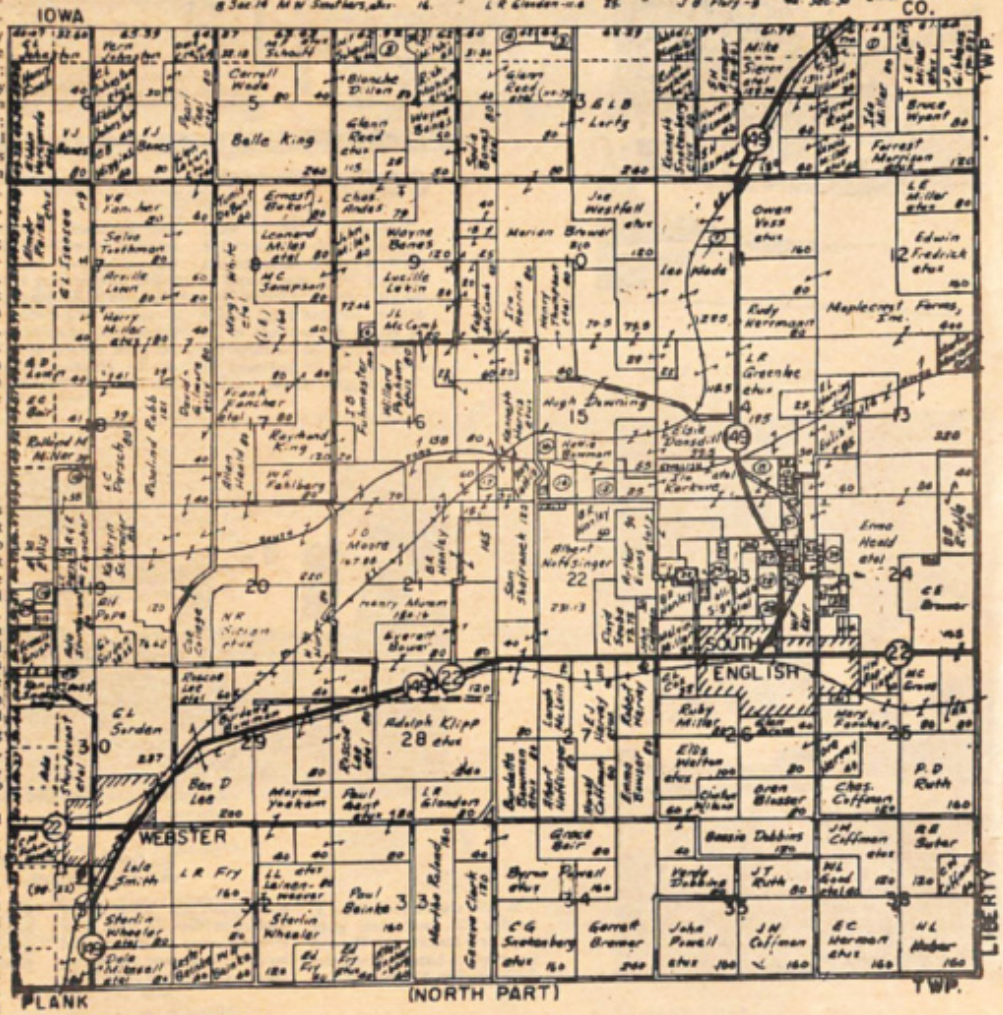
1966

ENGLISH RIVER

TOWNSHIP 77 NORTH - RANGE 11 WEST OF THE 5TH P.M.



S.E. Herald - August 31, 1939

The South English Community Band closed its concert season last Saturday evening. The weekly concerts were made possible this summer by the support and cooperation of the merchants of the town. The band members feel that it has been a successful season and are grateful for the appreciation shown by the audiences. They hope to continue the trend next year for a still bigger and better organization. Those who played this year were: Clarinets--Margaret Benedict, Barbara Coffman, Joy Louise Dunn, Betty Jean Raplinger, Dorothy Dee Hotchkiss, Robert Sheaffer; Saxophones--Ellen Glanz, Mary Dunn, Bill Dunn, Kathryn Ann Sloan, Daryl Grove, J.B. Miller; Cornets--Phyllis Smith, Paul Wright, Paul Caskey, Charles Van Fleet, Milo Luers, Dean Luers, Glen Sigafoose, Donald L. Garrett, Bill Brock, Gerald King, Donald Raplinger; Horns--Robert Garrett, Pudge Cox; Trombones--Jean Evans, Jeanette Niswander, Charles Grove, Leland Grove, Lewis Garrett; Baritones--Fred Wright, Alta Garrett; Bass--Dorothy Kerr, Wilbur Hamersly, Don Cowan, Dave Van Auken; Drums--Cleita Keiser, Beth Brower, Warren Stull. Donald S. Garrett was the director.

A Railroad Tragedy

The livery boy hurried his team along the snow-covered dirt road; he wanted to get back into town, unhitch the horses and get them into the stable. As he neared the edge of town the road passed near the railroad tracks. A double-header freight train was on the rails, waiting to head west, out of town. He was acquainted with one of the engineers, the red-headed one in the lead engine, who attempted to frighten the horses by tooting the engine's whistle. However, he proceeded to the livery barn, stabled the team and retired to his quarters in the barn.

Sometime later he was aroused by someone banging on the door. There had been a train wreck and men had to be taken to the scene. The wreck was near the Franklin school and one of the engineers and the conductor had walked back to town to notify the agent and telegraph operator, V. Safourek, and get help. C.L. Cox (the livery boy), went to his father's home north of town and secured a bob sled to take a number of men to the wreck. Among them was D.B. Coffman, the undertaker.

The next paragraph is from the diary of V. Safourek--

Feb. 29, 1912--Extra 737 & 708 derailed car of immigrants at overhead bridge just west of town, killing a man. His name was Earl Hayes. He was taken to D.B. Coffman Furniture Store.

March 1, 1912--Engine 1154 came at 5:30 a.m. to rerail the caboose of 737 & 708. Arrived back at 7:15 a.m. Was on duty at depot until 1:30 p.m.

March 6, 1912--Took the body of Earl Hayes to Thornburg.

March 7, 1912--Buried Earl Hayes at Thornburg.

Other information indicates that a man and his son and Earl Hayes were enroute from Illinois to a farm near Thornburg. The man and his son had left the freight train to ride the passenger to Thornburg. When the car left the rails Hayes was pinned under the wheel carriage. His small dog that had been riding in the car with him was barking, which helped the men locate the body.

In later years many country houses have been removed and roads have been changed.

Sam Keiser
July 18, 1968

Sam Keiser, 82, has been breeding Poland Chinas for about as long as anyone in the South English area can remember. He bought his first gilts from Bob Sheets of Tallyrand more than 50 years ago, and he has never been without Polands since then.

Mr. Keiser was born near Roanoke, Illinois, January 25, 1886, and came with his parents to Keokuk County when he was six years old. His wife, the former Edna Saxton, died 31 years ago. He moved to his present home on 10 acres at the south edge of South English 20 years ago, and has lived there alone since the marriage of his daughters.

He still raises a few litters of Polands each year, but he has made the concession of farrowing only spring pigs in recent years. Old customers still come

May 3 - 1968

—Gazette photo by Rex Cox

modern trends in swing type. His present herd sire, a yearling of his own breeding, sired by a boar purchased from Penningroth

loin and trim underline that mark the modern type. He estimated that the boar weighs more than 500 pounds.

English home and visited around among his three children - Mrs. Dewey (Mac) Shelby of Delta, Mrs. Russell (Dorothy) Durr of Bettendorf, and his son Lyle

At left: The new office and plant he designed.

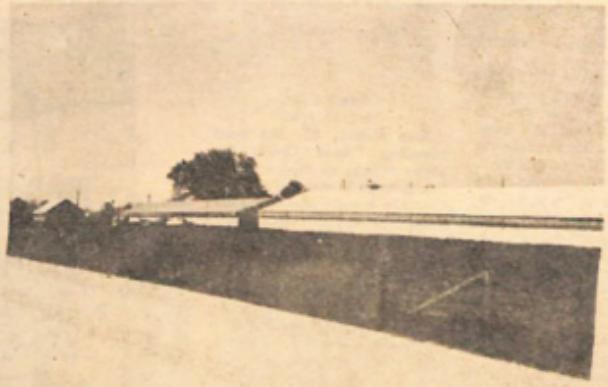
Above: John Eash in his office.

John Eash came to South English in 1955 and purchased the H. & S. Feed and Implement business which was located in the place where the former Hoen & Clark store had been. In 1958 he moved the business to the corner where the Hatchery had been. In 1965 he purchased the South English school building and gradually moved the equipment there. He built a new office of his own unique design and set up a grinding and mixing plant with 25 overhead bins with a capacity of 266 tons of feed ingredients and mixed feeds. He can grind and mix up to 80 tons per day. He recently installed a new dustless, antipollution mill.

The Fertilizer plant in the west part of South English.

Loading the blender at the fertilizer plant.

In 1964 the Farmers Grain & Lumber Co. sold their grain elevator to Don Fosdick. He used the plant to handle commercial fertilizer. The Sinclair company purchased the plant from Fosdick on March 23, 1965. After erecting more buildings and installing scales and equipment, Sinclair sold to Arco in 1969. On Sept. 1, 1973, FirstMiss Inc. acquired the operation. The old grain elevator, built in 1915, was dismantled in 1974.



Pullets are raised to egg producing age in these long buildings.

Dave Hillman in a FirstMiss pickup.

Melvin Miller, a farmer living about one-half mile west of South English, began raising turkeys in 1967. The plant was expanded by building large brooder houses to start the turkeys before putting them out on range. They would market 50,000 to 60,000 each year. In 1974 they converted to laying hen production. Pullets are started and raised to laying age and then delivered to egg production plants. The operation is run (1976) by Daniel Byler. They can produce up to 90,000 pullets a year.

S.E. Herald, May 14, 1942 - South English won their game with What Cheer on the Dobbins field last Sunday, 7 - 1. Kenneth Pence did the pitching for S.E. for six innings striking out eleven batters. Sheaffer took the mound for the rest of the game and struck out 3 more. Keith Pence did the catching. In the field: Sheaffer 1b, Dobbins 2b, Higgins 3b, Johnston ss, Glandon lf, Lane cf, McMain rf. Manager Lane reports the boys did fine.

Corp. Woodrow Chittick was home from Camp Blanding, Fla., on a 10-day furlough last week.

Vane Sweet and Master-Sgt. Oscar Herron, both of Des Moines were visiting home folks in South English Sunday. Oscar is now on duty with the Iowa Home Guards.

Keith White arrived in South English Tuesday morning, coming to spend a short vacation with his parents. He and Gale Hotchkiss of Keota drove through from California where they work at the Lockheed plant.

S.E. Herald, Dec. 21, 1939

White's Estate Sold-Buyers of the real estate which was sold at auction in Sigourney last Saturday afternoon were: J. Ed Wiggins of South English bought the 80 acre farm south of town, bid in at $31.50 per acre. J.F. White bought the vacant lot adjoining the Mendenhall place for $45. Mrs. C.L. Heald of Sigourney purchased the old White homestead in the east part of town for $1750. This place is occupied by George Barnhart. The small property north of Annie Grove went to J.H. Hotchkiss for $205. Ed Showalter of Kinross bought the farm south of town, consisting of 160 acres for $19.75 per acre. Newell Newhouse is living there. The two tracts of timber land: 30 acres went to Frank Evans for $29 an acre; 5 acres went to Will Evans for $27 an acre. Possession will be given around March 1, 1940.

Feb. 27, 1879 - J.F. White became proprietor and in March, 1879 the subscription dropped to $1.25.

Advertising rates - 1 inch or less - 1 insertion - $1.00.

Farmers would sometimes haul their hogs to market in wagons. Many would drive them down the road, often for several miles, to the stockyards in town.

The first truck I can remember was a car with a farm wagon box set on the frame after the back seat had been cut away. George Schreiner had fixed it up and would go out to farms and haul in hogs. I believe it was a Reo.

From 1931 to 1934 John W. Coffman operated a fleet of three trucks. They did local and long distance hauling, quite often taking livestock to Chicago. He entered the business again in 1947 and drove for another ten years.

The Higgins brothers, Bill and Albert, did trucking in South English for many years.

From 1941 to 1960 Harry Riddle did mostly local trucking in and around South English. He drove from 60,000 to 70,000 miles annually, mainly taking livestock to market.

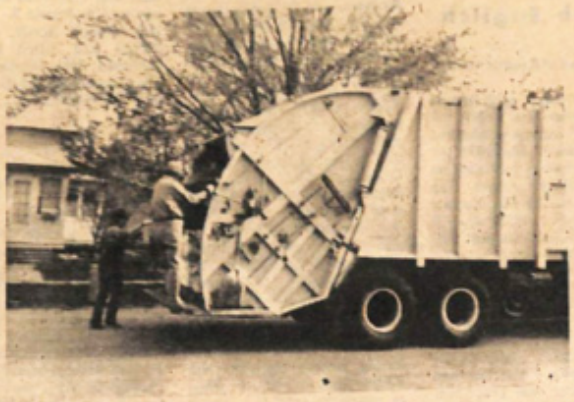
Vernon Winegarden

Vernon Winegarden started in the trucking business in 1937. He lived in Webster until 1973, when he and his family moved to South English. He now has a diesel tractor and hauls for KRX of Waterloo. He travels about 100,000 miles each year.

John Machado

John Machado started in the trucking business about five years ago while living in New Jersey. About four years ago he moved his family to South English. Two years ago he purchased a diesel tractor and hauls for the ACE Lines out of Des Moines.

Don Hervey began driving trucks in 1956. In 1962 he purchased a truck of his own. He has two tractors and hauls mostly grain and steel.



Right top: Marsha and John Cox are helping Ron Cox as they make the pickup of solid waste in South English. Covering other towns makes it a full time job.

Second Picture: John Machado lives in South English.

Third Picture: Vernon Winegarden makes many trips to Oklahoma.

Lower right: Don Hervey. Moves farmer's grain to market.

Bert and Ada Harris taken in 1955.

Newspapers in South English

From History of Keokuk County, 1880-

The first paper published at South English was called the "Advance," and was established by W.W. Yarham, May 1872, the first number being published on the 30th of said month. The paper was run by Mr. Yarham until September, 1872, when it was sold to E.L. Rankin and D.S. Burson, under whose management it was run until June, 1873, when E.L. Rankin disposed of his interest to J.F. Shotts,continuing under the name of Burson & Shotts. In July, 1873, Shotts bought Burson's name of the bought Burson's interest, and became editor and proprietor, and changed the name of the paper to the "Western Herald." In August, 1873, he sold a half interest to G.J. Brown, the firm then being Shotts & Brown, under whose management the paper was enlarged. Shotts sold his interest to Prof. R. Kieler, in December, 1873, the firm then being Brown & Kieler. On the 23rd day of April, 1874, G.J. Brown bought Mr. Kieler's interest, and became editor and proprietor, and run the paper until April 15, 1875, when he formed a partnership with his brother, Rev. Wm. M. Brown, under the firm name of Brown Brothers, and the business was continued by them until October 19, 1876, when G.J. Brown again became proprietor and continued the publication of the "Western Herald" at South English, until August 18, 1877, when he moved the material to Harper, and run it until March 1, 1878, when he sold to the Harper Publishing Company. The paper was published there until September 6, 1878, and discontinued, when G.J. Brown again bought the material back, and moved back to South English, and on the 18th day of October, 1878, again commenced its publication. On the 1st of March the office material was sold to J.F. White, and placed on solid financial footing, and the "Herald" is now issued regularly, with J.F. White as proprietor, and G.J. Brown editor and publisher.

On August 4, 1883 the "Western Herald" changed its name to "South English Herald." Although complete files of the paper have not been found copies of 1893 and 1894 were published by T. Leroy Evans. We have information that a Mr. Ives, Dan Evans also were publishers. The last was Doll Young, probably before 1900.

In January of 1935 Ellis Rickey began publishing an 8½ x 14 mimeograph paper also called the South English Herald. It was published by Rickey until December 1937 when the paper was sold to Donald S. Garrett. The "Baby" Herald, as Mr. Rickey had called it, was published until October 1942, when Garrett entered the service in World War II.

Above: Alta at the typewriter. Without her help and encouragement these ninety-six pages would probably have never been completed.

The South English Herald office was in the Dillaway building when this picture was taken. Newspapers always require work and here Bob Garrett is busy cutting stencils for the Herald. The time was about 1939 or 1940.

Train Wreck

The Milwaukee Wreck

Although the Milwaukee railroad does not pass through South English the wreck and following explosion that occurred north of town was of interest to many South English people.

From the 'Bearometer' North English Record, Mar. 18, 1976. History--In 1903, there was a freight train wreck involving seven or eight tank cars of gasoline. Several of the cars had caught on fire and they caused other cars to explode. The South English river was afire for several miles, where the gas covered the water. The fire reached such height that it was visible in Cedar Rapids, Iowa City and Ottumwa. By: Debbie Smith.

We are indebted to Mrs. Cyril McGowan for this account:

March 16, 1970. Dear Edna, you are responsible for this thrilling story.

In your Christmas card you mentioned Jim Lester, writing how much Emma's son was like her father. Something turned my thoughts back and this came out.

Remembering the last time I can remember seeing Jim Lester--our hardware merchant! The story: Just one-half mile below the Aus Greenlee (now Glen Greenlee) home and One-fourth mile west, was a bridge on the Milwaukee RR. A slight curve and down grade would slow up the train. This time the engineer was coasting when a box car and two oil tanks jumped the tracks. The oil tanks tipped over and oil ran down, ignited and lighted the scene. Our phone rang, men were needed, our two men drove down with we two women, and two babies, two and one year olds.

We went up on the tracks to watch. The tank that was leaking finally exploded, showering us with burning oil. Trying to run, carrying a baby, on a RR track with burning clouds of oil dropping down on us!

Then the second tank exploded--cutting down trees in its path.

To save the contents of the box car the seal was broken, it was filled with white iron beds. Men carried iron beds over the fance and up on a hill among the green trees.

The last time I saw Jim Lester he was lying on his stomach with a lantern. He was as frightened as we were.

This happened 69 years ago.

Sincerely Lotta Hotchkiss Connelly.

Sammy Slate whose father was at the scene gives us this story:

In the fall of 1903 a freight train with seven or eight cars of gas was wrecked about three miles north of South English on the Milwaukee Railroad. It wasn't long until news of the wreck spread for miles and people came from all directions by teams and buggies and horseback to watch the cars burn.

Suddenly one car exploded going the opposite direction from where the crowd was standing, mowing the timber as it went, almost a quarter of a mile away. (This car remained there until World War II and then was salvaged.)

This frightened the people and horses and they went every direction. My parents, Sam and Nellie Slate ended up after the light went out in a garden of the Greer and Lina Greenlee farm (now occupied by Glen Greenlee), and couldn't find their way out.

There was a car of bed steads on track and when it was over there wasn't a bed left, every body in the neighborhood had one.

John Grove was taking his sisters, Mary, Bertha and Annie to the services being held at the Church of the Brethren on that evening in 1903. They were driving north from the Linc-weaver corner, as the road use to go, when a brilliant flash appeared in the sky. He visited the scene of the wreck the next day.

John W. Coffman tells us that soon after the wreck occurred the teams of wagons and buggies were lining the fences from the main road west to the tracks, leaving no room for the late comers to tie-up. He, with his neighbor friend, Jack Slate, being small boys, were left at the Greenlee home where they would be safe. After the explosion, and after Sam Slate found the boys in the back yard, he grabbed one under each arm and ran in the back door and out the front door. Later on John's father, Frank, and uncle Bill Coffman, purchased the wrecked box car and built an ice house from the salvaged lumber.

It must have been on a Saturday night, Mrs. Elva Sheaffer explained as she began telling what she remembers of the train wreck on the Milwaukee railroad north of South English. She was all dressed up for the evening when her brother Dave came back from town, telling his folks that help was needed and that he was joining a wagonload of people headed for the scene of the wreck. Brushing all objections aside, she joined the group.

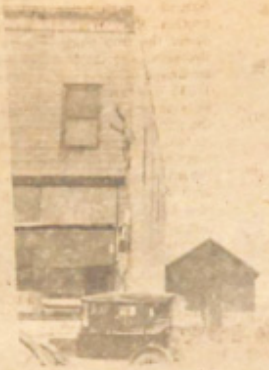
By the time night had fallen a large crowd of people had assembled and were standing on the lower side of the track, as timber was on the uphill side. A fire was burning which lighted the area. Without warning a tank car exploded, split in half endwise, and one half went flying through the timber area, mowing down trees as it went.

It was horrifying to see the flames shooting so high into the air, but the black darkness that followed the flash was more terrifying. She managed to escape in the mad rush by hanging on to Dave's arm but her nice long dress was ruined.

S.E. Herald, April 30, 1942 - Sugar Rationing Books will be issued at the South English school house on Monday and Tuesday, May 4 and 5, 1942 from 1:00 p.m. to 9:00 p.m. We request that all eligible persons register those two days as we do not wish to dismiss school more than necessary. One adult member of each family must register for the whole family. Every person should register, although if you have more sugar than is allotted you will not be issued a ration book until present supplies are used up.

The following information will be needed for each ration book holder: 1. Name and address; 2. Height, weight, color of eyes, color of hair, age, and sex; 3. Amount of sugar on hand, all kinds, white and brown. Give weight to nearest even pound.

A Hallowe'en prank in 1914.



The only picture we could find showing the Produce Building.

The building low on the horizon in the right background in this picture once housed an active chicken packing industry. It was located on the southwest corner of the intersection of Davis and Main streets. Owned by A. Hardenbrock it employed a number of people, picking the chickens and packing them into barrels for shipment to market. About 1909, Joe Sniteman and V. Safourek purchased the business from Hardenbrock and ran it for about a year. They sold to the Bell-Jones Company of Davenport. Among those taking care of the cream, egg and poultry buying for Bell-Jones during following years were: Tom Gutherie, Roy Knapp, and Warren Higgins. Some time in the 1930's Higgins moved the office into the Wenger Seed House across the street. The old building was torn down.

During the years Bell-Jones shipped many railroad cars of live poultry to the Chicago market.

1914

One of the best-kept secrets in the town of South English has at last been told. Some relatives and friends of the people involved are still present so only the first names of the persons who took part will be mentioned. The story goes something like this:

A representative for a stove company of Kansas City, Mo., had spent the week at Jim's hardware store in South English demonstrating the company's stoves. When Saturday night came, Pudge had been engaged to take the salesman to Webster to catch the late evening Milwaukee train back to Kansas City. The salesman, his name has since been forgotten, Jim and Pudge, with time to spend waiting for train time, were playing cribbage in the hardware store. A little later Frank came in from his neighboring drug store. It was Hallowe'en night and soon tales of exploits of former pranks were being exchanged. One thing led to another until it was decided the salesman should demonstrate his skill as an artist. Frank and Jim each furnished a can of red paint, Pudge was elected to catch and hold the subjects to be painted.

At that time the area where the Gladys Sigafoose and Diane Green houses now stand was a pasture lot with only an apple tree standing there. Harrison Fry owned the lot and pastured a team of white horses there. The horses were the victims of the plotters.

The horses were gentle and were easily managed while the salesman quickly painted them with zebra stripes from head to tail. While the men were painting, Mr. Fry walked by but noticed nothing and joined the men at the hardware for the evening of cribbage. After finishing with the horses the two men joined the group at the store and nothing more was said. The trip to Webster was accomplished and all was quiet until morning. Several people had gathered at the pasture in the early morning to see what had happened to the horses. Pudge was among them. As Harrison approached the group on his way to town he looked in the direction of their gaze and came to a sudden halt. He removed his glasses, cleaned them, and looked again.

Irritated almost beyond rationality he proceeded to the hardware store to tell his 'friends' his troubles.

Assessing the gravity of the situation all knowledgeable parties agreed to silence.

In due time the horses shed stripes and were white again.

Years later another generation wanted to play the same prank on a mule at the Bill Pede road grading camp near town. However Frank had learned his lesson and instead of paint the boys were given a can of stock dip. The next morning no stripes were visible. Only the smell of dip on the mule, and the boys.

Bill Evans and Bert Campbell with their aprons on. Sloan's shop was later moved to the building in the background. The Library stands there now. The dwelling house at left background, was moved many years ago. Note the skylight in the photograph gallery.

In 1886 J.W. Sloan, who was working as a carpenter with his father, W.H. Sloan, decided to seek employment in an occupation that was not so seasonal. He started selling "tombstones" as they were called at that time. Walking through deep snow to Millersburg, he sold his first stone to the Ballard family. He has said: "I was walking mighty high all the way home." In 1906 he set up his own plant for stone cutting. Bert Campbell and Will D. Evans were stone cutters. In later years Elmer did much of the lettering.

The business grew, setting up plants in Grinnell and in Texas. In 1918 the firm was two years behind with their orders.

The main office was moved to Sigourney in 1944. The shop was moved there in 1949. It is now the Sloan-Mohr Monuments Works.

July 7, 1938 - Dr. Walk performed two operations Thursday morning when he removed tonsils for Kathleen Morgan and Beverly Jane Walk. Kathleen is the daughter of Bill Morgan of Webster and Beverly Jane is the Doctor's granddaughter, of South English.

Below: Chub and Max Sheaffer.

Dr. F.D. Walk came to South English in 1922 and could be called at any hour, day or night, mud, rain or snow, until his retirement in 1943. There were no surfaced roads in the early years, and snow was removed from the roads by shoveling. When cars could not travel, horses and buggies were used.

Left top: Al Garringer has a fleet of heavy duty dump trucks and delivers crushed rock, sand and gravel over a large area. He also has lime spreaders and hauls a lot of agricultural lime.

Second on left: Garringer purchased the metal building which Gary Wagamon had constructed on the lot where the D.B. Coffman building originally stood. He does service work on his trucks there. In this picture Arnie Hahn, left, and Jim Van Dyke, right are doing some maintenance work. The man in the center is unidentified.

Third left: Al Garringer is handy with the welding torch as evidenced by this piece of lawn furniture.

Lower left: John Allan has been in the trucking business about forty years. He hauls livestock, hay, grain, or water. He is well-known at all the sale barns.

Forty years ago we had the privilege of being employed at a lumber and feed establishment in South English. That was when feed was largely handled in one hundred pound bags. Every once in awhile some old-timer would speak up about how it used to be. Salt came in three hundred pound barrels. However, for the strong boys that was no problem. I can remember the names of three men who, they said, could load a barrel of salt over the sideboards by themselves. They were Fred Newsome, Gerald Robison and Dan Ruth. In later years, I heard that Pete Lane won a bet by carrying five one hundred pound sacks of sugar at one time. Placing a sack under each arm, grasping one in each hand, he picked up the fifth with his teeth.

After two hundred years of experience, our present-day economists should be able to look back and glean bits of philosophic reasoning from the decisions made by the older generations.

We refer to Henry Price as an example. Back in the days when new cars could be bought, 'with' or 'without' heaters he was confronted with the decision of which to get. After careful consideration he decided it would be best just to put on a few more clothes when they wanted to ride in cold weather.

Below: Joe Grove is busy at his lapidary wheel. He began collecting as a hobby in 1970, and then to do some lapidary work for friends. In 1974 the American Federation of Mineralogy Society held a state-wide contest for an exhibit piece. Joe won the contest with Keswick Agate. It has been placed in the Smithsonian Institute along with other state winners.

Below: Ross Trusler and Hamill Robison displaying first aid equipment received by the fire department in 1960.

G. F. Stoner at work in the field

Sept. 1, 1938 - The old fire cart was hauled out from under the band stand last Saturday afternoon when the alarm was given that the house occupied by Mr. and Mrs. Bruce Cheney was on fire. It was first discovered when neighbors noticed the smoke pouring from the upstairs windows. However, the volunteer fire-fighters soon had the fire out without much damage to the structure. The interior and furnishings were badly damaged by smoke and water and the loss will probably be about $500 or $600. Mrs. Cheney was not at home at the time as she and Mrs. Renals Roberts had driven to Riverton, Iowa to attend a Robert's reunion at that place. They returned home Sunday evening. The home is the property of Will Good.

Frank Stoner and son Geroge began their seed corn business in 1939 with one-third of an acre of hybrid corn. From that time they have had as much as 155 acres and have increased the capacity of their plant to handle the hybrid seed.

The company is now under the management of George's son, Myron. He still handles the pure strain U.S.D.A. seed.

Myron, the fourth generation of Stoners on the farm, at his office of the Stoner Hybrid Seed Corn Co.

Geo. W. with some selected seed ears

Lee Long with his tank truck at the Standard Oil Bulk Station. Lee followed Howard Spivey as agent at the bulk plant. Howard had been the Standard Agent for over forty years.

Wayne Heyiman has been repairing pumps for over thirty years.

South English Past and Present

by Alice Shelbley

South English - Past and Present

Many thousand years ago there was a patriarch in ancient Chaldea who heeded an inner voice, pulled up stakes, and started west to a place unknown to him.

Similarly, in our own country, over a century ago, two brothers in a more populated Eastern area were prompted by an urge to pack up their few belongings and go west.

One was John Houston, who, when they reached a spot in southeastern Iowa stood on the brow of a hill, viewed the undulating prairie before him, and the protection of the vast woods with an undergrowth of hazel brush behind him and said, "This is where we will stop." So they built a campfire under a burr oak tree - the place where they were to make their home.

His brother, James, selected a site for his home a mile west of here on land now owned by Henry Mumm. That was in 1845 - our first settlers.

John Houston built his cabin a short distance northeast of the old Heald and Mendenhall barn - under a burr oak tree which still stands. As the ground in that area was plowed some years ago, it would yield broken pieces of china and old iron. The first boy to be born in South English was Billy Houston in 1846. The Brocks have the old split hickory rocker upon which Granny Houston rocked him.

That oak tree was a mute witness of those early years fraught with hardship. Granny Houston told of one such episode to my aunt, Mrs. Alice Heald Mendenhall, that of a neighbor who had been to Wassonville mill and asking for shelter for the night. Since the mother was waiting for her husband to come from the mill with flour she had none to offer food - but he had some so they had biscuits and honey for supper and John Houston was able to reach home the following day.

Soon after the Houstons' arrival, two other brothers, Hugh and Chambers Rodman, settled there. Chambers built his cabin with stick chimney and puncheon floor on the land now owned by Homer Kerr at the north edge of South English.

Here, too, that first winter a baby girl was born. Martha Rodman Hennon told this story to my aunt. There was only a blanket hung at the door and the snow would blow in over the coverlet where the mother and baby were lying. The father would have to shake the snow from the blanket. Martha, that baby, was married to James Hennon who had brought from Washington, Iowa, the first load, said to be worth $10.00, for old Post's store. Where this man, Post, came from or went was never known.

Hugh Rodman built his cabin on ground west of our illfated high school building under a cottonwood tree. He later enlarged it to become a tavern where he accommodated travellers and early settlers until they could get their homes built.

It was here that Alex Moody fed, and noosed, and changed the mail. The first mail, however, was delivered to the Andrew Noffsinger place a mile west of town. Later, in 1854, the post office was set up at the Rodman Tavern, and the name South English given it. Alex Moody drove the mail back

The stage coach trail on which the mail hack travelled, followed the high ground north of the Heald timber, travelling through the woods, likely stopping at the Houston cabin for it was later called "Houston's Point". This old trail going through our woods can still be discerned.

The Rodman Tavern was the scene of much activity. In 1854 Thomas Seerley with his family came there and spent the winter until they too could get their house built on land one mile south.

But even at that early date the settlers had time for some merriment. This tavern was the scene of two weddings - George Huxford who had migrated here from New York state and lost his heart to Hugh Rodman's daughter, Maria. They would have been the grandparents of the late Paul Ruth. Another couple was Peter Parnell and Louisa Tremble, who reared Sam Potts, a former Keokuk County Superintendent of Schools. This couple knew the sorrow of losing 5 young sons in a diphtheria epidemic.

In 1849 came the gold rush and Rodman's Tavern was the stopping place for the adventurers on their way to California.

Betty Glandon Morgan White was helping cook for them and one day took her wages in a reticule and tripped down to "Old Post's Store" where she bought some green silk mull for a dress. Later, she wanted an umbrella to match it so she went to Adams and Hogan's, who had replaced old Post, and purchased an umbrella - now 125 years old.

I spoke of Thomas Seerley. He had a desire for his boys to receive an education, so in 1854 he organized a board of directors. They secured a piece of ground (across the tracks) from Rodman and built a two room school house, which served as a school and community center for many years. The first teacher was Mannassa Flory, and the next was Ellen Vhrom. Later Mr. Seerley also taught there. His son, Homer, became President of University of Northern Iowa, and his son became a congressman.

By this time the town had a blacksmith - Amos Fluckey. Lyman Hall and T.Q. Matthews were the shoemakers. McAfferty built a hotel, later taken over by Dan Phelps. Adams and Hogan had sold out to J.F. White and Perry Whitson. Later Whitson sold his share to Mr. White and went to North English. The store was enlarged for general merchandise and also became the nucleus of White's State Bank.

The town was but 15 years old when the Civil War started and the Union cause was strong - there being over forty volunteers.

Homer Seerley told my aunt this story. He was one of his Father's drum and Bugle corp. He saw the boys crowd into Phelps' tavern - the recruiting station - to sign up by the light of a lantern. Later, as they marched past Franklin school house they struck up on the fife and drum - "The Girl I Left Behind Me." The teacher, Pamelia Matthews, came to the door and waved at her sweetheart, handsome Barney Gore, one of the volunteers. She never saw him again.

Among the boys in blue 15 never came back. I will mention some: Barney Gore, David Cabler, Newton Sloan, Billie Rodman, David Glandon.

The people of the community were zealous in the cause of the Union, their sons at the front, andthree of them home with wounds at the time.

Looking southwest from this place, South English is behind the trees on the horizon.

The stake in the center of the picture indicates the probable location of John Houston's cabin.

in their belief, but out of tune with the North, came through South English fully armed for a rally in Slate's grove. There were many altercations at the grove as J. Cypert Talley, a Baptist preacher, spoke, his Bible and gun beside him.

On their way back through town the crowd was waiting for them.

Rufus Sears, brother-in-law of Ed Cabler, told this story to the reporter of the then Cedar Rapids Republican:

They had attended the meeting and knew there would be trouble so they hurried home, one and one half miles, north of the English River, and with the help of Susanna Cabler, Sear's sister, they made bullets. Then they hurried back to town, going down the alley west and entering Phelps' Tavern. There they deposited their guns. There were about 16 men there. They waited until the wagons began to come past. Thomas Moorman's son went up to one and tried to tear off his butternut badge, their insignia. His father came to the rescue and his gun was fired. Then Talley fired several shots in return. Dozens of shots followed from the Unionists - some from the tavern. Talley fell dead and one of his men was wounded. Their horses began to run away which was a good thing, for it stopped the gunfire. They took Talley to the home of Dr. Miller, south of town, but he was dead upon arrival.

Talley's followers vowed vengeance on the town, saying they would come back, so the women and children were taken out of town for several nights. Three of the men wrote Gov. Kirkwood for ammunition and 40 rounds were sent from Washington, Iowa - a cannon was even sent.

Word came they were to round up 10 of the leading citizens to be tried for murder. They complied and were bonded $1000 apiece. They demanded they be jailed in Sigourney. In the meantime many rebels were organized at South Skunk. They vowed they would destroy Sigourney. The citizens sent for Gov. Kirkwood and when he came he stood in front of the courthouse and delivered a strong, fearless message, but not very ladylike. He said Sigourney would be protected if every single rebel had to be shot.

That put the fear of God in their hearts, and the Talley War was over - but not the ill feelings generated by this event. This ill will remained for years, perhaps until the meeting of the "Old Settlers" in 1905, when they put their rancor aside and had a wonderful reunion of Old Settlers.

opened the wounds. The railroad came through and the final track was laid in 1879. On the heels of this event, J.F. White purchased from the government a large tract of land in the west part of town, and his store in the Old Town began to walk four blocks "up town". Reluctantly, in time, other business houses had to do likewise. Only a few refused to move.

So in October 1879 a big Jubilee was held to celebrate these two events. Bands, trains, speakers, and a barbeque were features of the gala. O.W. Sheaffer's livery did a big business that day.

But that event marked the end of the colorful history of old South English. However, in 1905, an Old Settlers' Meeting was held which, in a way, marked the end of the animosities. Its purpose was to assemble all of the old settlers, and on the stage in the park that day there were gathered 53, the earliest settlers who had come before 1855.

South English, after that event, is the town that is more realistic to me. Although I still live in what is fondly remembered, by some, as the "Old Town", it is the "New Town" that brings back many warm memories.

In that era the words "generation gap, pollution, inflation, and pornography" were words buried in a dusty dictionary on the shelves of Alberta Coffman's book and drug store.

I used to love to go to town on Saturday night with my parents. In the winter months the hitchracks along White's Store and the blacksmith shop were lined with horses, covered with horse blankets, and bob sleds. Before 1917, there were no street lights so men loafed inside the different stores, while the women shopped for dress goods in Horn and Clarks and White's Stores.

If it was a special dress they wanted for a wedding, a good place to go was Mollie Boyd's who had the millinery shop. She had a special dressmaker who could put in tiny tucks, inner-linings, and leg-o-mutton sleeves to perfection.

Likewise, the men folk could be measured and order a tailor-made suit from White's Store with samples of material to select from Theodore, who would measure you to perfection and in a few weeks an elegant 3-piece worsted suit would arrive. A pair of bull-nosed button shoes could be selected in the back part of White's and Horn and Clark's.

Perhaps a good place to loaf would be in the back part of Euler's Drug Store. Or maybe in

There was every known kind of business house in town at that time. The Sloan brothers had a garage where we purchased our first Dodge car equipped with side curtains for $600.00. There were several restaurants, one run by Wolford Hotchkiss, where Ma Hotchkiss would cook wonderful meals on a huge black cast iron stove out in the front.

Meanwhile, back at Mrs. Boyd's the latest gossip would be heard. I was enchanted with the hats which I would try on in front of a portable long swinging mirror. I loved this woman as did everyone in the community. She was usually present when the babies were born and she was godmother to many of us. She never stooped to littleness, and never asked or received many favors in life in return for her generosity and kindness.

In those days there was a bandstand in the center of the street and music on Saturday nights played by some of the best musicians in the country.

It was a common thing to hear a man whistle as he walked up the street. I recall we used to have three or four men do our painting and paper hanging - many a time they would stop working and harmonize in song - Davy Fluckey, Bennie Shanafelt, and Logan Stull. Do you ever hear anything like that today? It is a behavior pattern lost fifty years ago.

South English is holding its own, although I do not know the names of some of my neighbors.

Many of the old landmarks are gone - the famous cottonwood west of the schoolhouse that saw so much of the early history after the town was moved, and the old drug store with its overhanging porch in the "Old Town" which was a witness of the Talley War. When it was being razed a little neighbor girl lamented, "Now we won't have anything to stand under when it rains and we are waiting for the school bus."

Alas! the stories these cherished remnants could tell about people - like you and me - but from this vantage point - a century later - they seem to be acting in a more romantic pageant than we are a part of. But perhaps in a hundred years, the "here and now" won't seem so prosaic to those who are looking back.

The foregoing is a talk given by Alice Shelbley at the February meeting of the Keokuk County Historical Society in 1975.

Shirley Holeton is visiting her beautician, Evelyn Brower, at the Red Carpet Salon.

In the history of South English, there have been only three beauty salons. Ellen Glanz Spivey was the first, then Zona Dixon Grove. "In 1966 I opened the Red Carpet in the former Sloan Monument building. It has been a real pleasure to be a part of Main Street in a fine small community," commented Evelyn Brower, operator of the Red Carpet.

Aunt Doris

Doris Brock with some of her paintings.

I can never remember a time when I didn't like to draw or color and I still have a lot of pictures and things I made when I was in grade school. When Bill's mother was teaching school, I started making and enlarging pictures for her class room and doing work in chalk and pencil sketching.

I always said that when Billy and Mark grew up, I would try my hand at oils. Finally, on September 14, 1966, I started to night adult class at North English, in Art, with Mrs. Dorothy Landa of Williamsburg as Art Instructor.

My first painting was a still life, a 9 x 12 of a sassafras flower. I'll paint anything. I've done some portrait work and animal pictures, but my favorites are old buildings - especially those of local interest. These bring back memories to many people.

Max's Barber Shop was located at the corner of Ives and Davis streets. Max Waganoon barbered here many years.

Many friends of Mattie Molloy have been favored with beautiful paintings such as the ones shown above.

At right: Rev. and Mrs. Ernest Molloy as they appeared at their home in South English after his retirement from the ministry.

At far left: Ruth Schumann is working with Tri-chem Liquid Embroidery on foam magnetic refrigerator decorations.

Left: Mrs. Paul Schumann at the Kalona Flea Market. Besides the refrigerator decorations they use Tri-Chem on velvet and denim to make their paintings.

Alan Grimm at his desk in the office of Grimm Real Estate & Insurance, Inc. Secretary Connie Brubaker is standing by. Mr. Grimm entered the insurance business by purchasing the Raplinger Insurance. He set up an office on the lot where the Hotchkiss restaurant building once stood. An addition was built on in 1971. In 1975 and 1976 the company was expanded by purchasing the Bruce Tarbox Ins., and the Erwin Lertz Ins. Alan also has broad activities in the real estate business.

White State Bank

The White State Bank was chartered by the State of Iowa to operate as a commercial bank on August 17, 1908. It had operated as a private bank for several years prior to that time under the ownership of J.F. White and Sons. At the time of the incorporation, W.W. White was appointed president and general manager by the board of directors which consisted of J.F. White, V.E. White, Theodore E. White, W.W. White, and C.L. Heald. A statement of the bank on November 30, 1908, reflected capital stock of $25,000.00, undivided profits of $655.65 and deposits of $111,487.78.

With a few minor changes, the bank operated under the ownership of the White family until May 30, 1919, at which time it was sold to members of the John Price family, including his two sons, Henry M. Price and Rudolph J. Price, and his son-in-law, W.C. Axmear. Henry M. Price served as the principal executive officer for many years after the purchase of the business. H.W. Raplinger was employed in 1922 and served as a director and chief lending officer for many years before his retirement in 1961. W.L. Axmear, the son of W.C. Axmear, was employed in 1939. The board of directors at that time consisted of R.J. Price, H.M. Price, W.C. Axmear, H.W. Raplinger, and W.L. Axmear.

The bank continued operations under these directors until December, 1961, when control was purchased by the children of W.C. Axmear, namely, W.L. Axmear, E.J. Axmear, and Jessie Barr. W.L. Axmear served as the principal executive officer from that time until his retirement in 1975.

E.J. Axmear, who began working in the bank in January, 1962, continues as a director and vice president. The two sons of W.L. Axmear, William T. Axmear, and Fred L. Axmear, serve as vice president and cashier respectively, the former individual having been employed in 1962 and the latter in 1975. The remainder of the present work force consists of Lynne D. Dennis and Rose Strasser, both of whom have been employed about five years.

A bank statement as of May 29, 1976, showed capital stock of $50,000.00, surplus of $250,000.00, undivided profits of $157,535.90, and total deposits of $3,701,815.48.

Bank Personnel, left to right: Edgar Axmear, Rose Strasser, Fred Axmear, William T.

Boy Scouts

Boy Scout Troop 50 was first chartered in December of 1966 with William T. Axmear as Scoutmaster and John Kerr as Assistant Scoutmaster. The troop was organized in February of 1967 with 15 scouts attending meetings.

Troop 50 has attended summer camp at Camp Wapello near Ottumwa every year except 1971. During that summer they held their own week-long camp at the Isaac Walton League acreage near Sigourney. In addition to the annual week-long camp, many local weekend and over-night sessions have been held including winter overnight ordeals since 1972. Three 17-mile trails have been undertaken by the troop, the Old Capitol Trail, the Hoover Trail, and the Amaqonsippi Trail near Bradford, Illinois.

Troop 50 attended the Herbert Hoover Centennial Camporee at West Branch.

Individual scouts have attended different induction ceremonies and training sessions including Order of the Arrow, Troop Leader Development, and Adult and Troop Leaders Development.

Troop 50 is funded by Christman Wreath sales, pancake suppers, car washes and contributions. The troop is completely outfitted with tents, camping tools and cooking gear.

Four scouts from Troop 50 have attained the highest rank possible, that of Eagle. They are: Mark Brock, Allan Morgan, Steven Rose and Tom Osweiler. Two have the God and Country award: Steven Rose and Doug Lanphier.

At the present time Troop 50 has 40 registered scouts and three adult leaders. The present leadership, Wm. T. Axmear, Scoutmaster; Ron Brubaker, Assistant Scoutmaster; and John Paul Harris, Unit Commissioner, all have had cornerstone, outdoor, troop leader training, and, in addition, are members of the tribe of Knohocado and Order of the Arrow Brotherhood. Scoutmaster Axmear has had woodbadge training.

Membership in the troop consists of boys from Webster, South English, North English, Kinross and Keota. There are 3 Eagle Scouts, 1 Life Scout, 4 Star Scouts, 5 First Class Scouts, 10 Second Class, 8 Tenderfoot Scouts and 13 Scouts.

Scout Troop No. 52, was chartered Dec. 31, 1934 in South English. Troop sponsors were Otha Huber, H.W. Raplinger and W.B. Robison. Fourteen were enrolled: Ross Trusler, Harold Keiser, Billy Van Dunn, Hal Sheaffer, Marvin Clark, Arlo Feckley, Marvin Lane, Talbert Tadlock, Robert Garrett, Daryl Grove, J.F. Cook, Leonard Mahan and Theodore Mahan. Donald Garrett was scoutmaster, followed by Alvin Schow.

Dexter Saxton delivered milk in South English for many years. Other dairymen have been Frank Benedict, Sam Erb, W.F. Heald,

S.E. Herald, Jan. 8, 1942 - NOTICE - As feed prices are advancing, I will have to advance on milk to 12 cents per quart, 6 cents per pint, and 25 cents pint for cream, starting Mon., Jan. 12. Everett Roberts