldiers. Since then fire has destroyed all but a few dozen of these pines. Prior to the city's purchase of the hill, many individual

lots had to be purchased since the top of the hill had been previously subdivided into residential lots.

In 1927 the road was improved and a semi-circular wall was constructed at a bend in the road and has since served as a magnificent "lookout" point over the Mississippi River.

In 1932 a fourth-district congressman by the name of Gilbert Haugen, succeeded in obtaining for Lansing a black walnut tree which was one of 48 such trees to be planted in each of the several states. Iowa's tree was planted on Mount Hosmer in 1932, and is presently marked by a metal plaque imbedded in stone.

Enclosing the town of Lansing on the south is Mount Ida, which towers 460 feet above the river. The Lansing additions of North Capoli and South Lansing lie at its base. In the 1920's a tract of 30 acres on this hill had been offered to the Izaak Walton League in memory of Will H. Dilg, an ardent conservationist. However, this negotiation was never completed.

TELEVISION

The years 1948-1950 saw the coming of television to Lansing on a large scale. Television viewing was made possible by the erection of a large community television antenna on Mount Hosmer. This antenna brought television reception from channel 8 in La Crosse, Wisconsin, and other nearby stations. In 1965 a "cable" television antenna was erected on Mount Ida and thus provides better reception from more distant television stations.

BOAT HARBOR

In the efforts to accommodate the greatly accelerated trend of boating and water recreation, the town of Lansing succeeded in getting the U.S. Corps

Of Engineers to construct a small boat harbor, which was completed in December of 1958. The initial construction of this harbor was financed 100 percent by the Federal Government and was the last project to be so financed under the particular federal program that originally provided the harbor. In June of 1962 a bad storm damaged many of the boat moorings and resulted in a different internal arrangement of moorings within the harbor.

FLOODS AND LOW WATER

Lansing has experienced many great benefits due to its location along the greatest river in the country; however, one inherent disadvantage is the equally great floods that have threatned the town on many occasions.

The highest flood occurred on April 24, 1965, when the river reached an elevation of 634.76 feet, compared to the normal elevation of 620 feet. At this time the river stage was 22.50 feet according to the old river guage, and 34.76 feet according to the new river guage. The highest previous flood was in June of 1880, when the river crested at a stage of 19.9 feet--2.6 feet lower than the 1965 flood.

The lowest recorded water at Lansing was on August 18 and 20, 1936, when the river stage was -1.34 feet or at an elevation of 610.92. ***

EPILOGUE

One last historic event remains before the history of Lansing to 1967 is completed. This is the 100 year centennial celebration which will be taking place this summer and which will likewise, be the commencement of the second 100 years for the City of Lansing. The following table indicates the historic population growth of Lansing in comparison with that of the County.

No one can accurately predict what the future holds in store for our town, but I think it is obvious that its growth--or just its existance--will be focused around the Mississippi River and the great recreational, sporting and tourist attractions it offers. This future hope and past heritage is due to the town's location on the great river in that unique area described in the Midland Monthly magazine in 1852, as THE LITTLE SWITZERLAND OF IOWA.

POPULATION GROWTH

Year	Lansing	Allamakee County
1849	-	227
1850	80*	777
1854	440	4,266
1860	800*	12,237
1867	1,538	16,003
1870	1,755	17,868
1875	2,280	19,168
1880	1,811	19,791
1890	1,668	17,907
1900	1,580	18,711
1910	1,542	17,328
1920	1,447	17,285
1930	1,321	16,328
1940	1,388	17,184
1950	1,536	16,353
1960	1,325	15,982

(* estimated)

