

**FORT MADISON ILLUSTRATED, SETTING
FORTH THE ADVANTAGES OF FORT
MADISON,
IOWA, AS A MANUFACTURING,
BUSINESS, RESIDENCE, RAILROAD AND
COMMERCIAL CITY**

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Fort Madison Illustrated, Setting Forth the Advantages of Fort Madison, Iowa, as a
Manufacturing, Business, Residence, Railroad and Commercial City by Various

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Fort Madison, Iowa,

— AS A —

Manufacturing, Business, Residence, Railroad
and Commercial City.

— ISSUED BY —

THE FORT MADISON DEMOCRAT,

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MAY, 1887.



HIGH SCHOOL BUILDING.

WAGNER
OF
HARRIS

Fort Madison.

Its Early Settlement--The Fort--The Name
-- Incorporation -- Railroads and Railroad
Interests--The Schools, Churches, Public
and Private Buildings, Factories, &c.

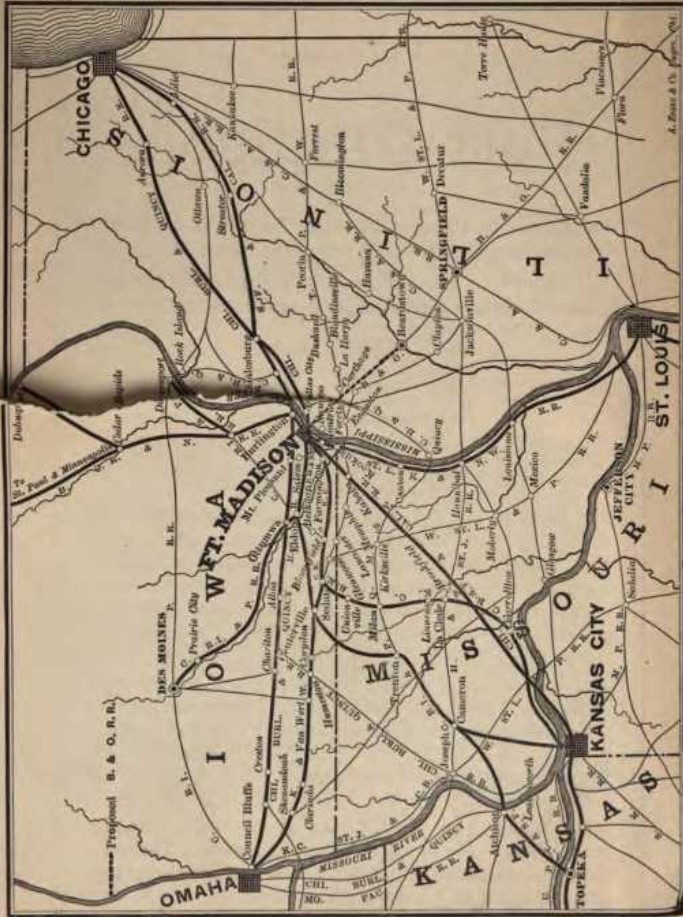
On the right bank stood a chimney—
Stood a lone and smoking chimney;
At this wild old Indian trade-post;
And they called it "Potowonok."

FORT MADISON was known, in the early Indian days, by the traders and red men, as "Lone Chimney" and "Potowonok." The present name was derived from the fort which was built at the east end of the city by a lieutenant in the regular army, in the year 1805, and named in honor of James Madison, who afterward became President of the United States.

Between the years 1805 and 1812 the fort suffered three sieges by the Indians, passing through them unharmed; but in 1812, after a long siege, the soldiers were forced to abandon the fort, first setting fire to the buildings, nothing of which survived the flames save the "lone chimney"—hence the name; also the Indian name "Potowonok," signifying "place of fire." Nothing now remains to mark the place except the old garrison well.

On the 2d of July, 1836, congress passed an act authorizing the laying out of the present site into town lots, the survey for which was made the year following. The town was incorporated by an act of the Wisconsin territorial legislature, approved January 19th, 1838.

FORT MADISON AND ITS RAILWAY CONNECTIONS.



NOTE.—Since the making of this map the line of the C. & N. W. has been changed to run through Carrollton, Mo.

Railroads.

IN 1853 our citizens unanimously authorized the city to subscribe \$75,000 and \$30,000 toward two railway projects, neither of which were fortunate enough to reach completion, notwithstanding an additional subscription of \$30,000, made two years later. In '58 or '59 a road was built from Keokuk to Montrose, then known as the Keokuk, Mt. Pleasant & Muscatine Railway. Early in the sixties a road was built from Fort Madison to a point one mile below Viele. The two were afterward connected, making a 25-mile line between Fort Madison and Keokuk, and was called the Keokuk & St. Paul. It was afterward, in '69, purchased by

THE CHICAGO, BURLINGTON & QUINCY,

and continued to Burlington, 19 miles north, affording our city connection with the outside world both from the north and south. This line was for several years used only as a branch of the "Q," but now forms a part of the "Long Line," between St. Louis and St. Paul, over which run daily through trains, connecting the "Great North" with the "Great South."

THE CHICAGO, BURLINGTON & KANSAS CITY.

In '70 and '71 was built the Burlington & Southwestern, from Viele Station (six miles west from Fort Madison,) southwest into Missouri. Fort Madison's citizens assisted largely in this enterprise, as in the ones which preceded it. This road was afterward purchased by the popular and powerful Chicago, Burlington & Quincy, and has since been christened the Chicago, Burlington & Kansas City. It has been added to until now it forms one of the popular through lines from Burlington to Kansas City *via* Fort Madison.

THE FORT MADISON & NORTHWESTERN.

Realizing the convenience and necessity of a road opening into the counties west and northwest, a stock company was formed in our city and, assisted by financial encouragement from the citizens generally, the Fort Madison & Northwestern Narrow Gauge Railway was commenced and built as far as the city of West Point. The company then sold the road to a construction company and the road was

constructed to its present terminus at Collett, a station 45 miles distant, within six miles of Eldon, a point on the Chicago, Rock Island & Pacific Railroad. The road is now under the efficient management of Gen. Chas. A. Gilchrist, a practical railroad man. It is believed that before many months elapse this road will be purchased by either the Santa Fe or the Rock Island, extended and widened to a standard gauge.

THE CHICAGO, SANTA FE & CALIFORNIA.

Off and on for several years surveys have been made to and through Fort Madison from the east and west. The unexcelled natural lay of our city has been a great attrac-



IOWA STATE PENITENTIARY.

tion to railroad projectors, and it has for a long time been believed by our citizens that sooner or later some wealthy corporation would build a line connecting the Atlantic with the Pacific through this nature-favored city, crossing the grand old Mississippi by a fine bridge. This belief is fulfilled by the coming of one of the greatest railways in operation to-day, the Chicago, Santa Fe & California (Atchison, Topeka & Santa Fe.) Work is now going on at a rapid rate at various localities along the line. Sixty acres of valuable land, donated by the city to this magnificent road, located in the western end of the city, is fairly webbed with tracks and covered with material for the new road. This ground will be used for

THE EXTENSIVE MACHINE SHOPS

when the ground is again cleared of its numberless cords