

*Nothing more can be  
listed as of 11 July 2012*

Standard Form For Members of the Legislature

Name of **Representative** Millison Barnett Senator \_\_\_\_\_  
Represented Davis County, Iowa

1. Birthday and place \_\_\_\_\_

2. Marriage (s) date place \_\_\_\_\_

3. Significant events for example:

A. Business \_\_\_\_\_

B. Civic responsibilities \_\_\_\_\_

C. Profession Contractor for carrying mail 1858

4. Church membership \_\_\_\_\_

5. Sessions served 6<sup>th</sup>, 7<sup>th</sup> General Assemblies 1856, 1858

6. Public Offices

A. Local \_\_\_\_\_

B. State \_\_\_\_\_

C. National \_\_\_\_\_

7. Death \_\_\_\_\_

8. Children \_\_\_\_\_

9. Names of parents \_\_\_\_\_

*Miller, Bennett*

10. Education \_\_\_\_\_

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\_\_\_\_\_  
\_\_\_\_\_

11. Degrees \_\_\_\_\_

\_\_\_\_\_

12. Other applicable information \_\_\_\_\_

*Nothing more can be located for Bennett Miller*

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# EXECUTIVE DOCUMENTS

PRINTED BY ORDER OF

## THE HOUSE OF REPRESENTATIVES

DURING THE

SECOND SESSION OF THE THIRTY-FIFTH CONGRESS,

1858-'59.

IN THIRTEEN VOLUMES.

Volume 1.....	Nos. 1 and 3.
Volume 2.....	No. 2, parts 1, 2, 3, 4, and 5.
Volume 3.....	No. 4 to No. 13.
Volume 4.....	No. 14 to No. 22.
Volume 5.....	No. 23 to No. 49, except No. 33.
Volume 6.....	No. 33, quarto.
Volume 7.....	No. 50 to No. 84.
Volume 8.....	No. 85, quarto.
Volume 9.....	No. 86 to No. 108, except No. 105.
Volume 10.....	No. 105, parts 1, 2, 3 and 4.
Volume 11.....	No. 109.
Volume 12.....	No. 110 to No. 114.
Volume 13.....	Commerce and Navigation.



WASHINGTON:  
JAMES B. STEEDMAN, PRINTER.  
1859.

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## CONTRACTS FOR CARRYING THE MAILS.

## ROUTE No. 10913.

From Keosauqua to Ashland, 27 miles, and back, twice a week.

Bidders' names.	Sum per annum.
James W. Hunt.....	\$1,490, six times a week, Bentonsport and Ashland, schedule.
E. Bunn.....	1,199, six times a week.....do.....do.
Scripture & Avery.....	733. 000.
William C. Hanchett.....	704. 000.
E. Bunn.....	374.
Daniel Kent.....	300. <i>Accepted April 24, 1858.</i>

Contract made with Daniel Kent, dated April 24, 1858, at \$300 per annum.  
 Leave Keosauqua Tuesday and Saturday at 8 a. m. ; arrive at Ashland by 6 p. m.  
 Leave Ashland Wednesday and Sunday at 8 a. m. ; arrive at Keosauqua by 6 p. m.

## ROUTE No. 10914.

From Keosauqua to Memphis, 24 miles, and back, once a week.

Bidders' names.	Sum per annum.
W. E. Duckworth & Co.....	\$500.
William C. Hanchett.....	344. 000.
O. P. Childers.....	250. 000.
Daniel Kent.....	200. <i>Accepted April 24, 1858.</i>

Contract made with Daniel Kent, dated April 24, 1858, at \$200 per annum.  
 Leave Keosauqua Monday at 6 a. m. ; arrive at Memphis by 6 p. m.  
 Leave Memphis Tuesday at 6 a. m. ; arrive at Keosauqua by 3 p. m.

## ROUTE No. 10915.

From Mount Sterling to Alexandria, 41 miles, and back, twice a week.

Bidders' names.	Sum per annum.
William C. Hanchett.....	\$912.
Robert Stewart.....	550. <i>Accepted April 24, 1858.</i>
Scripture & Avery.....	960. 000.

Contract made with Scripture & Avery, dated April 24, 1858, at \$550 per annum.  
 Leave Mount Sterling Tuesday and Friday at 6 a. m. ; arrive at Alexandria by 6 p. m.  
 Leave Alexandria Wednesday and Saturday at 6 a. m. ; arrive at Mount Sterling by 6 p. m.

## ROUTE No. 10916.

From Farmington to Bloomfield, 30 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Brock & Gebhart.....	\$1,500.
Scripture & Avery.....	1,420. 000.
Samuel P. Wright.....	1,287. 000.
William C. Hanchett.....	1,258. 000.
Lorenzo P. Thayer.....	850.
John Q. Harris.....	800.
John Q. Harris.....	725.
A. J. & J. S. Hopkins.....	709.
J. M. Stover.....	692.
Stephen Gnash.....	690.
A. J. Hopkins.....	689.
Barnett Milliser.....	645. <i>Accepted April 24, 1858.</i>

Contract made with Barnett Milliser, dated April 24, 1858, at \$645 per annum.  
 Leave Farmington Tuesday, Thursday, and Saturday, at 6 a. m. ; arrive at Bloomfield by 6 p. m.  
 Leave Bloomfield Monday, Wednesday, and Friday, at 6 a. m. ; arrive at Farmington by 6 p. m.

Serial  
62  
12

*Pioneer History*  
of  
*Davis County, Iowa*

.....  
Compiled and Published by the  
Federated Women's Clubs of the County  
1924-1927

.....  
EDITING COMMITTEE

Mrs. Lena Ford-Leon, County President  
Mrs. Clay Headrick, District Chairman  
Prof. H. C. Brown, County Superintendent of Schools  
Dillon H. Payne, Attorney, Editor-in-Chief.

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33966a  
Printed and Published by  
THE BLOOMFIELD DEMOCRAT

### PIONEER TRAVEL.

The boulevards from Bloomfield to Ottumwa, Pulaski and West Grove are a joy by day and a satisfaction by night. The rate of speed depends upon the nerve and recklessness of the driver. Old time conditions are utterly forgotten. The pioneers, like the Indians, established trails along the lines of least resistance. The ridges and divides were travelled, avoiding the steep hills Square turns were not made to please or accommodate some farmer. A straight line was accepted as the shortest distance between two points. Gradually this system of highways was made to zigzag like a rail fence, to permit the farmers to square up their fields and fences. The new primary system is laid off much like the early trails, ignoring farms, fields and fencing. But our people are not going back to pioneer means and methods of travel. Young men and women now drive automobiles who have never seen an ox team hitched to a wagon. Few of them have ever seen a stream forded. They would not know what a ferry boat was if they should come across one. The hills have been eliminated on the modern road system and the run is made "on high." The drive from Bloomfield to Chicago, Kansas City or Saint Louis can now be made in one day by our boys and girls in one of Henry Ford's flivvers.

In the forties and fifties, when one of the frontier families wanted to go back to Ohio, Indiana, Kentucky, or Tennessee, a team of horses and covered wagon was quite satisfactory. The writer remembers a trip of this style to Ohio in 1850 and the time consumed was about three weeks. Freights were carried from the river to Bloomfield the same way. The mails were carried on the stages by contractors. The times of receiving and sending letters, and when travellers could come and go from our county seat, can be better understood from the following advertisement of those days taken from the Clarion then published here.

#### FROM DEMOCRATIC CLARION, JULY, 1856. TRAVELLERS' REGISTER

Eastern Stage, via Keosauqua to Bentonport, connecting with cars for Keokuk, leaves every morning, arriving in the evening.

Western Stage, via Centerville, Corydon, etc., to Nebraska City; leaves every morning and arrives in the evening.

Burlington Stage, via Iowaville and Fairfield, connecting with cars at Rome, leaves every Tuesday, Thursday and Saturday, arriving the alternate days.

Extras can always be procured to convey passengers to any part of the country.

POST OFFICE, L. Hagan, Postmaster.

#### ARRIVAL AND DEPARTURE OF MAILS

Eastern Mail, Daily (except Sunday.) Leaves at 4 o'clock a. m. and arrives at or before 10 p. m. E. S. Alvord, Contractor.

Western Mail, three times a week. Leaves Tuesdays, Thursdays and Saturdays, arriving on the alternate days. E. S. Alvord, Contractor.

Chariton Mail, once a week. Leaves Mondays and arrives Wednesdays. Messrs Mains and Fleming, Contractors.

Knoxville Mail, once a week. Leaves Mondays and arrives Wednesdays. David E. Randolph, Contractor.

Ottumwa Mail, twice a week. Leaves Tuesdays and Fridays; arrives Wednesdays and Saturdays. S. Randall, Contractor.

Fairfield Mail, three times a week. Leaves Mondays, Wednesdays and Fridays; arrives on Tuesdays, Thursdays and Saturdays.

E. S. Alvord, Contractor.

Farmington Mail, three times a week. Leaves Tuesday, Thursday and Saturday, arriving on the alternate days. Barnett Milliser, Contractor.

Mr. Obe Paris, of Bunch, tells us his mother remembers that Buffalo Bill once drove stage through Davis County. Orleans was one of the stopping stations on the stage route and she rode in his stage from Pella to Orleans. He was Iowa born and his name then was William F. Cody. Cody, Wyoming, is named for him. He became later a rider of the Pony Express, an Indian fighter, a great scout and hero of the "Covered Wagon" trail across the plains. His Wild West show, with its Indians and spectacular Stage Coach Robbery, went all over the United States and Europe. Kings and Queens threw off their royal dignity and were thrilled by the performance. At the request of the Prince of Wales he gave the Kings of Denmark, Saxony, Greece and Austria a ride around in his old overland stage coach. The Indians ambushed the stage and their yells and shooting and the jars and rattling of the stage raised the hair on the royal heads. Buffalo Bill said that was not the first time he held "four kings" in one hand. He has recently been honored by the erection of a bronze statue of heroic size, but Davis County was not the place of his birth or death and did not get the statue. However, he helped to tramp down the prairie grass and took part in our Pioneer Travel. He was a part of us then.

Col. Pete Ballingall, of Ottumwa, was the last of the captains of industry to run the old fashioned stages in this region. His outfits were regular horse killers, resembling the old family carriages of the George Washington period. They were made when timber was plenty. The passengers were shut-ins during the journey, except at times when the stage got stuck and they were invited to get out and take a rider off the fence and help pry the carry-all out of the mud. Ballingall used a relay on the Bloomfield and Ottumwa trip. He had an exchange stable at the old Billy Garretson farm north of town and would stop there long enough to change horses, going and coming. Later he moved the exchange station near Soap Creek which was nearer half way. That was before the Wabash railroad was built and the road followed the divide, avoiding as much as possible the hills. When the roads and weather were awful bad he would substitute a covered spring wagon. During another period the route was through Drakeville and Ormanville. The writer remembers well a trip over that route in November, 1864. There was snow on the road and the ground was rough and frozen. The vehicle was an open spring wagon and progress was so slow that we would occasionally get out and walk to keep from freezing. The Des Moines River at Ottumwa had to be forded at that time. However, in those days time was not very valuable, and a day taken in going that distance was all right. The regular carry-all had a rear end apartment with leather cover for trunks and baggage. A four horse team pulled the load. The beauty of the whole matter was that everybody was satisfied and no one went around knocking about it. You could travel