

The background of the slide is a photograph of the Chicago skyline as seen from the Planetarium promontory. The skyline is silhouetted against a dark sky, with the city lights reflecting on the water in the foreground. The water is a deep blue-green color with visible ripples. The text is overlaid on the middle section of the image.

# **MEMORIES OF CHICAGO**

## **STREETS, SIDEWALKS, SCHOOLS, TAXES AND PIONEERS**

Background: Chicago skyline from Planetarium promontory.

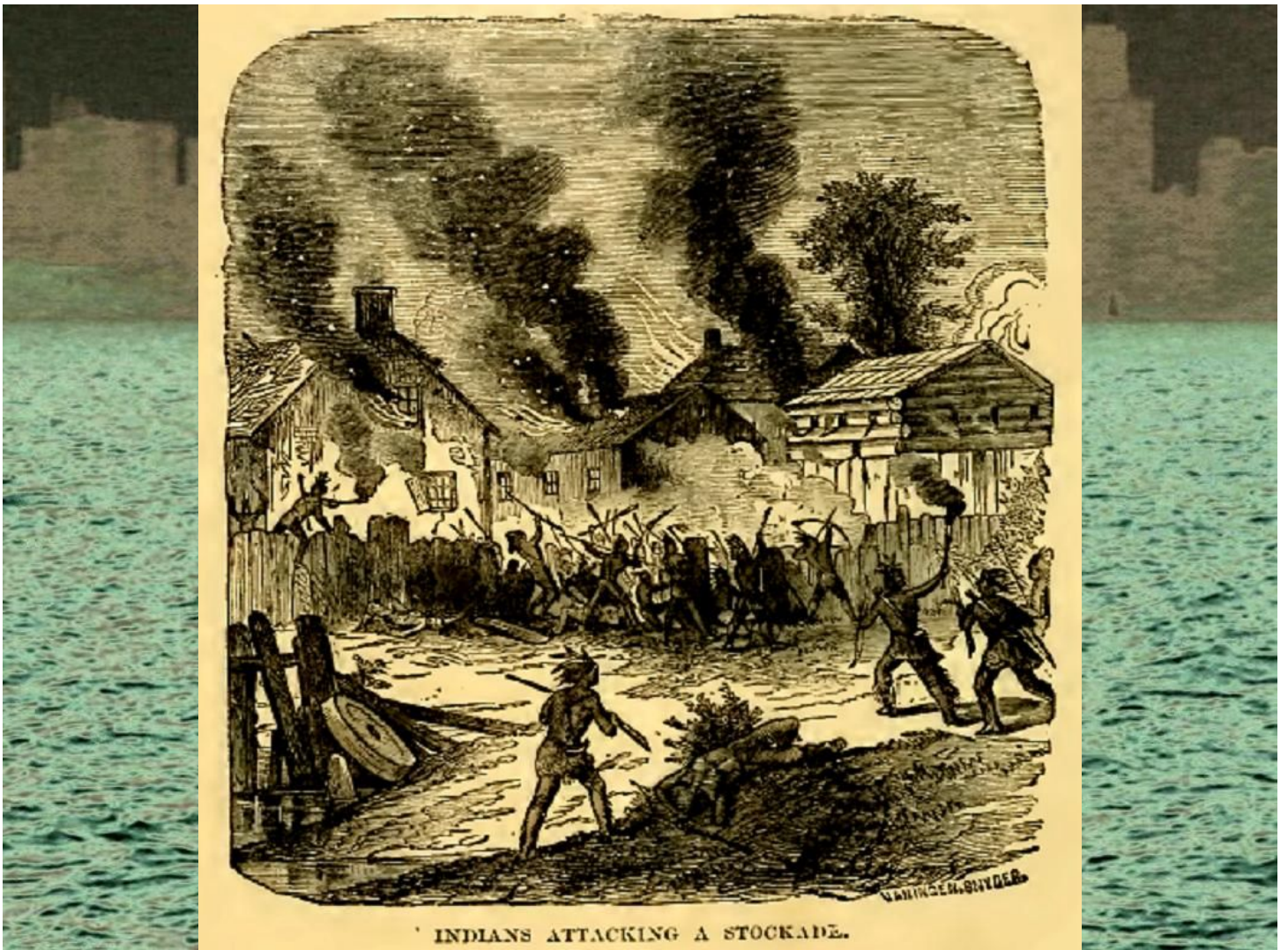


PONTIAC, THE OTTAWA CHIEFTAIN.

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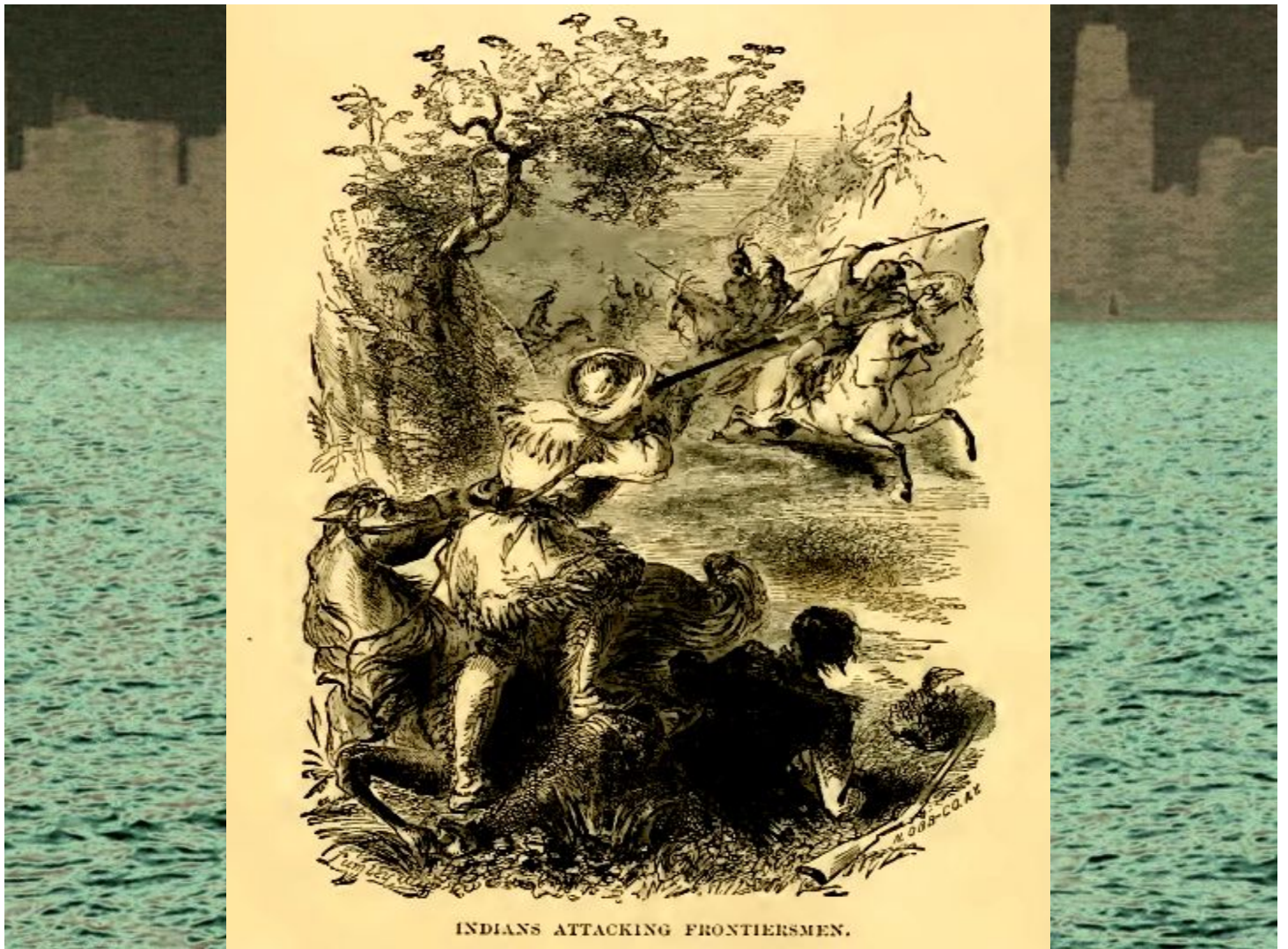


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INDIANS ATTACKING A STOCKADE.

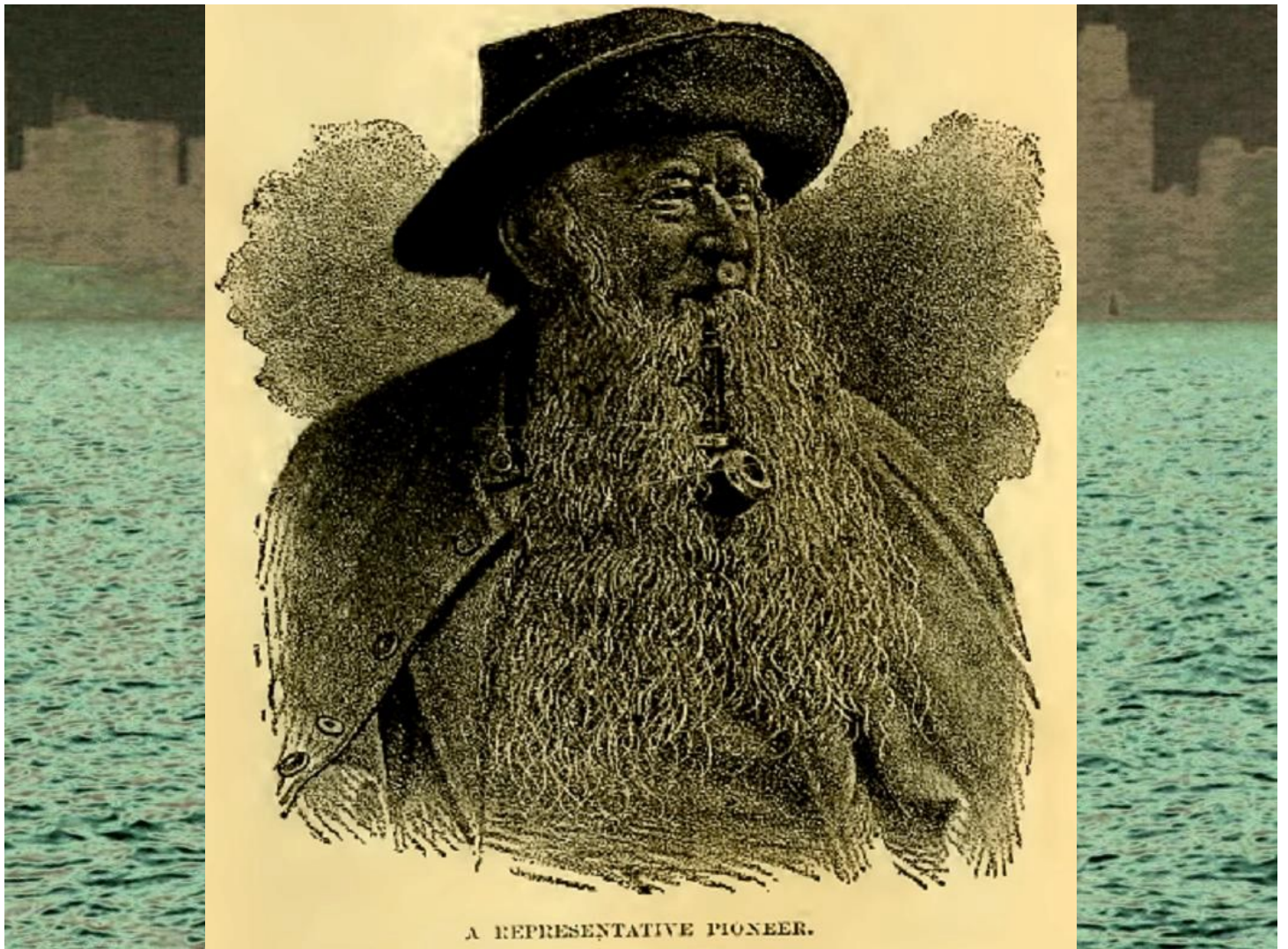
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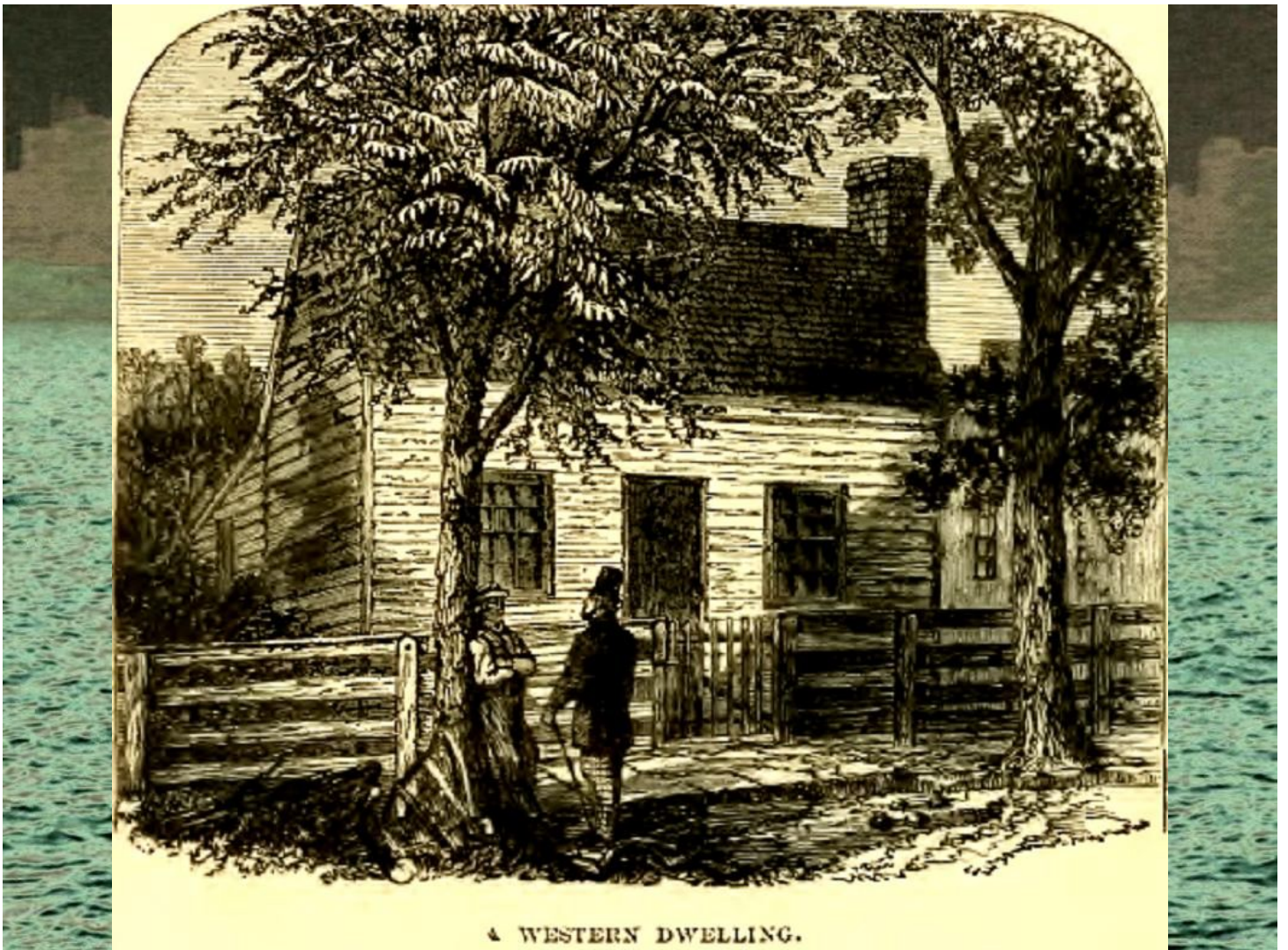
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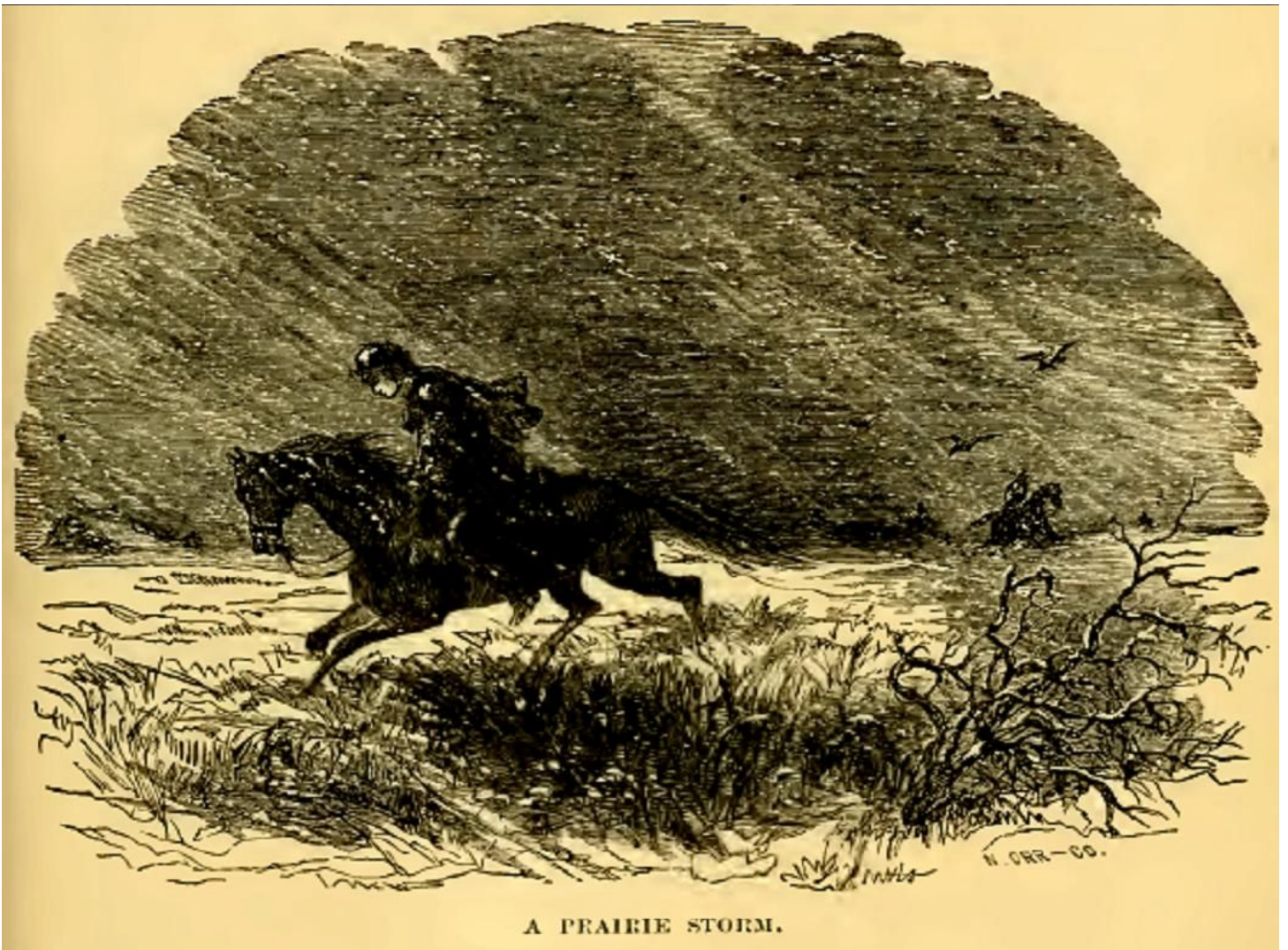


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of Michigan Territory. East of them, around the Saginaw Bay section, we see

.....  
 .  
 . SAGINAWS .  
 .  
 .....

On the St. Joseph river, Fort Joseph is the only evidence of the white man's presence; Detroit and Monroe, the only cities in the Territory; Spring Well and Janesville, on the trail between Detroit and Chicago, the only towns.

In Indiana, Onatinon on the Wabash river, and Wayne on the Miami are the only villages north of Indianapolis, above which there is not a single city. The inscription

.....  
 .  
 . POTTAWATTOMIES .  
 .  
 .....

occupies the entire northern portion of the state, and the name

.....  
 .  
 . MIAMIS .  
 .  
 .....

extends from them to the center.

As these were friendly tribes which had relinquished their title to the land, though still permitted by the treaty stipulations—as was the usual custom—to occupy it for 20 years, it required only Fort Adams,

located south of Wayne, to maintain the sovereignty of the Union.

In Illinois, Fort Dearborn and Chicago are mentioned, with Preoris Ville on the Illinois river, besides which there is not a town or city north of Vandalia, the capital of the State.

.....  
 .  
 . SAC GREAT VILLAGE .  
 .  
 .....

is at the mouth of the Rock river, south of which extend the

.....  
 .  
 . MILITARY  
 . BOUNTY  
 . LANDS .  
 .  
 .....

Near the head of Rock river we read

.....  
 .  
 . ANCIENT MOUNDS .  
 .  
 .....

where in early day

"They solemnly and softly lay  
 Beneath the verdure of the plain  
 The warriors' scattered bones away."

Besides the names of various rivers, including Plain-aux-Plaines (the present Des Plaines), northern Illinois had nothing to denote the existence of the



and trappers who dwelt in the vicinity or employed it in their portages as the Che-ca-gou. Some had unquestionably believed in its great future, their faith being attested by their presence. Yet but few early travelers or settlers have left on record their reasons for such faith. One man, however, in 1682—more than two centuries ago—predicted a wonderful career for our city, and gave such an argument for his judgment as to stamp him a person of such exceptional foresight that his marvelously accurate prediction seems almost the offspring of inspiration.

I quote from a letter of the brave and distinguished explorer, Robert Cavalier de La Salle, to a friend in France:

"After many toils I came to the head of the great lake and rested for some days on the bank of a river of feeble current now, flowing into the lake, but which occupies the course that formerly the waters of these great lakes took as they flowed southward to the Mississippi River. This is the lowest point on the divide between the two great valleys of the St. Lawrence and the Mississippi. The boundless regions of the West must send their products to the East through this point. This will be the gate of empire, this the seat of commerce. Everything invites to action. The typical man who will grow up here must be an enterprising man. Each day as he rises he will exclaim, 'I act, I move, I push,' and there will be spread before him a boundless horizon, an illimitable field of activity; a limitless expanse of plain is here—to the east water and at all other points land. If I were to

give this place a name I would derive it from the nature of the place and the nature of the man who will occupy this place—ago, I act; circum, all around; Circago."

The recollections of this statement, imparted to an Indian chief, remained but indistinctly, and when the Americans who built Fort Dearborn came to these wilds, they heard what they thought to be the legendary name of the place, and pronounced it as did the Indians, Che-ca-go instead of Circago, as La Salle had named it.

Gladly among the brilliants of that prophecy do we find the jewel of our name. By the Circago of La Salle in its transition from the Latin "circum ago," through the Che-ca-gou of the Pottawattomies to the Chicago of to-day, is forever banished the "Wild onion" and the "Pole-cat" theories with which unfeeling nomenclators sought to blast us.

Let us be thankful to the gifted Frenchman for giving us a name so in harmony with his remarkable prediction and with the characteristics of our city and people.

In April, 1803, the United States supply schooner, Tracy, by many claimed to have been the first boat that had ever reached this place—a claim I think hardly substantiated—arrived with men and supplies for the purpose of building the original Fort Dearborn; so named in honor of General Henry Dearborn, then Secretary of War. The fort was completed about 1804, and occupied by a company of the First Regiment of U. S. Infantry, under command of its com-

structor, Captain John Whistler. There was at the time but one building in the place, a small log cabin built in 1779 by Jean Au Sable, a San Domingo negro, on the north side of the river and owned and occupied by a French Canadian trader, Pierre Le Mai, and his Pottawattomie wife.

In 1804 John Kinzie Sr., a silversmith and an Indian trader, came and purchased La Mai's cabin for his own family, which was the only white one in the place for several years, with the exception of that of Jean Baptiste Beaubien, an Indian trader who had preceded Kinzie by four years.

On August 15th, 1812, occurred the Indian massacre and the destruction of the fort, which was rebuilt in 1816.

John Kinzie, who had always proved himself a true friend of the Indians, and had consequently been protected by them at the time of the massacre, returned when the fort was completed, but found little to remind him of the past, excepting his long deserted house and the Indians strolling about as before. Among them he met Alexander Robinson, who had arrived two years previously, a half breed, friendly to the whites, and a chief possessed of great influence among the Pottawattomies. It was a long while after the return of the Kinzies before the post began to show signs of prosperity.

In 1827 the Winnebagos of the Upper Mississippi river were on the war path. At that time some 3000 or 4000 Pottawattomies were at Fort Dearborn to receive their annual land payments, and Big-Foot,

the head chief from Big-Foot (Geneva) Lake, assembled the leading men of his tribe under one of the fort locust trees and urged them to join their brethren of the north in exterminating the whites.

The few families of the place, most of whom were in the barracks (the soldiers having been sent to Fort Howard), were not fully aware of the northern difficulty and of the dangers by which they were beset. But Lewis Cass, the Governor of Michigan Territory, who had been apprised of the threatened trouble, had in the month of June left Detroit by canoe for Lake Winnebago, where he was to meet in council the Chippewas, Menominees and Winnebagos. Upon arriving at Green Bay, and finding that the latter tribe had already commenced hostilities against the white settlers in the vicinity of Prairie du Chien, he immediately continued his voyage in a fifteen paddle birch bark canoe, ascended the Fox river, crossed the portage, and descended the Wisconsin to the Mississippi. He arrived at St. Louis after many adventures, whence he dispatched troops from Jefferson Barracks to the scene of difficulties, the Governor himself returning in the same canoe by the Illinois and Des Plaines rivers, through Mud Lake to the South Branch and to Lake Michigan, reaching the council ground in safety after taking a circuit of nearly 1800 miles. There, on the 15th of September, he concluded a treaty with some 3000 Indians.

Thus did the wisdom and intrepidity of Governor Cass, together with the influence of the powerful chiefs, Chambly—better known as Shabance (pro-

nounced Shaw-Bee-Nay), Billy Caldwell (Sau-ga-nash), and Alexander Robinson deter Big-Foot from committing any depredations.

Five years later, in 1832, occurred the Black Hawk war. This alarming uprising, so frequently referred to in our early annals, threatened to be far worse than it proved. The fright, the hardships, the losses which the peaceful settlers, timid women and helpless children were called upon to endure could easily have been averted had the right men been in the right places. The cause of many of our Indian troubles, with all of their consequent horrors, can be directly traced to the bad faith of men in authority. Briefly stated this calamity was inaugurated by the following events:

In the spring of 1804 a Sauk Indian had murdered a white, and was delivered by his tribe to the military and taken to St. Louis, whither Quash-quame, a Sauk chief related to the culprit, went with another Sauk chief, one Fox chief and a warrior. These, without any authority from their tribes, conveyed to the Government a tract of land between the Illinois and Mississippi rivers, the treaty being dated at St. Louis on the 4th of November, 1804.

Thomas Forsyth, the agent of the two tribes, states that "When the annuities were delivered to the Sauk and Fox nation of Indians, according to the treaty above referred to (amounting to \$1,000 per annum), the Indians always thought they were presents, as the annuity for the first twenty years was always paid in goods, sent on from Washington, District of Columbia,

until I, as their agent, convinced them of the contrary in the summer of 1818. When the Indians heard that the goods delivered to them were annuities for land, sold by them to the United States, they were astonished, and refused to accept of the goods, denying that they ever sold the lands as stated by me, their agent. The Black Hawk in particular, who was present at the time, made a great noise about this land, and would never receive any part of the annuities from that time forward. He always denied the authority of Quash-quame and others to sell any part of their lands, and told the Indians not to receive any presents or annuities from any American—otherwise their lands would be claimed at some future day.

"The Sauk and Fox nations are allowed, according to that treaty, to live and hunt on the land so ceded, as long as the aforesaid lands belong to the United States." But in 1827 a few squatters seized what land they wanted near the mouth of the Rocky—now Rock—river, subjecting the peaceful Indians to every species of indignity and abuse, both in person and in property, without any retaliation upon the part of the sufferers.

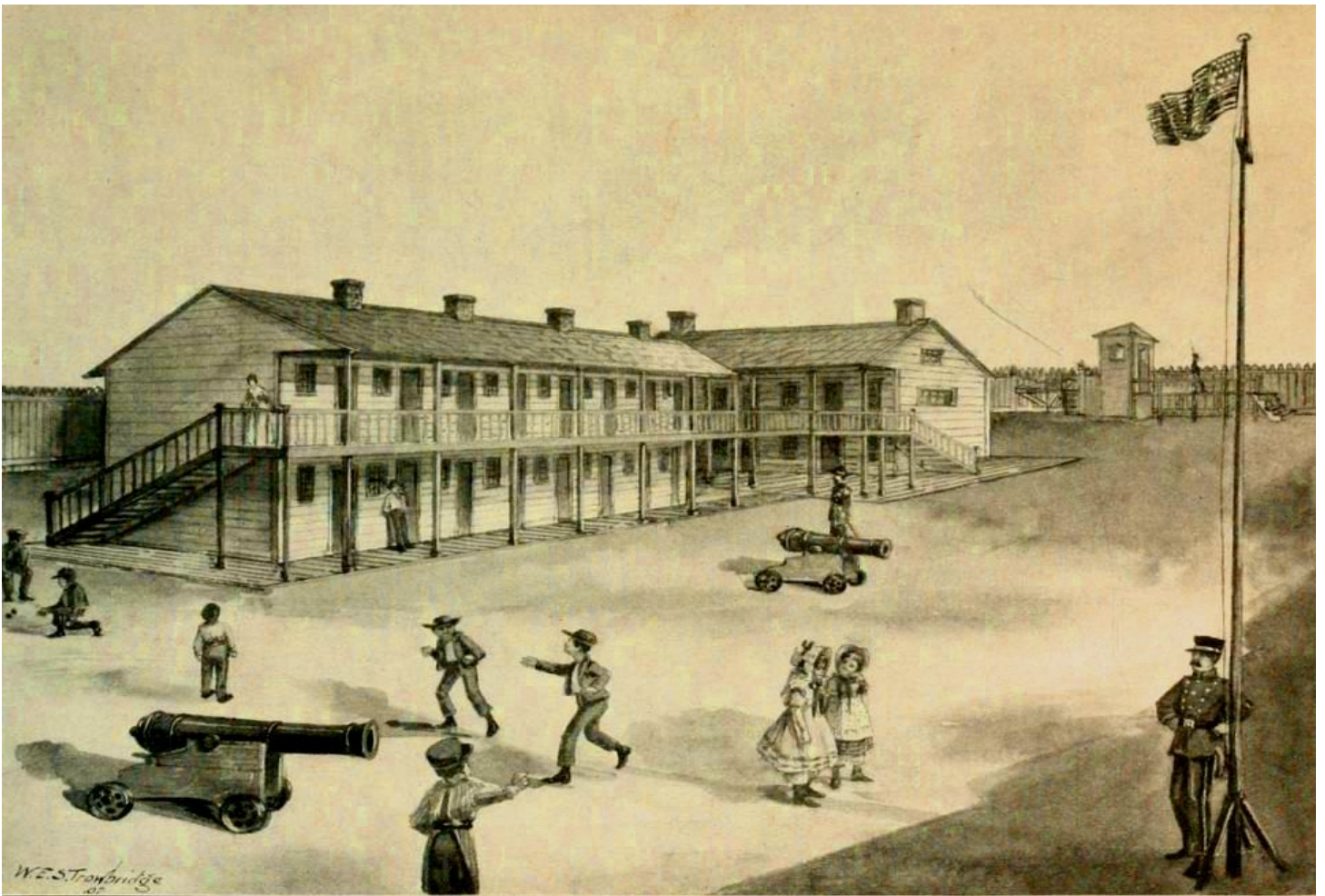
Through Thomas Forsyth they made repeated complaints to General Clark, Superintendent of Indian affairs at St. Louis, who paid no attention to their grievances, heeding only the statements of the few whites, who demanded that the red men should be removed because they wished to purchase the land when it should be placed by the Government on the market. Yet, in the autumn of 1828, when the lands



in the vicinity of the old Sauk village were offered for sale, only one of the twenty families of squatters (if we except George Davenport, a trader who resided at Rocky Island) was able to make the first payment upon even a quarter section each, at the regulation price of \$1.25 per acre. Therefore, the land remained the property of the Government—if it did not justly belong to the Sauk and Foxes; and in either event, the Indians had indisputable right to remain in peaceful possession. Nevertheless, in the spring of 1831, General Green compelled them to remove to the west of the Mississippi river. The following season some 400 of them recrossed with their families and belongings to visit their friends and relatives among the Pottawattomies, on the Fox river, as they had an unquestioned right to do. Thereupon General Stillman attacked them, before they had given any indication of hostility against the whites, and so began a war that was without excuse or justification.

It was well, indeed, for the whites that Captain L. C. Hugunin (one-armed Hugunin as he was called), who was living on the west side of the North Branch near the Forks, had enough influence over his comrade, Billy Caldwell, to induce him to remain neutral, instead of joining his friends, Black Hawk and Keokuk. The Sau-Ga-Nash was a very influential chief of the Pottawattomies, and had he gone on the war path with the large following he undoubtedly would have commanded the Black Hawk war would have proved to be a bloody uprising rather than a well founded fright.

When the war was ended the tide of immigration began to pour into the little burg. Fear of the Indians had driven nearly every family within fifty miles to seek protection in the fort, which they speedily vacated when General Scott arrived, with many of his soldiers the victims of Asiatic cholera. These two calamities being ended, the place contained from 100 to 150 persons, which number was soon augmented. The surrounding country filled up with a rapidity which it had never before known, until our town at the time of our arrival boasted of some 600 inhabitants.



INTERIOR OF FORT DEARBORN AS IT WAS IN 1842. SHOWING THE WEST SIDE BARRACKS AND, FACING SOUTH, THE RESIDENCE OF THE COMMANDING OFFICER.



THE KINZIE HOUSE AS IT WAS IN 1835.



THE FORT DEARBORN BLOCK HOUSE, DEMOLISHED IN 1856.

The growth of the settlement after the massacre was exceedingly slow. In fact there was no progress to speak of for a number of years. Schoolcraft, who attended the Indian council in 1821, in the north side grove, opposite the fort, states that "all the white men living between Chicago and the Mississippi as far north as Green Bay were present and that there were less than twenty in attendance." Even as late as 1825 there were but 13 tax payers in the place, their aggregate possessions being estimated at \$8947, upon which they were assessed one per centum, yielding the munificent sum of \$89.47.\* Truly not enough to induce many to strive for office, or seek to gain a livelihood out of politics. But there must have been more incentive eight years later,

\*Most of these worthies were Indian traders from necessity, if not from choice. Following is the list, the value of their property and the taxes paid:

	Valuation.	Paid.
John B. Beaubien	\$1000.	\$10.00
John Crafts (richest man in the place)	500.	5.00
A. Clybourn, (next to Beaubien)	625.	6.25
Dr. Alexander Weicott	572.	5.72
John Kinzie, Sr., has been at it a long time for	500.	5.00
A. Wilmet (formerly Oulmette)	400.	4.00
John H. Clark	250.	2.50
Alexander Robinson, supposed wealth	200.	2.00
David McKee, C. Lafromboise, Jenny Clermont each \$100 total.	300.	3.00
Joseph Lafromboise	50.	.50
Louis Courtes	50.	.50
<b>Total valuation and amount paid</b>	<b>8947.</b>	<b>89.47</b>

for at that time—August 10th, 1833—when the Town was organized, there were twice as many to avail themselves of the elective franchise, 28 votes being cast and all but one in favor of the measure. On the 15th of the same month, at the first election after the incorporation of the Town, the same 28 votes were cast, 13 of them by candidates for office.

These early voters were Dr. E. S. Kimberly, Hiram Pearson, John Wright, Philo Carpenter, William Nensir, Charles Chapman, Dr. John T. Temple, Mathias Smith, David Carson, James Kinzie, Charles Taylor, John S. C. Hogan, George W. Snow, Madore Beaubien, G. Kercheval, G. W. Dole, J. V. Owen, R. J. Hamilton, E. Darling, W. H. Adams, C. A. Ballard, John Watkins, James Gilbert, E. A. Neder, D. J. Hapgood, P. F. W. Peek, Walter Kimball, S. B. Cobb.

Trustees elected were J. V. Owen, Madore Beaubien, John Miller, Dr. E. S. Kimberly.

Now as J. P. Hatheway made a survey of the place at that time and took a census, finding 43 houses and less than 100 men, women and children in them, 28 voters would seem a pretty large ratio. Should that proportion occur in some of our doubtful wards at election time, we should naturally infer that a good deal of colonizing was being done by the opposite party. But as we had no outlying territory from which to import voters, it must have been legal and proper; and I have no doubt that it was. And we must remember that in all early settlements the proportion of men to women is large.

The population of Chicago at the time of our arrival is somewhat uncertain. The estimates vary from 500 to 800. But the population of the place was for several years so mercurial in its evolutions that it was almost impossible to keep your finger on a man long enough to count him. The fact is that many people passed through here on their way to other points, and could not be classed as inhabitants; while others, who came with the expectation of remaining, were so disappointed and disgusted with the surroundings that nothing could induce them to settle here. Like Columbus, they continued their journey westward, eagerly searching for land. The many transients gave the place the appearance of containing more residents than it had. Again, it made a vast difference whether the estimate was made in the spring or fall, because additions to our number were made between those two seasons. John S. Wright also took a census in 1833, and his numbers agreed with Mr. Hatheway's. On the other hand, Joseph Meeker, who arrived during the summer, placed the number at about 250; and W. B. Ogden at about the same. These figures would confirm Gurdon S. Hubbard's opinion—and there could be no better authority—that in 1832 "there were 150 persons residing here. These later estimates would be more consistent with the number of votes cast. Dr. J. C. Goodhue, a neighbor of Meeker's, places the population in the fall of 1834 at about 600. He says: "No houses extend to Monroe street, none beyond a block from the river on the

north side, and about a dozen on the west side." As our boat was the first arrival from Buffalo in the spring following, there could not have been many to reach here before us, and as but few could have come after the doctor's estimate in the fall, we think about 600 is a fair estimate of our population on May 25, 1835, which was the day of our arrival. This number had probably tripled before winter placed its embargo on travel.

Many new-comers found their way to Galena and what is now Grant County, Wisconsin—which state was not even organized as a territory until the following year (1836),—emigrants being drawn to these points by the lead mines. Aside from Green Bay and Grant County, the present Wisconsin at the time of our arrival had not a hundred people, while our state contained less than some of our annexed suburbs at the present time.

As our town was at the head of navigation, and was the point which most immigrants who made the journey from the east by teams made for, it had a large floating population, compared with the permanent residents. For the most part the early immigrants were eastern people, accustomed to a diversified scenery and good roads, and nothing could induce them to settle in such a swamp. Still from first to last enough have concluded to cast in their fortunes with the hopeful, enthusiastic pioneers to increase its population from the century figures to the millions.

Sleeping in the attic of that early hostelry, with thirteen others, in a single room containing seven beds, with the winter wind whistling between the poorly chinked logs, with packs of hungry wolves howling in every direction at all hours of the night, with Indians in the immediate vicinity outnumbering the whites twenty to one, with scarcely an evidence of civilization around him, his glowing prognostication, in the light of subsequent events, bears the impress of sagacious prophecy. And what Hoffman felt, saw and heard, all who were in Chicago in the early thirties, felt, saw and heard. Yet they fully understood that those brilliant prophecies of the future did not diminish the unquestioned privations of the present, nor could their fulfillment exactly compensate for the hardships they were compelled to endure.

Little was there in the surroundings of that Indian trading post to please the eye, gratify the ear, or

cheer the heart. They saw the Indians, they heard the wolves, they felt the wintry blasts in their ill-constructed houses. They saw Fort Dearborn, and read in the very fact of its existence a warning to immigrants. It admonished them all, too, of recent dangers. Erected but 19 years before our arrival, on the ruins of its predecessor, which had been destroyed the day after the Indian Massacre, it stood a warning for all new-comers, and recalled to them the fact, still so fresh in memory, that within three years, yes, even less than that, General Scott, with all the soldiers he could command, had been hastily summoned to this very spot to protect the settlers from the Sauk and Foxes, then on the warpath under Black Hawk and Keokuk.

They saw but very little in the town as it then was to re-assure and encourage them. Even most of the stores and dwellings had been erected by "squatters," who were obliged to assume the risk of buying the land when it came into the market or

"Fold their tents like the Arabs,  
And as silently steal away,"

should some unprincipled person outbid them. The humble homes were in close proximity to the fort, while the stores, as a rule, were on Water street, which was intersected by a slough, and a diminutive creek, which meandered from the vicinity of Randolph and Dearborn and emptied into the river near State street. The slough could be crossed near the river on four logs running lengthwise, if you were skilled enough to walk them. If not, it was better to take the

advice of the bull frogs, so numerous in this locality, which we boys used to interpret as, "Better go round, better go round, better go round, knee deep, knee deep, knee deep."

It was a great relief to the settlers when the removal of our copper colored neighbors was peacefully accomplished. Not so much, possibly, that we desired to be rid of the Indians themselves, as of the horde of itinerant human vampires, who managed to secure most of the annuities paid by the Government to those unsophisticated children of nature, by robbing them, in the way of trade, of the silver half dollars which every member of the tribe received. If they failed to strip them of everything under the semblance of barter, these parasites would surreptitiously sell the Indians the vilest of intoxicants at outrageous prices and would rob them while drunk, not only of the blankets given them by the Government but of every valuable article they might still be possessed of.

James A. Marshall, in his lecture before the Chicago Historical Society, stated, "The manner the Indian had of giving in the number of each household, in order to receive their annuity, was in keeping with their own originality. Selecting one of the more prominent of their number, (generally a chief) to receive their payments, the *modus operandi* was in this wise: for the heads of the family, two large notches were cut at the top of a stick, then smaller notches followed underneath, indicating the number of children in each family. Curiosity led me to in-

quire of Colonel Boyd, the Indian agent, if he was not occasionally imposed upon, or did they sometimes not make mistakes. He informed me that he had never detected an instance of fraud or mistake in the count during all the payments he had made. With some tribes, sticks of various sizes were employed to represent the members of the families."

By the treaty entered into on September 26, 1833, between the Government representatives and the United Nation of the Chippewa, Ottawa, and Potawattemie tribes, the Indians ceded to the United States all their land along the western shore of lake Michigan, and between the lake and the land already ceded to the Government by the Winnebago nation, September 15, 1827. In part consideration for which they were to receive nearly a million dollars, directly and indirectly, and about five millions acres of land west of the Mississippi river, which the Indians agreed to occupy within three years. They were to be removed at the expense of the Government, and supported while on their journey and for one year after reaching their new home. A deputation of their chiefs and head men, not exceeding fifty persons, were to accompany the five individuals selected by the Indians and the United States, to inspect the land to be assigned them and to see that justice was done the Indians. There were a number of reservations made to certain individuals who had proved themselves true friends of the whites.

On August 29, 1835, the citizens were informed as follows:

## THE INDIANS.

"Report is received from the exploring party sent west of the Mississippi river, that game is abundant and recommends the removal of the Indians.

"The goods for paying them off have not yet arrived, and a large part of the Indians, weary of lounging about our streets, have retired to the neighboring woods awaiting the arrival of the goods and time of payment."

Near the New York House on Tuesday, August 18, 1835, about 800 braves out of the 5000 Indians appeared in their last war dance, which was performed for the edification of the whites. This being immediately opposite our house, it gave us a favorable opportunity of viewing the performance, from which my people derived but little pleasure, while it frightened me dreadfully. The whole thing remains but a dim memory, associated with horrid incantations and demoniacal yells, varied by monotonous tom toms and dismal chants.

About one half of the Indians then assembled were removed shortly after by Major Sibley; and in the following year the remainder, under the charge of Colonel J. B. F. Russell, were transferred to Clay County, Missouri, locating two years afterwards in Iowa, near Council Bluffs, thence shortly to Shawnee County, Kansas, whence, after a little more than 30 years, the remnant—1600—were transferred to the Indian Territory.

September 24, 1835, Colonel Russell advertised for "Ox teams and covered wagons, to remove the Indians."



Alexander Beaubien informs me that the tribes encamped a few days, awaiting transportation, at Shabonee Grove, in the southern part of De Kalb County, whither he and his father went with a stock of goods and traded.

The year following they received their last payment, which gave rise to the following items:

"August 20, 1836.

INDIAN PAYMENT.

"On Monday next there is to be a payment of \$61,000. The money was received by the Steamer Michigan from Detroit. Rumor says, that the banks of Detroit were somewhat pushed to raise the specie, and that they had to send all along the shore for it."

"Money is expected to be more plentiful after the Indian payment."

"September 10, 1836.

INDIAN PAYMENT.

"The slow process of paying the Indians according to the treaty, was concluded Wednesday last."

For years we were regaled by such articles as these in the *American*:

"St. Joseph, Michigan, Sept. 12, 1840.

MORE INDIAN MURDERS.

"It becomes our melancholy duty to record further sickening details of Indian barbarity.

"On Thursday morning, the 10th inst., the house of Mr. Wyley Jones, on the Esconfina, in Washington Co. about 6 miles north of this place, was attacked

by a party of Indians, the premises all burnt, and Mrs. Jones and one of her children, an infant, shot. We have conversed with Mr. Jones, who says that he was returning from one of his fields about 10 o'clock in the morning, and when within 200 yards of the house he heard four or five rifles fired in the yard; he ran for the house and on rising the hill found the house surrounded by Indians, and 8 or 10 in the piazza. The Indians discovered him at that moment and pursued him, firing and whooping at him like devils. Being entirely unarmed, without even a knife, he fled and escaped in the hummock."

"Oct. 26, 1840.

MICHIGAN INDIANS.

"We learn that 400 or 500 Indians from this State are now being transported west of the Mississippi, under the general superintendence of Major Forsyth. They were averse to going, and are therefore escorted by a military force from Detroit under General Brady."

Could these poor fellows have been assured of plenty of game, they might not have objected to going, but they could not read as a white man could such news as this:

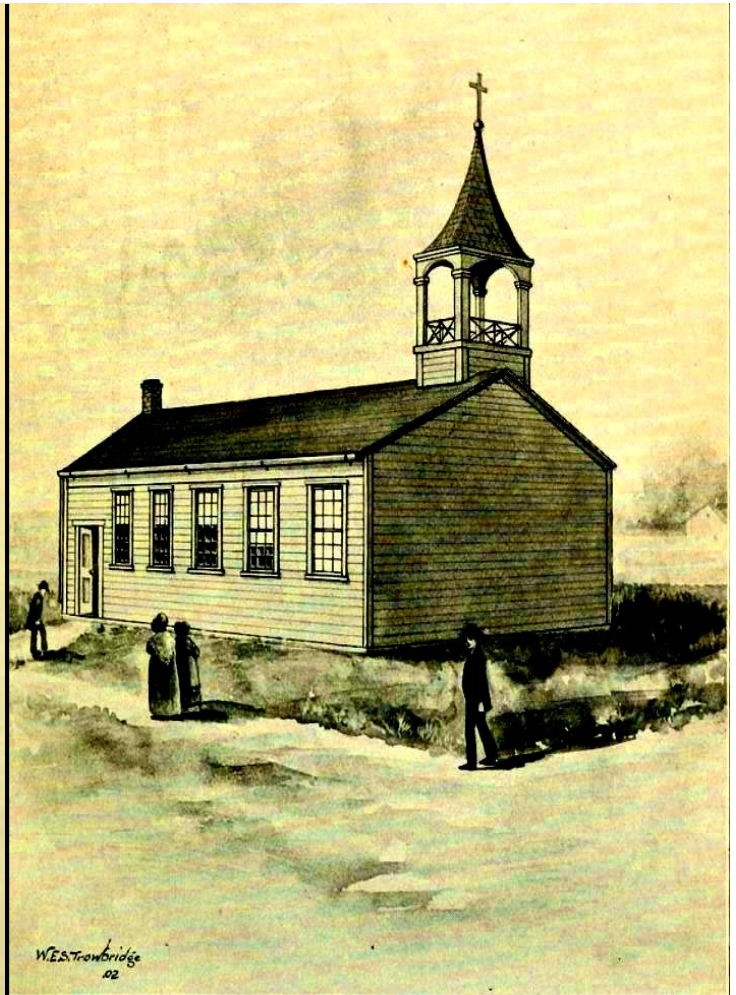
"Oct. 26, 1841.

LARGE DROVE OF BUFFALOES.

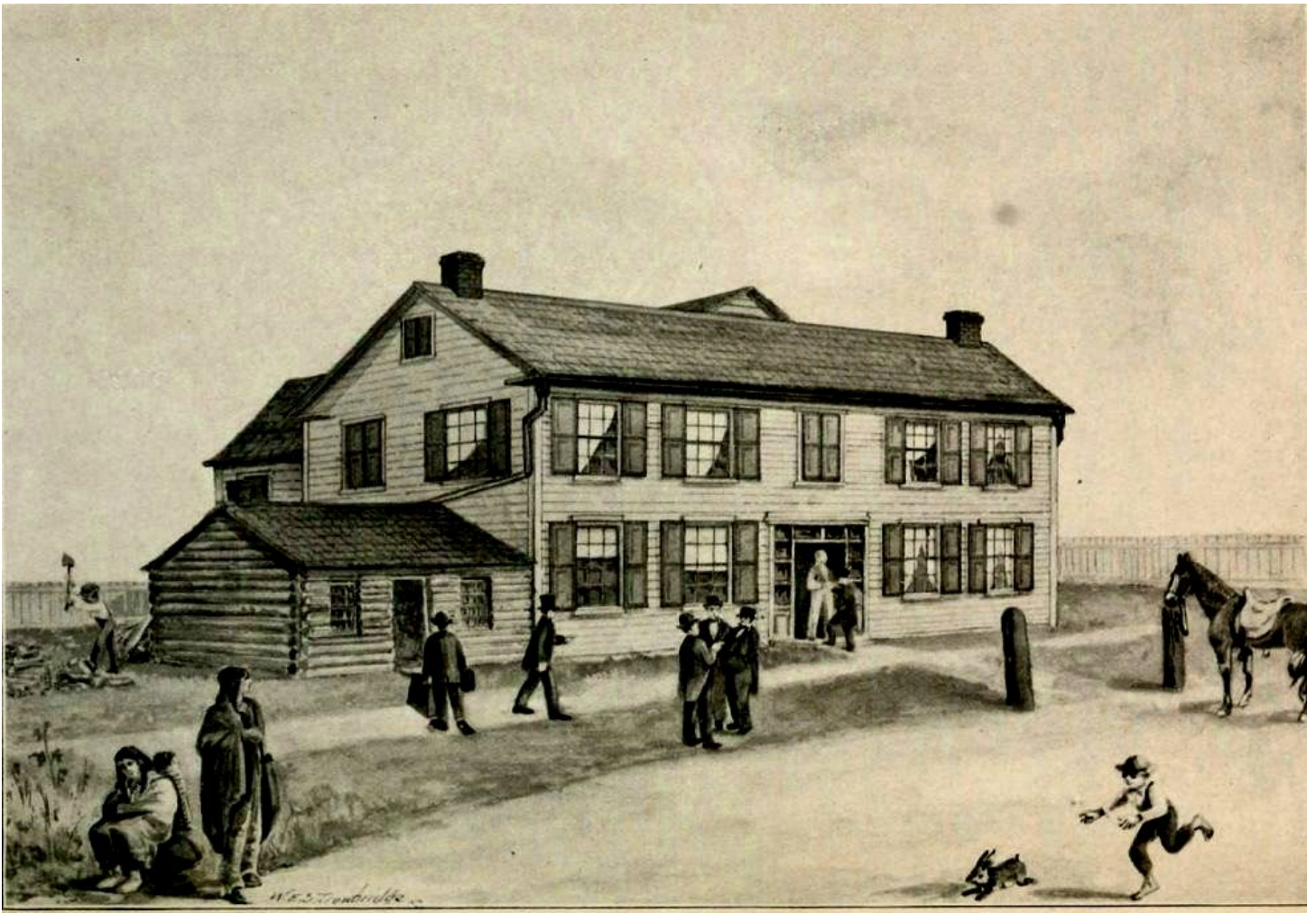
"A captain of dragoons has informed the editor of the 'Hawk Eye and Iowa Patriot,' that it took his company half a day to cross the trail of a drove of Buffaloes."

But I see that I have chased the Indians beyond the

Mississippi, and I think it is about time for me to return, though it is not with unalloyed pleasure that I am called upon to part with them. For I remember how as a boy I prized the granulated maple sugar we were wont to purchase of squaws. It was put up in small birch bark boxes ornamented with colored grasses, and in large baskets made of the same material holding some 25 pounds. After the departure of the larger tribes, we were occasionally enabled to purchase it of straggling bands coming from the north or Michigan.



THE FIRST CATHOLIC CHURCH. ERECTED IN 1834 ON THE SOUTHWEST CORNER OF STATE AND LAKE STREETS.



MARK BEAUBIEN'S TAVERN, THE SAUGANASH, IN 1835.



THE GREEN TREE TAVERN IN 1835. ON THE NORTHEAST CORNER OF LAKE AND WEST WATER (NOW CANAL) STREETS.



FIRST UNIVERSALIST CHURCH, ERECTED IN 1843, ON WASHINGTON STREET, IMMEDIATELY EAST OF THE METHODIST CHURCH BLOCK.

## CHAPTER IX

### SOME EARLY PRACTICES

In looking over the list of those who voted on Tuesday May 2d, 1837, at the first election for Mayor, I have wondered why father, as good a Whig as he was and such an admirer of John H. Kinzie, the Whig candidate, who made such an excellent President of our Town, should have voted for his successful Democratic opponent, William B. Ogden, though an equally desirable man. But the records of the First Ward show that to have been the case.

It was a *viva voce* vote, and that manner of voting was going back to the Democracy of Ancient Greece, when small communities thus expressed their preferences. Originally all voting in the State was done by ballot, until the Legislature, at the session in 1828-'29, changed the manner, giving the following illogical reason for so doing:

“As nobody is willing to make known whom he has voted for at the elections, since to vote against a candidate is considered a personal insult, and as balloting, by opening a vast field for intrigue, fraud and corruption, brings the system of voting into disgrace, it is therefore made unlawful.”

Evidently there were times when it was unsafe to let it be known that one had voted against a belligerent

candidate. For it is related that "In the year 1827," a year before the above singular action was taken by by our State Solons, "there was a very exciting election for State Treasurer in which the former occupant of the office was defeated. After the election the legislature adjourned, but before they had left the hall the defeated candidate walked in and gave a valiant thrashing to four of the strongest of his opponents who had voted against him, others escaping."

Voters were not numerous with us then, and every man was expected to vote at least once.

In the issue of the *American*, Oct. 31, 1840, occurs the following appeal to call out the full strength of the Whigs:

"This City and County in 1836, gave General Harrison 7 majority. Can we not do it again? Let us try."

About the time pretty thick ice was forming in this vicinity we learned that log cabins and hard cider had won the day and the Tip boys prepared to celebrate, the Whig paper doing a little free advertising that the good work might "go bravely on."

Some of the veteran Tippecanoe men may remember this call:

"TO THE TIP BOYS!

OLD TIP'S COMMITTEE OF THE WHOLE in this city is invited to be present with shovels and carts at the enclosed lot of Walter Newberry, Cor. Clark and North Water street, to-morrow morning to assist in preparation for

THE GREAT WHIG BARBECUE, ETC.

Come one come all, and LET THE WORK GO BRAVELY ON.

By order of the committee of arrangements.

Nov. 30, 1840."

## CHAPTER X

## THE FIRST OF THE MILLION

Jean Baptiste Beaubien, better known by his compeers as Colonel John Beaubien, reached here in 1809, and for many years was engaged in Indian trading. This consisted in exchanging with the Indians, for the pelts and furs of wild animals, guns, ammunition, traps, tobacco, blankets, clothing, calico, beads, paints, cheap jewelry, silver ornaments, bright colored handkerchiefs, etc., etc. In 1828 he became the agent of the American Fur Company, of which John Jacob Astor was the head. The colonel was a prominent and highly respected member of the little community, and filled among other honorable positions the offices of justice of the peace and major of the 60th Regiment of the Illinois State Militia. Though an Indian trader, the Colonel made ventures in real estate and he showed his faith in the coming metropolis by entering in 1817 all the land between State street and the lake, and Madison street and the river. He made a few sales in this pre-emption tract and received a small cash payment as earnest money, awaiting the confirmation of his title before obtaining payment in full. But unfortunately for him, four years afterwards the government directed that this land should be held for public purposes under the

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name of Fort Dearborn Reservation; and refused to grant title to the Colonel.

Respecting the long and bitter legal contest which ensued, I quote the following from the *Weekly American* of December 10, 1836:

## DECISION OF THE BEAUBIEN CLAIM.

"Judge Ford has decided this case both ways. That although Beaubien's entry is *legal in every respect*, yet he cannot assert his rights against the United States."

To fill to the brim his cup of misfortune his attorney obtained his note for \$10,000, which he solemnly promised to return to him if he did not win the suit; but instead of doing so, he immediately sold the paper, and the purchaser of it obtained judgment and sold the unfortunate man's store and nearly all his earthly possessions.

But if our friend was unfortunate in selecting his attorney and in his controversy with the government, he won a prize for the second time in the lottery of matrimony, gaining the heart and hand of the pretty half-breed maiden, Josette, sister of Joseph Lafromboise. Two of their eleven children, William and Alexander, still reside in Chicago.

The Colonel had a tall, commanding, military figure, which he always retained. After going into business for myself, he was a patron of our Randolph street store. Twice a widower, he again married late in life, and lived at Naperville. One day he came into the store, his smooth face wreathed with smiles, ex-

tended his hand and said, "Galey,"—he always called me "Galey"—"I got a bully good baby, an' my wife vantz zum toilet tings." No mother with her first born ever felt prouder than did the old gentleman, who had grand children about the age of his wife.

The Colonel was one of those typical French Canadians who formerly went early to a portage or a port town, entered some land and grew up with the place. They had only to keep still and do nothing, and some fine spring morning they rubbed their eyes in astonishment at finding themselves wealthy. The Colonel aimed right, but his flint lock missed fire. Had he entered any land but the School Section, Canal Tract, or the Reservation, he would have held it without a question. I always felt sorry for him. It seemed as if everything slipped away from him. The soil he used to cultivate, the fort he antedated by seven years, the river bank, and even the river itself which flowed southward for many summers before his door to find egress to the lake, the friends he loved, but buried,—even their graves, which he was wont in his loneliness to visit,—were all removed. Mansions, Boulevards and Parks occupied the ground where his cherished comrades had once reposed. It is hard to conceive of anything more pathetic than those sad yet inevitable changes for that disappointed good old man, who closed his eyes to the clouds of this world at Naperville, in 1864.

His son, Alexander, who was born here on January 28, 1822, claims at this writing, May, 1900, to be the oldest living person born in the place.

Mark Beaubien, a younger brother of the Colonel, was one of our most interesting characters in early days. From the time of his arrival from Detroit, in 1826, he represented the good fellowship, hearty hospitality and innocent jollity of the place. Fiddling, dancing, story telling and horse racing were equally fascinating to Mark, unless he took the most delight in the latter pastime, especially on the frozen river. When he got a start on that, in his light, home made cutter behind his mettlesome pony, you could hear him shout for a mile in his excited glee, and it would take a Maud S. to overtake him.

I do not think that he ever engaged in the prevailing business of the period. Bartering gewgaws for pelts did not have the same attraction for him which entertaining the public had. He drifted naturally into the hotel business, where he depended as much upon his own personality for success as anything else. It might not be proper to repeat Mark's boast, "I play de fiddle like (see revised version)—keeps tabbun like de Debbel. I eats 50 people for dinner every day, by gar. Don't you call zat beesness, I should tink by tam, hey?" I say, it might not be proper for me to repeat this, so I will not do it.

It is a matter of accepted history that, on the occasion of Colonel Hamilton's trip to Green Bay with his



drove of cattle, he required some assistance in getting the cattle to swim the river. While Squire Hamlin and Dr. Wolcott were having their palaver, Mark volunteered to aid, which he did by slipping a rope around the hind leg of a bullock and drowning it. This, as afterwards admitted, was done at the instigation of his elder brother, who was thus enabled to purchase some fresh beef which he could not otherwise have obtained.

While keeping the Sauganash, he superintended the Lake street ferry, of which the town's people had free use, but others were charged  $6\frac{1}{2}$  cents. As the entire County of Cook—which included the present Counties of Dupage, Will, Lake and McHenry, contained but 70 people within its borders—his receipts were so small that, after paying \$5 license fee and other expenses there was nothing left for his trouble. The bridge which followed paid but little better, and Fernando Jones says he tried to make money out of the boys. The following story, related by our historic citizen, is so characteristic of our old hotel keeper it must have a good warp of truth running through it.

## CHAPTER XI

### THE EARLIEST SETTLERS

In 1820 there came to Chicago that very important personage of early times,— Billy Caldwell, the famous Pottawattomic chief, better known by his Indian name "Sauganash." He settled on the west side near the river and close to Robinson. So great were his services to the Government that in 1828 it built for him, on the west side of Cass street, between Superior and Chicago avenue, what some have claimed to be the best house and the first frame in the place. But I am assured by Alexander Beaubien, who was in it hundreds of times, that it was not a frame, but constructed of logs. Yet the best house in the wrong location was not so attractive to Caldwell as the Point, where he continued to spend most of his time with his old neighbors.

It was in honor of this distinguished half-breed that Mark Beaubien named his hotel, which was originally a one storied log affair placed on what is now Lake street. When Surveyor Thompson showed Mark in 1829 that he was a highwayman, our friend, not liking the appellation, removed his cabin a little to the south, so that it stood on the east side of Market south of Lake, upon the corner where the Republican Wigwam was subsequently erected, in which our

beloved Lincoln was first nominated for the Presidency. In 1830, Mark attached to the south end of this building an unusually respectable two story frame, which he painted white with bright blue wooden shutters. It is related that while engaged in its construction his friend Billy Caldwell called from the point and asked him "what he was putting up?"

"I builds de bes hotel in dis country, dat's what I mean, Billy!" Mark made answer.

"What name will you give it?"

"Didn't t'ink of dat, Billy, but I calls him after some great man, sure."

"Oh!" shouted back the half-breed, laughing, "There's no great man in this country now!"

"You're a great man yourself, Billy," was the genial answer of the Frenchman, "an' so I calls my Hotel de 'Sauganash'"

Which he did.

Another half-breed, who was of importance in the early history of the settlement, was Alexander Robinson, a chief possessed of great influence among the Pottawattomies and friendly to the whites. For his many valuable services Robinson was presented by the Government, on the removal of his tribe, with a goodly sum and a section of beautiful land on the Desplaines river, about three miles north of Maywood, at a place formerly called Cazenovia.

Intimately related with the earliest developments was Gurdon S. Hubbard, one of our most enterprising business men, whose remarkable ability and energy had earned for him, at the early age of six-

teen, the responsible position of Agent of the American Fur Company. In this capacity he made twenty-six trips, from the company's headquarters at Mackinac to Chicago, in light, open boats constructed at the former place, exchanging Indian notions for pelts. After eight years of successful service he took one half interest in the business south of Chicago, and left Mackinac in 1826 with twelve boats filled with merchandise, the proceeds of his long, laborious years of faithful stewardship and strict economy.

Reaching Chicago, he did not wait for the Indians to come to him, but like Mahomet "went to the mountain." Securing one hundred ponies and pack saddles at Big Foot lake, he loaded them and started for the wilds, which the country between the Illinois and the Wabash could then very well be called, for previous to his entering it and establishing posts about every fifty miles, there was scarcely a white family in the entire region. Two years later he became sole proprietor of the business. These posts cut largely into the profits of the Government factors in Chicago.

In 1832 he permanently engaged in traffic in the embryo emporium, which soon required his undivided attention, and within two years he gave up the business that he had managed with such eminent success. The new enterprise was conducted in his warehouse on the southwest corner of Water and LaSalle streets. This warehouse was the first brick building of any description built in the place, excepting perhaps the

one erected by John Noble near the Lake House, built about the same time.

Mr. Hubbard was always one of our leading citizens, and none among them all was more highly respected. As an index to his public spirit, I copy the following from the *Chicago American* of October 10, 1835:

"We understand that G. S. Hubbard, Esq., has ordered on his own responsibility a fire engine with the necessary apparatus to be sent to Chicago immediately from the east. Individual responsibility being the only means offered for obtaining this important instrument of protection, we trust our citizens will avail themselves of this convenience by establishing a fire company without delay."

Mr. Hubbard's early experiences when a young man in this section read like the conceit of a vivid imagination, rather than a truthful narrative of what a man saw and did who afterward walked with us for so many years as a progressive citizen, the foremost in every movement for the advancement of our city.

Among all our pioneers not one was more energetic, self-sacrificing and useful in the community, or held a higher place in the hearts of the people than Geo. W. Dole. To sketch his life would be to write the early history of Chicago, which is not my purpose, and I shall dismiss him with but a few lines, well knowing that there needs no feeble pen of mine to perpetuate his name. I think it is seldom that the name of George W. Dole is mentioned in the presence of an old settler that he does not feel like taking off his hat and making a profound salaam, as he recalls the fact

that in the fall of '35 this man received a consignment of flour by the last vessel up, so that the town's supply for the long winter was in his hands, and he realized the fact. There was no Board of Trade in Chicago in those days, but there were speculators who understood the value of such a corner on the staff of life. But when offered \$25 per barrel for the cargo by one, the eyes of the little man flashed with indignation as he replied: "No, sir! Nine dollars a barrel affords me a fair profit. I will retail it to consumers only at that figure. No man, if I can prevent it, shall speculate upon the people's necessities."

Mr. Dole filled a number of important positions. He was on the first Board of Town Trustees in 1833 and our seventh Postmaster.

Living so long on Lake street, within a few doors of S. B. Cobb, I naturally saw more of him than of almost any other business man of the day. Of the half dozen letters comprising his name one half were busy Bs, a significant circumstance. When a boy, I looked upon a side wheeled steamer which occasionally entered our river as the embodiment of speed, and I easily interpreted S. B. to signify steam boat, and consequently named our hustling harness maker "Steamboat Cobb."

He arrived here in 1833, and borrowed enough money after he came to pay a balance due on his fare. But he soon had the little harness shop under way on the Point. This small shop, which was the pioneer factory of any description in the place (unless the silver smithing done by John Kinzie be excepted),

grew in importance daily at 171 Lake street, and furnished the means which enabled him in after years to employ his energy and excellent judgment in broader fields, such as lighting the city and furnishing the people with constantly increasing advantages in urban transit. By these laudable means he accumulated a large fortune.

As soon as he was able to support a wife he married one of the twin daughters of Col. Daniel Warren, after whom Warrentown is named, where the Colonel settled the year of Cobb's arrival. Jerome Beecher married the other sister. Cobb thought that he married Maria and Beecher always believed that he himself married Mary, but they only knew what the girls told them, for the sisters so closely resembled each other and dressed so exactly alike that it required intimate acquaintance to distinguish them. They purchased their millinery of mother, and she never could tell whether she was waiting on Mrs. Cobb or Mrs. Beecher.

Many selfish people make a great show of their few deeds of benevolence, while the truly benevolent let not their left hand know what their right hand doeth. I suspect that the first president of the Chicago City Railway Company was one of the latter class, and that he gave much of the earnings of that fortunate investment and the dividends from the Gas stock in an unostentatious manner. But when he had erected Cobb's Hall at the University of Chicago, the public was prepared to learn that by his will he had given \$87,500 to charitable institutions.

It seems that he closed his useful life of 88 years the very hour that I was writing the few lines above about his last harness shop, April 5, 1900. With him passed away, I think, the last male charter member of the first Unitarian Society.

When we took that historic stroll on the morning of our arrival, we did not go out to make the acquaintance of that sturdy and delightful Virginian, Archibald Clybourn, but I made up for it subsequently, as his men slaughtered for father when he was in the market business years afterward. I met him often, and frequently went to his place, where I was always entertained by him and his good wife in true Virginian hospitality. I remember that some time after he had occupied his fine, new brick house, the second one in the place built of bricks, I rode out there on horseback with one of father's employes. On the following day, hitching up to his carriage (one of the best in this section), we went to St. Charles to attend the first convention of the Fox River Association of Universalists. I presume that I must have been a lay delegate, as I assumed that restful posture on the banks of the Fox most of the time, watching the boys fish. At least, I attended no gatherings save those around the festive board.

Mr. Clybourn was a tall, well built man, and a fine horseman, with a complexion ruddy from constant exposure to the elements. In fact, he seemed as much at home on a horse as a seaman on his ship. There were no Stock Yards in those primitive times, where one could go and select fat cattle, calves, sheep and

hogs, nor was there much stock raised in this vicinity. Clybourn being the leading butcher, he had to go on horseback to the southern portion of the state or the Wabash region for his cattle and drive them all the way up, allowing them to feed on the prairie grass en route, keeping his herds here, and butchering as required. Sheep were also slowly driven up, but calves and hogs could not travel the distance on foot, and as there were no railroads to transport them it was impossible to purchase pork or veal in summer, excepting occasionally when a hog or a calf raised in the neighborhood might be secured. In winter, however, the farmers killed and dressed their hogs on their farms, bringing them in frozen by the wagon load. At times the market would be overstocked, when I have known father to buy choice pork for one or one and a half cents a pound. Dressed turkeys would also be brought in the same way, and he would purchase a load at 40 or 50 cents each, making them cost about three cents a pound.

Mr. Clybourn arrived here from the western part of Virginia in 1823, and engaged in the business of Indian trader in one of the log cabins near Cob Web Castle, making frequent excursions into the country to sell his wares to the Indians, when weary of waiting for them to come to the post. His stock consisted principally of Mackinaw blankets, beads, ribbons, small mirrors, ear rings and such jewelry made from silver coin, as his neighbor, John Kinzie Sr., could furnish. This trading with the Indians was usually the first employment engaged in by new comers who

could not teach school and did not take kindly to the water business. In 1826 our friend married Mary Galloway and settled on his pre-empted farm. Receiving the contract to supply the various garrisons in this northern country with beef, he commenced making his trips south for cattle, securing such assistance en route as he might require. As this section was becoming somewhat settled, many had a curiosity to visit it, and were easily induced to help our drover. It might be a Peter Cartwright, the eminent Methodist divine, or it might be the gifted Colonel W. S. Hamilton, or some lesser personage equally well qualified to drive cattle.

Clybourn was a whole souled man, never taking advantage of people's necessities; and during the Black Hawk panic, when the settlers deserted their homes and fled to Fort Dearborn, he saw that every one was fully supplied with fresh beef. The crossing of rivers with his stock was not the simple affair it would be to-day. Then there were few, if any bridges; and swimming streams, journeying in all kinds of weather with wet garments on, sleeping in them while in that condition, with no shelter, required the iron constitution possessed by our enterprising army contractor, who traveled this region so frequently when our entire state north of the Sangamon river was divided between McLean and Jo Daviess counties, while the present state of Wisconsin was known as Brown county, Michigan Territory.

Mr. Clybourn was the first Treasurer of Cook county. He lived to see his farm covered with factories,

stores and dwellings, passing away August 23, 1872, amidst the profound sorrow of his many acquaintances.

From the time that Philo Carpenter came here in the spring of 1832, until the grave closed over him, I never heard a person accuse him of saying or doing anything unbecoming in a high-minded Christian gentleman, which I think the Deacon conscientiously and persistently strove to be. The cholera breaking out shortly after his arrival, he devoted himself to those in need of sympathetic care and attention. Soon after the terrible visitation, he opened a drug store, the first in town, in the log annex of the Sauganash hotel. In 1836 he was doing a large and varied business, selling iron, hides, seeds and a quantity of other things not generally carried in a drug store now.

But nothing could resist the financial storm about to break upon the country, and in 1837 our friend owed \$8,600, which he could pay in neither cash, leather, potatoes, drugs, nor onion seeds. But he showed his creditors a true schedule of his property, and requested them to take what they considered fair to liquidate his obligations.

That Mr. Carpenter did not allow high prices to prevent his purchasing desirable property is certain, for the records show that he paid Mark Beaubien \$20 in "store truck" for his home lot, on LaSalle street opposite the Court House, which the jolly boniface won in a raffle and hastened to dispose of to our scrupulous friend before the good deacon ascer-

tained how he came by it, which Beaubien feared might block the sale. In 1842 Mr. Carpenter removed to 143 Lake street. Selling his "Checkered Drug Store"—(so named from the black, white and red squares in which it was painted)—a year later to Dr. John Brinkerhoff, he retired permanently from the drug business to devote his time to the care of his estate—to-day computed at about a million and a half—and such religious and philanthropic matters as always claimed a good share of his attention as well as a large portion of his income.

The Masonic Order was the deacon's red flag. It seems paradoxical that so ardent an Abolitionist as he was in years ago, a man so sensitive in considering the rights of others, so earnest to relieve want wherever he could find it, was so bitterly opposed to a benevolent order whose object is to treat men as brothers, carrying out in practice the example set by our Elder Brother nearly two thousand years ago. As an illustration of his fidelity to his convictions we recall that when the First Presbyterian Church, of which he was one of the first few communicants, declined to take the radical ground upon the slavery question he demanded, he tore himself away from that society to which he was so wedded with all its hallowed associations of twenty years, from the friends he so dearly loved and whose fellowship he prized so highly, to build, in 1855, largely at his own expense, the stone Congregational church on the southwest corner of Washington and Green streets, as an exposition of his views on that absorbing ques-

tion. It requires a high idea of duty to impel a man to take such a step, and the sacrifices he made in doing so were known only to himself and Him who readeth the human heart as an open book. He entered the Higher School, where we are to re-learn many things, August 7, 1886.

Although the First Presbyterian Church was organized in the second story of P. F. W. Peck's store, I do not think that he was a Presbyterian, although the usual solemnity of his countenance, as seen through his full, dark beard, might impress one that he must be a worthy and theologically unchanged descendant of our grand old Calvinistic forbears.

The father of our Paris Fair Commissioner had unbounded faith in Chicago realty, and instead of investing his means in buildings, which would bring him in an income, he chose to leave most of his property unimproved, while he added continually to his unproductive holdings. The consequence was that with all his wealth, like many more of us, he was land poor.

At one time my people hired a lot of Peck, 163 Lake street, upon which they built mother's New York Millinery Store, and I frequently saw our landlord, who was an interesting conversationalist, and he and father would spend hours conversing together. I well remember hearing him remark once that he was going to move from the vicinity of the Baptist Church—he was then living on Washington street, southwest corner of LaSalle—because on a rainy Sunday the church people, taking advantage of his proximity, came there to dinner in crowds, and he

could not well prevent it. He finally removed to the west side of Clark, near Jackson, and thence to Terrace Row, now occupied by the Auditorium, but I hardly think he did so to escape the brethren and sisters.

H. O. Stone, the energetic merchant and real estate operator of later times, spent the first winter he was here gladly "looking over the ground," with an ax in his hand, for the modest emolument of \$16 a month and such board and lodging as woodmen's camps usually furnish; and I doubt not he ate as heartily and slept as soundly as he did in his more luxuriant life of later years. But of such material were many of Chicago's most prosperous and successful men made.

H. O. Stone could not pride himself on his scholarly attainments; and it was greatly to our friend's credit that he achieved what he did, and made such use of the opportunities that presented themselves as to become the refined gentleman which he was in after years. He was gifted with such traits of character as enabled him to surmount the obstacles, which a lack of early advantages placed in his way, and to win an enviable position at the front beside the most highly accomplished and favored of his townsmen.

William Jones of the firm of King, Jones & Co., who had been chief of police in Buffalo, came here in 1831. In 1832 he purchased two of the Canal lots on Lake street but did not remain here permanently until a year previous to the arrival of his family. For many

years he was one of our leading citizens, who were almost invariably members of the early Fire Department. Mr. Jones was a member, and although a large, heavy man, he was the 1st Assistant Engineer of Hook and Ladder Company No. 1. Yet it would require a great amount of faith to induce him to try to reach the top round of the ladder. When he grew too stout for that exalted position he became Fire Warden, and you could depend upon his presence with his staff of office, even if he could not sprint so fast as some of the lighter weights.

He was also School Director for many years. I can see him now, entering the noisy room with W. H. Brown and J. Y. Scammon, when the sudden stillness would become positively painful to the boy with a big spit-ball in his mouth. Neither Brown nor Jones was such a terror to us as was Scammon. He had a way about him that made mischievous scholars feel uncomfortable in his presence. He was continually asking us questions, which was of course a very impertinent thing for him to do, and something we neither favored nor enjoyed. The two others would talk to the teachers, which we did not object to, as it postponed our recitations. As there were no emoluments attached to the office, I rejoice that each of these gentlemen has a fine school named after him.

Kyler K. Jones, who figured largely in our early history, weighing about three hundred pounds, and Fernando, whose figures can be traced on almost every page of it, he being in the abstract business, were

sons of William Jones. Byram King, partner in the firm, was his son-in-law.

The "Co." of the hardware concern was Henry B. Clark, a typical pioneer, who could not brook the narrow confines of even a frontier village, but felt that the wide sweep of lake and prairie in the remote southern part of the town would be more congenial to his taste. There, far removed from every evidence of civilization, save when the fall fires or the winter snows leveled the luxuriant rosinweed and exposed to his view the town or the distant cabin of Dr. H. Harmon, he built his log abode, which was nearly hidden by the wild sunflowers that flecked the boundless prairies and the scrubby trees that drew their meagre sustenance from the drifting sands of the bleak lake shore. In the course of time the city found him, with his children grown up and his cabin as well; and when the vain North Siders would boast of William B. Ogden's grand white mansion with its lofty porticoes supported by massive Corinthian columns, occupying an entire block surrounded by magnificent trees, with equal pride would the South Siders point to its beautiful counterpart on Wabash avenue and 18th street, the home of the former South Water street hardware merchant.

Mr. Jones retired from the hardware business and gave his attention to real estate, mostly his own, filling also the office of Justice of the Peace. He passed away on January 8, 1868. In his will he appointed his son, Louis, Mr. Burnham and my-



self trustees for his grandson, William Jones King.

I have frequently chaffed our historic friend, Fernando Jones, by claiming that I arrived in Chicago one day before he did. He has always contended that he remained on the boat one day longer than the rest in order that he might celebrate two important events at one time.

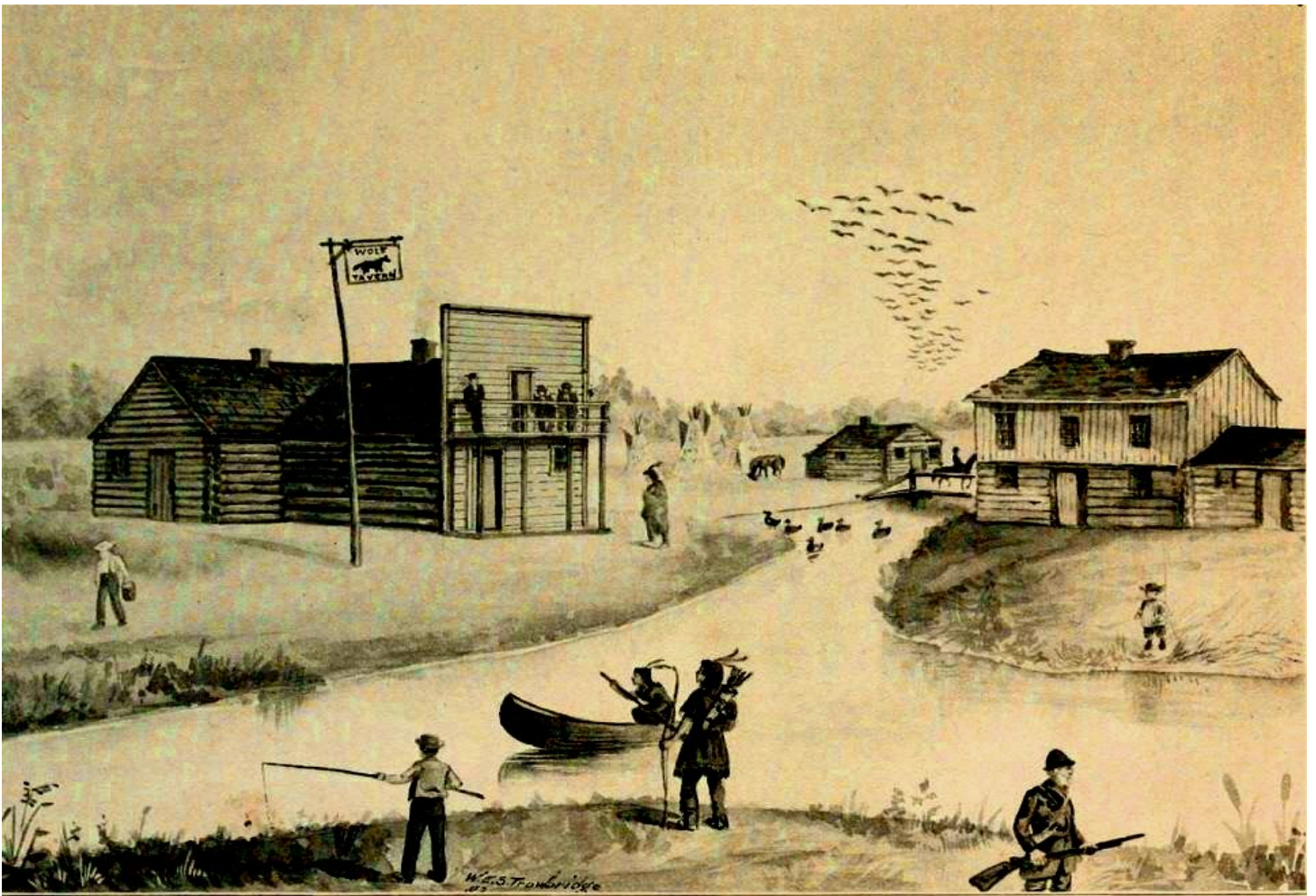
It has been a question with me, however, whether his approaching 15th birthday, the fear of the Indians or the charms of a young lady on the brig caused him to tarry another day in spite of Jack Wagstaff's warning of the approaching storm. It is the duty of the historian to sift his evidence and to record what he considers to be the truth. But as I do not claim to be writing history in the ordinary sense of the word, I shall merely state my reasons for not believing that he was afraid of the Indians, and there let the matter rest.

Many of us have seen that highly colored painting of Chicago in 1832, (three years before Fernando came), in which an Indian maiden is paddling a canoe, on the South Branch, containing a young man, and we naturally surmised that the young man was some buck of about her own age, as the original sketch would indicate; but looking at one of those pictures with Fernando a few years ago, he assured me that the man was not a buck at all, but himself, and that the fair maiden was \*Theresa, the daughter of Joseph Laframboise, the trader. Now if our historian

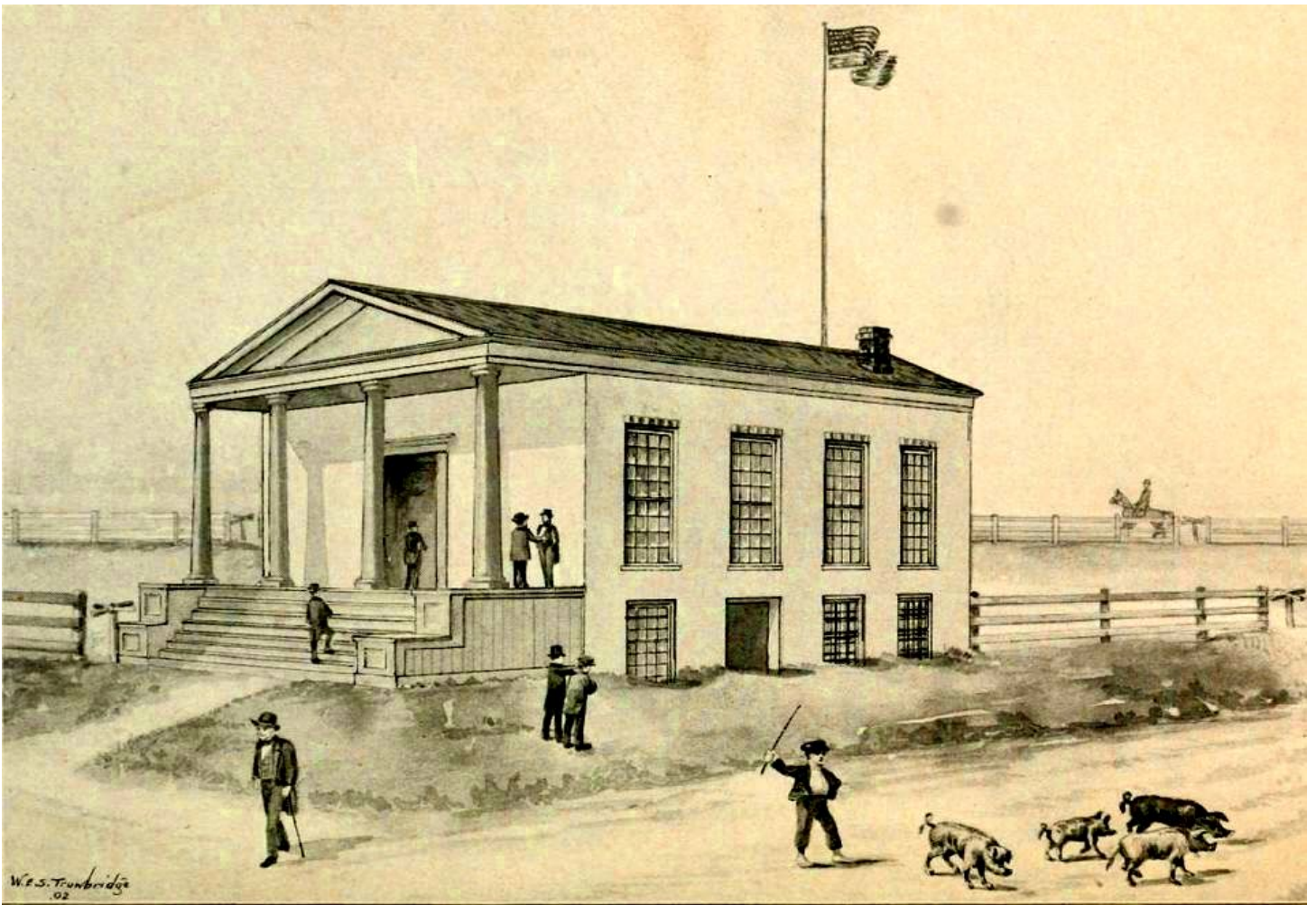
\*Theresa afterwards became the wife of Thomas Watkins—Hogan's P. O. assistant,—who went west with the Pottawattomies.

would allow himself to be paddled about alone by an Indian maiden in a birch bark canoe three years before he came here, fear of the Indians, when he did come, would not have detained him, especially when his young cousin was crying to see him.

Fernando and the young cousin, Lou, are still in "this vale of tears."

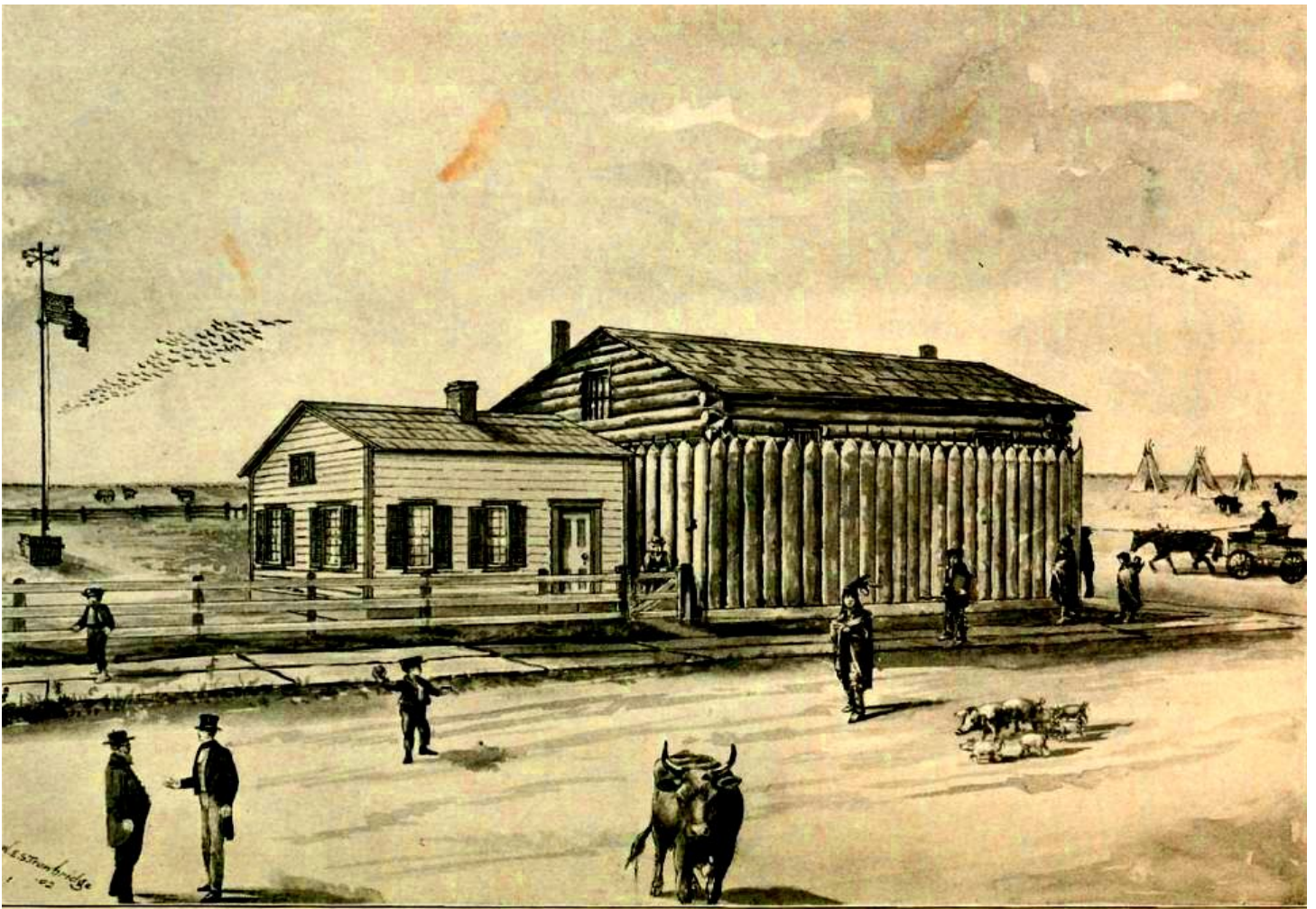


WOLF POINT IN 1835. SHOWING THE WOLF TAVERN AND MILLER'S HOUSE, WITH THE CABIN OF REV. JESSE WALKER IN THE DISTANCE ON THE LEFT.



W.E.S. Tunbridge  
.02

THE FIRST COOK COUNTY COURT HOUSE, 1835. ERECTED ON THE NORTHEAST CORNER OF THE PUBLIC SQUARE.



COOK COUNTY'S FIRST JAIL AS IT WAS IN 1836. LOCATED ON THE NORTHWEST CORNER OF THE PUBLIC SQUARE.

I mention again the career of the canny Scotch bachelor, broker and banker, George Smith, who died in London in 1899, between which place and his beloved Scotia he spent the most of his time after leaving Chicago, where he amassed the nucleus of a phenomenal fortune, judging by the following, taken from a New York paper of April 7, 1900:

“GEORGE SMITH'S LARGE ESTATE.

“Comptroller Coler to-day confirmed a report that he, as agent for the State of New York, has collected \$2,000,000 inheritance tax on the estate of the late George Smith, who died in London. The Comptroller's share for making the collection is a \$20,000 commission. The Government of Great Britain collected \$4,500,000 *inheritance tax from the estate*, sufficient, as the chancellor of the exchequer said in the House of Commons a month ago, to build and equip a battleship.” I do not know how much Chicago received, if any; but it would be a good thing if some just means could be devised whereby any city which enables a man to amass such a colossal fortune should in turn be the recipient of some of his immense wealth.

Smith came here first in 1834 and believing this to be a good point in which to invest in real estate, he went back to Scotland and there organized the Scottish Illinois Land Investment Company. A. Scratchen and W. Scott returned with him as managers of the enterprise and opened an office on the southeast corner of Lake and Wells streets, in 1836. This office was Smith's headquarters, and soon after he went into the banking business.

Walter L. Newberry was one of our early commission merchants. He was tall enough to see a great ways ahead, and as a result of his farsightedness he purchased all the land in sight on the north side that he could. His profits on this venture enabled him to leave a wise, beneficent and lasting monument, the magnificent Newberry Library, which he erected in that division of the city which so richly rewarded his investments.

Another of our citizens, John Wentworth, whose limbs were still more elongated than Newberry's, and who was favored with good judgment, held title to many valuable acres. He built Jackson Hall, a three story brick on LaSalle street, where he roomed, issued the *Democrat*, and had his office. His friend, Matt Laffin, who came here in 1837, built the Fountain

House, in Waukesha, running it under a manager, and spending much of his time there in summers. Wentworth also occasionally took a run up to "The City of Springs." When some one asked Long John how he spent his time and amused himself, he replied, "The most fun I have is sittin' 'round with Matt Laffin cussin' about the taxes. Those assessments keep us poor—Laffin and me. Do you know I pay \$20,000 a year in special assessments, over and above the regular taxes? I do, and I haven't that much coming in. My income isn't enough to pay my taxes. Laffin's in the same fix, and we just sit 'round here and cuss and swear over our common grievance." His assessments were not for property he had improved. Mr. Laffin did make some improvements, and in Lincoln Park erected a fine building for the Academy of Sciences.

A conscious effort at improvement in public schools was made in 1835, when the school section was sold. The "school section" was in existence at that time as well as now, having been devised by Jefferson. The same wisdom which caused him to found the University of Virginia also inspired him to incorporate in the famous ordinance of 1787 an ingenious plan for laying out land in townships of six miles square, composed of 36 sections, 640 acres each, and providing that Section 16 in every township be set apart for the exclusive support of public schools. By this arrangement, the school section is the center of the township, the advantage of which is easily understood. Section 16 of this township is in the very heart of the city, extending from State street to Halsted, from Madison to 12th. In 1835 upon the request of 35 petitioners, this property, the present value of which it would be difficult to compute, was sold for a little less than \$40,000. It is stated that at the time this sale occurred there were less than 100 school children in the entire section, and from 600 to 800 persons. This may be setting the number of people rather

high, but if there were only 500 people was the sale legal? The law requires "at least two thirds of the legal voters of the town to sign a petition for the sale of school land before it can be acted upon." Did 35 freeholders constitute two-thirds of the legal voters? I never heard the question raised, but I think not. At any rate the city pays more money nearly every year for poor lots upon which to erect school buildings than was received for that entire section. Fortunately a few valuable lots were reserved by or reverted to the school trustees. The four blocks reserved were number one, bounded by Halsted, Union, Madison and Monroe; numbers eighty-seven and eighty-eight, bounded by the river, Wells, Harrison and Polk, and number one hundred and forty-two, bounded by State, Madison, Dearborn and Monroe.

There is a portion of another school section which the city has vainly endeavored to appropriate to its own use, but thus far, the law has been on the side of the weaker party; yet should the balance of the Township of Cicero, inspired by the example of its ambitious Austin child, which was wedded to Chicago in 1899, conclude to put on city airs, the Greater Chicago may acquire an interest in Section 16, of township 39. N. R. 13. E. of 3 p. m., situated partly in the former territory of Austin. Should that ever occur, it is hoped that those in authority, learning by past experience, will resolutely set their faces against disposing of any more school lands.

Fortunately for all, the voters of Cicero have persistently opposed selling the 281 acres still remaining,

preferring to lease it for the present at a low rental, believing the future will amply justify that conservative course. This section is bounded on the south by 12th street, north by Madison, east by West 48th street, and on the west by Central avenue—one of the principal residence streets of the recently admitted village. For the land sold, the school trustees have received (1899) nearly \$200,000, which is constantly loaned out, on good security, and at the highest prevailing rate of interest, with no expense of commissions to the township, or to the borrower. Not a single dollar of this principal fund has ever been lost. We think no business, nor financial institution in the country can show such a record. In fact, that fund has been increased above the original amount of sales by the reselling of forfeited property. How different this, from what the city reported in 1843, when its "Principal Fund of nearly \$40,000, was reduced about one half in 18 years by injudicious loans."

George A. Philbrick, a resident of Austin, has been treasurer and clerk of the Cicero board for 30 years, to the entire satisfaction of every teacher, and all other persons with whom he has had business relations.

It is hoped, that if the city ever acquires Section 16, Township 39, it will indorse the conservative action, and business intelligence of the Cicero people, for the last 40 years, by doing as they have done; and the rentals from the lands still retained, will eventually support all the schools of the Greater Chicago. Enter this somewhere as the prophecy of one who, long ago,

as a school director and trustee, served the township of Cicero 15 years.

Since writing the above, I am sorry to report that our school trustees have sold to the railroads 31 acres of this land, leaving, April, 1901, but 250 acres, with the permanent fund of \$242,352.65.

It appears rather strange in this year of our Lord that the trustees of school district No. 1 were obliged to report that—"Sarah Kellogg was employed by us to teach for a quarter of a year, at the rate of ten dollars per week, and the reason she did not teach the whole quarter, is that neither a suitable room, stove nor furnace could be obtained by any means within our power, so as to make her and the scholars comfortable."

But this was October 30, 1837. It is pleasant to know that three years later, the school was in our first public school building, where the Tribune building now stands, and that it cost the tax payers but \$86.24 to repair and furnish the same. The trustees paid \$6 per month rental each for 2 rooms in which to accommodate the schools of districts 3 and 4. But we ought not complain of the price, as No. 3 took care of all the scholars on the west side and No. 4 of the north side students, district No. 1 taking all east of Clark street on the south side, while No. 2 was west of it. No. 1 had 75 pupils enrolled, No. 2 had 63, No. 3 had 71, while No. 4 had 108 to its credit.

On November 8, 1841, the Common Council "ordered that the following books be furnished each



district of the city, to be paid out of the school tax and charged to each district, to wit: Worcester's 2nd, 3rd and 4th Readers, Webster's Dictionary and Parley's 1st, 2nd and 3rd books of History." I suspect that the council was stimulated to this extravagance in anticipation of larger revenues as the result of the order passed the February previous, as follows—"that the school tax shall not be collected in city orders but in current funds."

Previous to the sale of the school section in 1835 there were, of course, no public schools. In fact the first appropriation made out of the school fund was to Miss Eliza Chappel, nearly two years after the sale. In 1840 the school funds passed from the Cook County Land Commissioner, Richard J. Hamilton, to the School Agent, Wm. H. Brown, who served 13 years, ten of which were gratuitous. The funds had a pretty hard time weathering the financial storm which raged after the sale, judging by the following report of Mr. Brown at the close of the year 1839:

Loaned on personal security not in suit..	\$11,564.22
Loaned on mortgage not in suit .....	12,437.74
Amount in suit .....	6,545.00
Amount in judgment .....	7,366.36
Included in note given for interest.....	64.00
	<hr/>
Total securities .....	\$37,977.32
Cash on hand .....	648.15
	<hr/>
Total .....	\$38,625.47

It is now \$980,215.19. The school fund property which in 1840 was \$10,000, is now \$8,526,833.33. The annual income on this item is now \$870,161.22.

The school sites, with buildings and furniture is \$22,498,805. In 1840, nothing.

We then had 4 schools and 4 teachers, 317 scholars. To-day we have more than 400 schools, 5,800 teachers and 255,861 scholars.

I express my obligations to Hon. Charles C. P. Holden for much of this statistical matter pertaining to schools, it being taken from his address at the Old Settler's banquet, May 26, 1900.

My first teacher was my sister, Georgiana, who gave me lessons at home when the Indians were more numerous than the leaves on the honey locusts. I did not wish her to teach me without some compensation; therefore, while she was teaching me my letters, I was teaching her patience. And I think, as I look back over my school days, that I was equally considerate of all of my teachers. I was as solicitous that they should learn the cardinal virtues of patience, charity and forgiveness as they were that I should become proficient in grammar, geography and geometry.

After the removal of the Indians I went for a short time to the building erected on South Water street by Dr. Temple, and thence to the Presbyterian church on Clark, south of Lake. Neither of these places left a lasting impression on me, though, I presume, judging by subsequent experiences, that my teachers left such as I felt at the time would remain forever.

I attended school in Fort Dearborn in about the year 1842. Miss Ruth Leavenworth, sister of Lieuten-

ant Leavenworth, superintendent of harbor improvements, was the first teacher.

Fort Dearborn consisted of a pallisade which surrounded a cluster of buildings. These buildings were constructed of hewn logs covered with clapboards and comprised two long rows of two story barracks, one on the eastern side of the enclosure for the officers and one on the western for the soldiers; a residence for the commanding officer in the northwest corner, facing south; a suttler's store at the northeast corner; a quartermaster's department at the southeast; a square block house in the southwest corner, the upper part of which projected and carried port-holes; a brick magazine east of the block house and a guard house between it and the quartermaster's store. The pallisades were surmounted at each side by a sentry box. Between the barracks was the parade ground in the center of which was the flag staff. The post garden was south of the inclosure.

The school sessions were first held in the south end of the barracks on the east side, in the second story. The room was reached by outside stairs at the south end of the building, landing in a long covered porch extending its entire length. Removal from this room was soon after made to the one opposite, on the western side of the enclosure when occurred the destruction of the fireplace, which came about in this wise. One of the punishments adopted by Miss Brayton (Miss Leavenworth's successor) was to place the culprit on a bench facing the fireplace and in close proximity to it, where he had to remain until her heart

relented. The writer, being suspected of some slight misdemeanor, was one day relegated to this unenviable position, with his back to the scholars; thus seated he soon observed that the key-brick was loose, and could be easily removed if a favorable opportunity should offer. It came. The teacher had occasion to leave the room, and during her absence the fireplace became a heap of ruins; soot, dust, ashes and noise filled the apartment, which was speedily vacated by the scholars. I was never aware until then that I was an especial favorite of my preceptress; but the fact that she left the other scholars to remove the soot and dust from their own garments as best they could, while she took pains to dust my jacket in a way that was quite touching to my sensitive nature, caused me to feel in a most striking manner the warm assurance of her partiality.

I wonder how many of my old mates are yet living who studied under the irascible Noble, who held forth on the north side of Lake, west of State, and whose invariable threat for the infraction of his Draconian laws was—"I'll tak ye by the nape of the neck and schlack of yer breeches and hist ye down sthairs, and lave ye all full of gebumps, that I will." We mumbled the Lord's prayer with careless lips upon the opening of the morning session, read a chapter of the Bible in mock unison, and then read at the top of our voices as rapidly as possible every word in 40 pages of the coarse print in Kirkham's Grammar. Those who got through first won the coveted reward of being permitted to do as they pleased until the

drones had finished. Other studies were pursued along the same desirable and efficient lines.

I recall the occasion when "Hub." Bigelow, "Buck" Williams, and several more of our athletic mates, prevailed upon our nervous pedagogue to give us two hours recess one afternoon that we might see "Sam Patch" jump from the yard arm of a vessel near Dearborn street into the river. I remember that after that worthy had collected what dimes he could, and was about to make his thrilling jump, he shouted: "Prepare for kingdom come, so here I go."

I think it was in 1843 that I went to this impulsive Irishman, but I could not have remained long, for in that year I went to school in Chapman's three storied brick on the southwest corner of Randolph and Wells.

I always remember Rumsey and Collins as two teachers whose only qualifications were the possession of monkey cunning and heartless tyranny, Rumsey, especially, was another Squiers, and for fear some slight misdemeanor might escape his vigilant eye and go unpunished, he appointed monitors, who often bore false witness against those whom they desired, for personal reasons, to see punished; and who, like the southern overseers in slavery times, were much more cruel than the masters who employed them. These vicious sleuths well deserved the detestation of their smaller fellows, and received nothing from the head tyrant but cynical smiles for the base treatment they subjected the pupils to. This school building was two storied, and located on the southeast corner of Dearborn and Madison. The

second story was reached by outside stairs at the east end, starting at the south side. It was the only school structure owned by the city until the construction of the Dearborn school in the spring of 1845.

I endured the tyranny of A. Z. Rumsey only a short time, transferring my books to a private school, taught by S. C. Bennett, on the southwest corner of State and Madison. This building was built in 1839, and occupied as a school room by George C. Collins before Mr. Bennett. It must have been in 1844 that I took this flight, for I remember running over the foundations of St. Mary's church, then building on the southwest corner of Madison and Wabash. Our playground was literally all out of doors, there being but few residences and no stores in the neighborhood. In fact we had the free use of almost the entire region. A few blocks or parts of blocks were fenced in for gardens, but in the immediate vicinity of the school we could indulge in a game of "two old cat," or in the hilarious sport of base ball.

We had no regulation balls or clubs, or even rules. No fenced arena with grand stands and fifty cents admission. Fortunate was the boy who was able to appropriate an old rubber shoe as a foundation for his ball. More frequently did we have to resort to the use of a large cork or several smaller ones for the center. But a rubber cut in narrow strips was the ideal nucleus, wound tightly with the yarn obtained from an ancient stocking which we were allowed to unravel by the grace of an indulgent mother,

and the whole covered as best we could with a piece of canvas. If fortunately we had fathers who were inclined to humor us, and whose worldly possessions would justify our calling in the aid of a cobbler or harness maker to furnish a true leather cover, we were the envy of the town. The parents of such boys were set up on an imaginary pedestal and idolized by the whole fraternity of kids. Then the ball club was another achievement of art and patience. If we could get a strip of 2½-inch plank, and had time to make a round bat of it, we did so. Otherwise an inch paddle would answer the purpose very well; and thus equipped we were ready for fun and lots of it.

There was another species of sport which some of the larger boys indulged in that bothered father Bennett outrageously. The house being situated as it was, the door to the residential part faced north. It got to be a favorite pastime with those "big enough" to ring the bell in the evening and then rush around the corner. This became of so frequent occurrence that the old gentleman thought he would put a stop to it. So he seated himself in the hall one evening with the same ferule that Dick Hamilton, Bill Bates, and some of the rest of us were familiar with, and awaited his victim, who upon that particular occasion happened to be a worthy young gentleman, who had come to call on one of his daughters. Our Romeo rang the bell, innocently stood his ground, and suddenly received a much warmer reception than he had anticipated. We thought this just glorious.

It was Mr. Bennett who taught me how to write.

I remember distinctly his patient efforts to instruct me, mending my quills and doing the best he could to get me to follow the stereotyped copies:

"Many men of many minds,  
Many birds of many kinds."

But mine were ever a poor imitation of the copy I tried to follow.

In 1845 I became a disciple of A. D. Sturtevant, principal of Dearborn School, No. 1, the first brick school building erected. It stood on the north side of Madison street, between Dearborn and State, a little west of the center of the block. "The Big Schoolhouse," as it was called, was regarded by many as far ahead of the requirements of the city, but less than two years demonstrated the wisdom of the investment of \$7,523.42.

I always respected Mr. Sturtevant, as did almost every scholar in the building. He put us on our honor, which is a good way to handle a boy of spirit. He did not make crime of a little mischief, and while a good disciplinarian, he never punished beyond the merits of the offense. A quiet word from him left a better mark than a bottle of ink hurled at the head of a whispering boy by a despot with uncontrollable temper.

My first attempt "to speak in public on the stage" was in Mr. Payne's school previous to this, and was a dismal failure. I started all right but my hands got into my pockets and my heart into my throat, until, with a hysterical laugh, in a flood of tears, I sat down amid the suppressed snickers of my cruel mates.

It was several weeks before I got Sir John Moore properly buried. The 300 scholars in the Dearborn did not give me the stage fright that these 20 did over on Lake street a few years before. Mr. Sturtevant insisted upon compositions and declamations on Wednesday afternoons. Upon the first occasion few were prepared to speak, notwithstanding the ample notice he had given. He ordered the delinquents to go to the platform and say something. The first boy to venture on dangerous ground was Ed. Wright, one of the largest pupils, who recited:

"I went behind the barn, got down upon my knees  
And liked to die a laughing to hear a turkey sneeze."

The encore which he received stimulated Marcellus Wheeler—a cousin of mine, to go one better, in

"The rose is red, the violet's blue,  
The devil's black, and so are you."

pointing his finger to Mr. Sturtevant as he repeated the last line. Mr. Sturtevant laughed with the boys, and told them they had now done as they pleased and hereafter he expected that they would treat him fairly by doing as he pleased, by being prepared with suitable pieces. They were. Mr. Sturtevant had but little trouble with the five hundred and forty-three pupils he and his two assistants had.

I suppose I should give Prof. Wilson credit for being the most thorough and competent instructor I ever had; but he was a harsh man. He left the impress of his tyranny on the emaciated features of

his poor, frightened wife, whose kindness and ability won the love and sympathy of every scholar.

When I was old enough to regret my lack of education, and became possessed of the desire to make up, by diligent application, for the many years which my conscience accused me of having wasted, I had the inestimable privilege of going for some two years to the teacher par excellence, M. B. Gleason, who had a Normal school on Jefferson street. I attended about the middle of the century. Jesse B. Thomas had charge of some of the classes, and Leopold Meyer, now the retired banker, was teacher of German. This school sealed the fate of a number of scholars for life. Hiram Murphy married his school mate, Ellen Wilde, David M. Ford married Miss Barnes, Jesse Thomas, his scholar, Abby Eastman, and Julia E. Hart has been my wife nearly long enough for the golden wedding. Sarah Wright married out of the school family the pioneer youth, H. H. Handy. Her father was R. K. Swift's head man until the failure of the large-hearted, eccentric banker.

After leaving the Normal, I again took up Latin, of which I had always been fond, in company with H. L. B. Marsh, Jesse Thomas being our tutor. I did this with a view of fitting myself for college, but as I did not have a predilection for either of the so-called learned professions, my parents were not much in favor of my receiving a collegiate education. I was not personally anxious to do so myself, and so I concluded to learn the drug business, for which my brother was already fitting himself.

The best school I ever attended, and the one in which I was most interested, was the Chicago Lyceum, an outgrowth of the Normal School Lyceum, which was organized by the scholars of Gleason's Normal school in 1851.

I recall many delightful evenings that we boys and the girls—who were honorary members—had together.

We used to be strict in fining members who were absent or failed to discharge the duties assigned them, unless they were able to give a satisfactory reason to the excuse committee. One member, who failed to pay his dues without the excuse of inability, was discharged. Under the record of Feb. 22, 1853, I find the following:

"I protest against the expulsion of —— I retain the privilege of giving my reasons at any time I may select.

JAMES A. MULLIGAN."

I think there may be some of the General's admirers who would prize, as I do, that protest and signature. Our friend was never required to give his reasons.

Many of those boys are still with us, being well and favorably known in their respective callings. Of those lost to view "but still to memory dear" are General James Adelbert Mulligan, the classical scholar, brilliant orator and devoted patriot; his law partner, Henry S. Fitch, son of one of Indiana's U. S. senators, an unusually talented young man, appointed our district attorney by President Buchanan; and J. J. McGilvra, a sound and aspiring member of the same

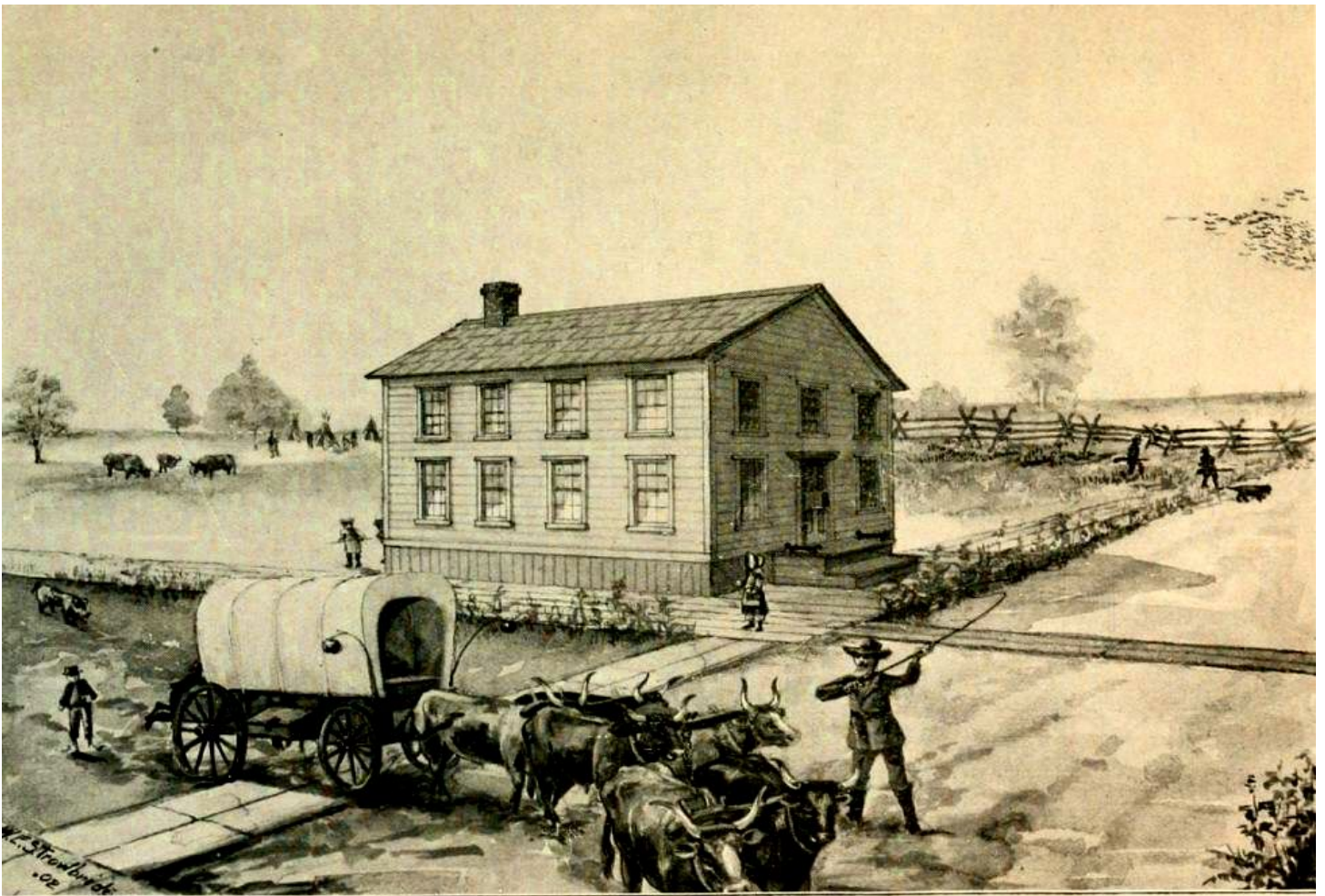
profession, appointed by President Lincoln, U. S. attorney for the Territory of Washington.

I well remember my first attempt to speak in the "Normal." After the discussion had been opened, John Witbeck asked me to take his place on the negative of the proposition—"That there is more pleasure in anticipation than in participation." I had been accustomed to declaim and supposed "thinking on one's feet" equally easy. When called I arose with proper dignity and delivered the first sentence in a manner that impressed me that I was a regular Patrick Henry, and wondered why my peers in other things had failed so in public speaking. That one sentence was my last. My head whirled and I was lost. Not a thought could I rally to my assistance. I seized a candle and a sheet of foolscap on which I had hastily scratched the arguments of the opposition as they had been advanced, but not a word of the hieroglyphics could I decipher. Humiliated and confounded, I sank to my seat, the most mortified and chagrined youth who had ever aspired to oratory.

Still I was determined to do better next time, and I did, by not trying to do better than the other boys. About five years of hard, persistent effort enabled me to obtain a fair facility in this most interesting art. In the course of time we moved to Sawyer's Female Seminary on Clark street, where we were frequently favored with a full house when a question of general interest was presented.

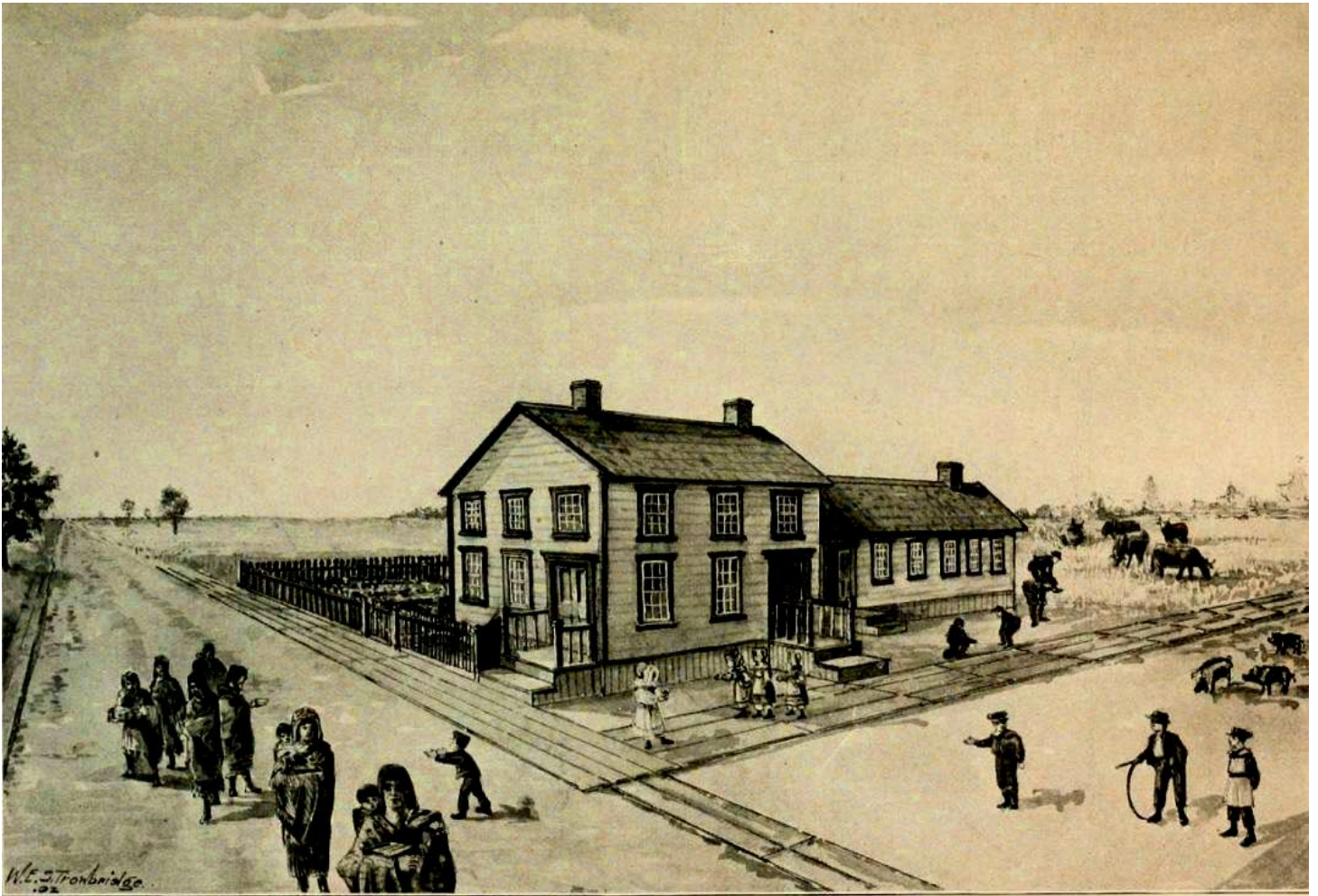
I have dwelt thus upon my educational facilities as being a representative case. There was scarcely a

man or woman who spent their school days in Chicago in the thirties or forties who did not have similar experiences; and if they ever advanced beyond the point where they were left by their early teachers, it was in spite of their elementary instruction and not because of it.

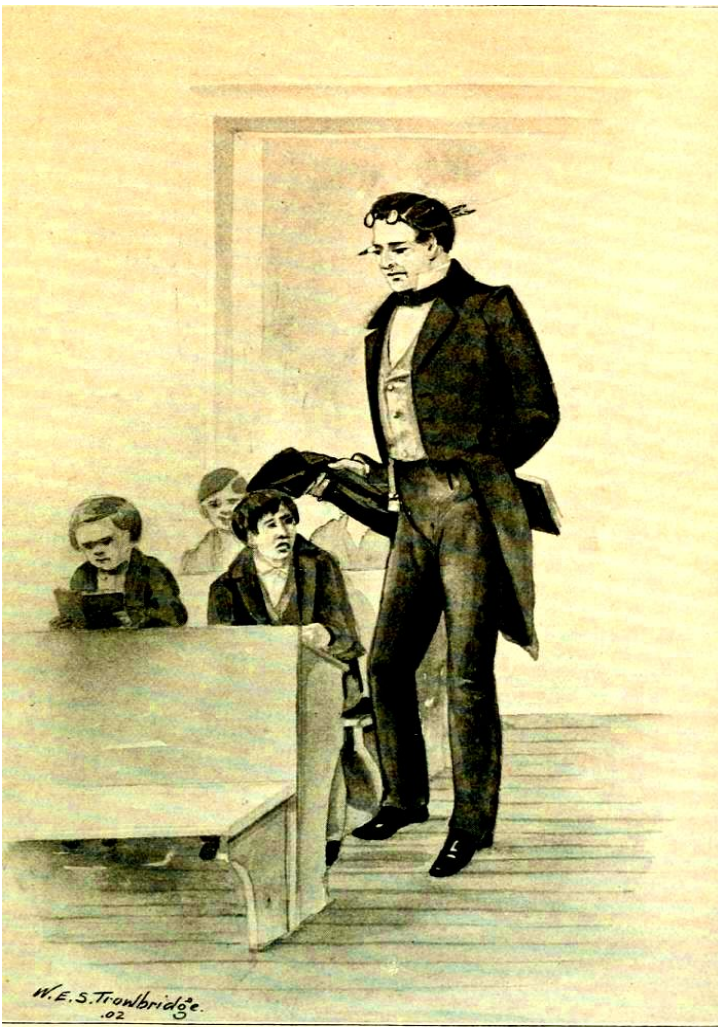


THE FIRST SCHOOL HOUSE OWNED BY THE CITY OF CHICAGO, SOUTHEAST CORNER OF MADISON AND DEARBORN STREETS (PRESENT SITE OF THE TRIBUNE BUILDING), KNOWN IN 1844 AS THE RUMSEY SCHOOL.





BENNETT'S SCHOOL ON SOUTHWEST CORNER OF MADISON STREET AND VINCENNES ROAD (STATE STREET), 1844. SHOWING THE INDIANS SUPPLYING THE SCHOOL CHILDREN WITH MAPLE SUGAR.



SCHOOLMASTER BENNETT "SWATTING" A PUPIL.



Ed. L. L.

## CHAPTER XVI

## STREETS AND ROADS

We who saw the earliest streets of our city in those olden times, and see them at present, must be struck with the power of heredity in their development. They were begot in mud, born in mud and bred in mud, and the present slime and filth of them is only a refined form of the original family trait. With the knowledge that we possess of their progeniture, we cannot but be lenient to them of the present day and generation, and should pity them for bad inheritance rather than blame them for bad habits.

Lake shore sand being the best material available was early employed to top dress the principal business streets, and for a few moments made a neat and attractive appearance; but it was a delusion and a snare, being wholly insufficient to support any weight. The loaded vehicles cut through and mixed the yielding sand with the unyielding mud.

"The signs of the times" placed in all the thoroughfares in spring and fall were, "NO BOTTOM." "TEAM UNDERNEATH." "ROAD TO CHINA." "STAGE DROPPED THROUGH."

An old hat placed upon top of the mud to indicate where the wearer was last seen, with the placard of

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"Man Lost" above it were familiar warnings where not to go; but where to drive could only be ascertained by repeating experiments like others, with probably similar results.

Luther Nichols, who came with the troops in 1832, and who, in time, became our Captain of Police, had a number of carts and drays. It was customary for him to take us with his own children to and from school in one of his carts when water was too deep and the mud too thick for us to reach our destination in any other way.

Many a time have I seen men as well as ladies carried around the city in this manner. In fact he was our pioneer livery man, and his carts were much sought after to carry guests to parties, balls and all such entertainments in bad weather. It was the only manner of transit in the mud and water. He would cautiously back up to receive or discharge his load, in order that the carefully robed passengers should not become bespattered. The carts were the first choice, but if they were all engaged, gentlemen who could keep their standing on the long, springless drays would charter one of them rather than wade.

But such a state of affairs could not be tolerated forever, and it was finally concluded to try the experiment of planking a few streets. In 1836 Amos Bailey was town surveyor, and the following year Asa F. Bradley arrived and became his assistant. The latter followed his profession almost continuously for nearly 30 years, holding, during that period, the position of county and city surveyor. While city

surveyor, he suggested lowering the streets so as to drain the lots into them, and thus flow into the river. This was done from Randolph to Water inclusive, but when the rains descended and the floods came, every step taken by a team would cause the planks to be automatic fountains, which deposited the muddy water in the vehicles of the unhappy wayfarers, or in the faces and over the clothing of the pedestrians. Tiring of that amusement, the frolicsome planks, like many New England boys, would slip away from home and go sailing around the world. In the spring of 1849 the prairies were heavily covered with snow, which, melting rapidly in a warm rain followed by a hot sun, caused a freshet in the river on March 12th, which tore the vessels from their moorings, hurled them wedged with enormous blocks of ice against the bridges, and carried the entire mass out into the lake. This involved a loss to the city of \$100,000, besides that sustained by the ship owners and the merchants near the river, in ruined stock. I cannot say whether this catastrophe made my old friend so anxious to escape the censure, which was heaped upon him for his plan of drainage, that he was willing to have the "yellow fever" rather than incur it. Be that as it may, it was the time of the California gold excitement and he certainly embraced that providential opportunity to absent himself, until the bridges had been rebuilt and dirt and gravel had once more been carted onto the streets at a heavy expense. The planks not washed away were left as a foundation for new improvements, soon to be experimented

with. The first and best piece of planking done under the new order of things was on Wells street from the river to Lake street. The next was the long planks on Lake between State and Dearborn.

It is interesting to watch the development of our streets and sidewalks about this time, as chronicled in the *American*. Its issue of September 10, 1836, contains the following:

#### A HINT TO HOUSE OWNERS.

"We perceive that a number of public-spirited citizens are laying sidewalks in front of their houses. Let those freeholders who remember the state of our streets during the rainy season take a hint and do likewise."

Again in the issue of August 6, 1836, we find:

#### STREET IMPROVEMENTS.

"The streets generally have been thrown up and graded, the gutters cleaned out, thanks to our new board of trustees."

That streets had not all been "thrown up" seems certain from what follows in the same paper nearly five years afterwards. I quote a communication in the issue of Feb. 6, 1841:

#### WASHINGTON STREET.

"Mr. Editor.—I would call the attention of the Common Council to the condition of Washington street, and respectfully ask why it is not graded?"

"This street is capable of being made one of the finest in the city.

"It is 80 feet wide, running from the Lake to the

River, and joins the southern boundary of the Public Square. The new Unitarian church, now erecting on the street, will be an ornament to that part of the city, and it will not be long before the Baptists, the Methodists and probably the Presbyterians will have elegant churches fronting on it. The street is admirably adapted to private residences, and in a short time Washington street property will be eagerly sought after. Will not the Corporation take some steps to open the street?  
A CITIZEN."

"A Citizen" must have felt flattered when at the meeting of the council, April 26th, succeeding, it was "ordered that the Street Commissioner submit the proposals received by him for grading Washington street.

"And that the contract be made with Patrick Duffy and James Somers, for the grading aforesaid at 73 cents a rod."

Again, on April 13th, 1840 were the following

PETITIONS:

"By Alderman Morrison from citizens of the School Section to have Monroe street turnpiked, instead of ditching said street. Accepted."

In compliance with which the Street Commissioner was "ordered to let the grading of Monroe street, 3rd Ward, (West Side), to the lowest bidder."

July 9th, 1841, our people were still petitioning. This time "for the completion of the turnpike on Lake street, by extending the same through Carpenter's Addition."

That grading and ditching did not furnish perfect

streets is manifest to the careful student of our early history. A few more newspaper clippings will suffice to assure one of that. I quote from the *American* of July 9th, 1836, with the remark, that if our principal business streets were in the condition complained of so late in the season as July, what must have been their condition in the spring?

NUISANCES.

"We have received several communications from citizens calling attention to nuisances in different parts of the town, the most prominent of which is a pond of water on Lake street, corner of LaSalle, in the very heart of the town, and inhabited by FROGS. It smells strong now, and in a few day more will send forth a most horrible stench, sickening all who reside in the neighborhood. Cannot the hole be filled up? or is the health of our citizens to be sacrificed for a few dollars?

"P. S.: If any of the Trustees are fond of frog music, they can enjoy a most delicious treat by taking a seat on the door-steps of this office at the hour of sunset.

"The COMPANY have, if we are not mistaken, decided to remain in their present location, the whole season unless disturbed by the Corporation."

"The attention of the Street Inspector is particularly desired at a beautiful Mud Hole in Water street at the end of Clark. It reflects but little credit to the town in its present condition."

April 17th, 1837, the *American* contains the following:

OUR STREETS.

"Are the Corporation determined to make no exer-

tion to improve the streets and afford temporary relief to those who are doomed to walk them? We forbear to paint their conditions—we mean both of streets and walkers. Our grievances are intolerable, and CRY FROM THE GROUND for redress. The Trustees may afford to ride in their carriages or on their horses—(if they have the courage to attempt the experiment)—but those who are so unfortunate as to be compelled to walk, when the mud will allow them to, should not be forgotten. There is heavy cause for complaint, and shall the appeal be unheeded? A little exertion and expense of the PUBLIC MONEY would afford prompt and great relief. Even the Detroit system of BOARDING the sidewalks would be better than nothing. Are not the Trustees culpably negligent in the matter? We would respectfully suggest to them that if they would exhibit the 999th part of their old zeal for wharfing privileges in effecting measures for the improvement of the town and the comfort of the citizens and the strangers, their services would be fully as acceptable to the public."

If such things could be in the city, it is not to be wondered at that some strange notes should appear in the out of town items, only one of which, however, will I give:

"The Southern Mail made another arrival last Wednesday evening and some difficulty naturally arose in an attempt to identify it. 'What Stage is that Tom?' asked the agent, when it came up to the Post Office, 'Why,' replies a passenger from the window, 'don't you know your own stage?'"

But I see that we have been following an early custom and have taken to the streets. Let us go

back to the sidewalks, where we can find them, and thank the landlords and house holders for having done so much for our comfort. Outside of the business districts the Common Council had to enforce their construction; but we will not go into farther particulars, merely stating that in a general order, passed December 14th, 1840, 2-inch plank walks, 4 feet wide, on 3 x 4 scantlings, were ordered on quite a number of down-town streets.

Such walks would scarcely answer our purpose to-day, but at that time they were hailed as a grand improvement upon the stepping blocks previously employed. Yet, in truth, even stepping blocks were not in such general use as to insure a person against the all prevailing mud; nor were we always certain of our footing, where we were favored with them, especially in the evening. Sometimes a recalcitrant log would tip over as it was stepped upon, or, sliding under the feet, would precipitate its disconsolate victim in the muddy abyss he was so laboriously striving to avoid.

It was one of these accidents, frequently befalling the wayfarer, that lent point to the joking remark of our esteemed friend, Thomas Church, that, "He picked his second wife out of the gutter the first time he saw her."

Ultimate relief was not afforded until the adoption of our sewerage system in place of the primitive surface drainage of former times. Elevating the sewers in order to secure an outfall involved covering them with the streets, which brought the

latter much above their natural level. This, in turn, necessitated the raising of all the houses, to accomplish which required several years. During this period the streets bore a strange appearance, having a great variety of sidewalk levels, and much climbing was required on the part of pedestrians. The feat of elevation was successfully accomplished without any interruption to business.

Our roads outside the town varied more than those within it. The Whiskey Point road, leading to the farm over which I traveled so much, was a fair sample of them all. When our summer birds were singing in southern skies, when the frosts had come and the flowers gone, when the rains had filled the ground with moisture and the waters covered the face of the earth, making every depression a slough, without a ditch anywhere to carry off the accumulated floods; then the wheels sank to the hubs, and the hearts of the drivers sank correspondingly; then blows and coaxing were alike unavailing to start the tired teams and the settling loads. It was at such times that the discouraged farmers, wet, cold, hungry and disconsolate, lost in mud and darkness, would cast their eyes longingly towards Whiskey Point, as the weather beaten mariner longs for a friendly port. For the farmer knew that "Old Rowley" had something for him in keeping with the name of "The Point," if he could only manage to get there.

The spring was worse, if possible, than the fall. The snow melted while yet the ground was frozen, and during that time, as far as the eye could see, the

whole outlook, was a shallow, dismal, cheerless lake, without a house, from the ridge to the engulfed city, and from Whiskey Point to the Widow Berry Point, six miles to the south of it. Nothing arrested the vision but a dismal waste of water, with the road submerged, and so cut up that, whereas it had been almost impassable before, it was now utterly abandoned. Woe to the farmer then who should presume to transport anything without a caravan of neighbors to assist with extra teams, to "pack" the bags of grain from one stalled wagon to another.

I remember when a boy, being stuck in a slough a little east of Whiskey Point, in company with an omnibus load of ladies, who had been spending the day with some friends on the Aux Plaine. It was dark when our driver met his Waterloo. Breaking his harness in a vain endeavor to start his load, he went to the city for assistance, leaving us to sing songs and tell stories until his return.

This Whiskey Point road, crossing the Desplaines at Spencer's tavern, was the main road between Chicago and the western towns, before the turnpike, now Lake street, was built. This pike and the Widow Berry pike were for years the only roads running in a westerly direction which had ditches to allow the escape of the water. Lake street became the leading one, being more direct to the principal farming districts, though it certainly had nothing else but that and its two ditches to recommend it. Occasionally efforts were made to get the public to unite on some method of improving these thoroughfares. The

Berry Point was the pioneer, regarding which I give the following: "Notice! The citizens of Cook and the adjoining counties are requested to meet in the Saloon in the City of Chicago on the first Saturday of June next at 2 P. M., to adopt such measures as may be deemed necessary to effect the construction of a turnpike road across the prairie between Chicago and the Desplaines river." An editorial urging it says:

"We are inclined to think that a good turnpike well ditched would drain a good portion of the wet prairie, so that it might be inhabited and improved. The fall between the Aux Plaine and the city is so good that there is no difficulty in draining the intermediate country."

In the issue of the *American* on June 18, 1840, appears:

"The committee appointed found much better ground than was anticipated, and to the surprise of everyone, found by actual measurement that the distance from the city to firm ground on Berry Point is less than  $4\frac{1}{2}$  miles. The estimated cost is \$3000, which it is proposed to raise by subscription."

Bids for contracts were published July 24. "Road to be 65 feet wide, elevated 3 feet above the level of the ground in the center,"—afterward changed to  $2\frac{1}{2}$ , or 5 feet to the bottom of the ditch. That outlying territory has become inhabited and improved pretty generally.

After the Lake street pike was thrown up and ditched, John Pierson, a favorite of the farmers, who for a number of years had been successfully carrying

on a tavern at Whiskey Point, a little west of Rowley's old stand, attracted by the pike, moved his caravanary to Lake street, where Austin now is, calling it the Six Mile House. Two miles east of him Rollo Pearsall had his Four Mile House. These houses were both standing at the time the Galena railroad was built, in 1849. The former, with two exceptions, being the only house where the village of Austin now numbers its thousands of pleasant homes.

There are but few residents of Oak Park who will remember how we used to obtain from the railroad officials permission to have the morning train (there was but one accommodation) stop on the prairie, whence we tramped across Pearsall's muddy field to his tavern, where, in a dingy room, filled with the smoke of domestic weeds, we exercised our high prerogative of American citizenship. This carried with it the necessity of walking two miles through the mud to the horse cars at Western avenue, without a sidewalk to bless us, unless "our side" had a lumber wagon at its service, to demonstrate the superiority of its principles.

But the turnpike was never a success. The mud, when in its normal plastic condition always seemed to be several feet deeper than on the prairie. The clay of which it was composed appeared to have a grudge against every living thing, horse, ox or man, and threw its tenacious tentacles around all things, to draw them down to its infernal level. Human ingenuity could invent no rougher or more detestable roads to travel over than was the pike at such times.



Once on it there was no escape to the side, save at the peril of your life.

Even when some of our courageous citizens tried in their desperate moments to "improve it," and made a toll road of it, they found, alas! the task too much for them; the ruts were too deep, the mud too bottomless. Huge stones were hauled on from year to year at a great expense to the disgruntled tax payers, and it was hoped that these would form a good foundation for the improvement. But they only stuck out at every point, sad monoliths of the little ones buried among the broken wheels and axles of defunct wagons. There they stood in stubborn stateliness, while the largest of them defied the best efforts of the corporation to reduce them to cobbles. The curses heaped upon the pike for so many years, and which the brute seemed to enjoy, were now divided between the road and the citizens who had the preposterous audacity to try to reform that which was not meant to be reformed. The band of presumptuous men were finally glad to relinquish their hopeless charge to the anathemas of the teamsters and the public, who had no alternative but to continue to drive their sad, galled, prematurely old, broken-down teams over its ever changing surface.

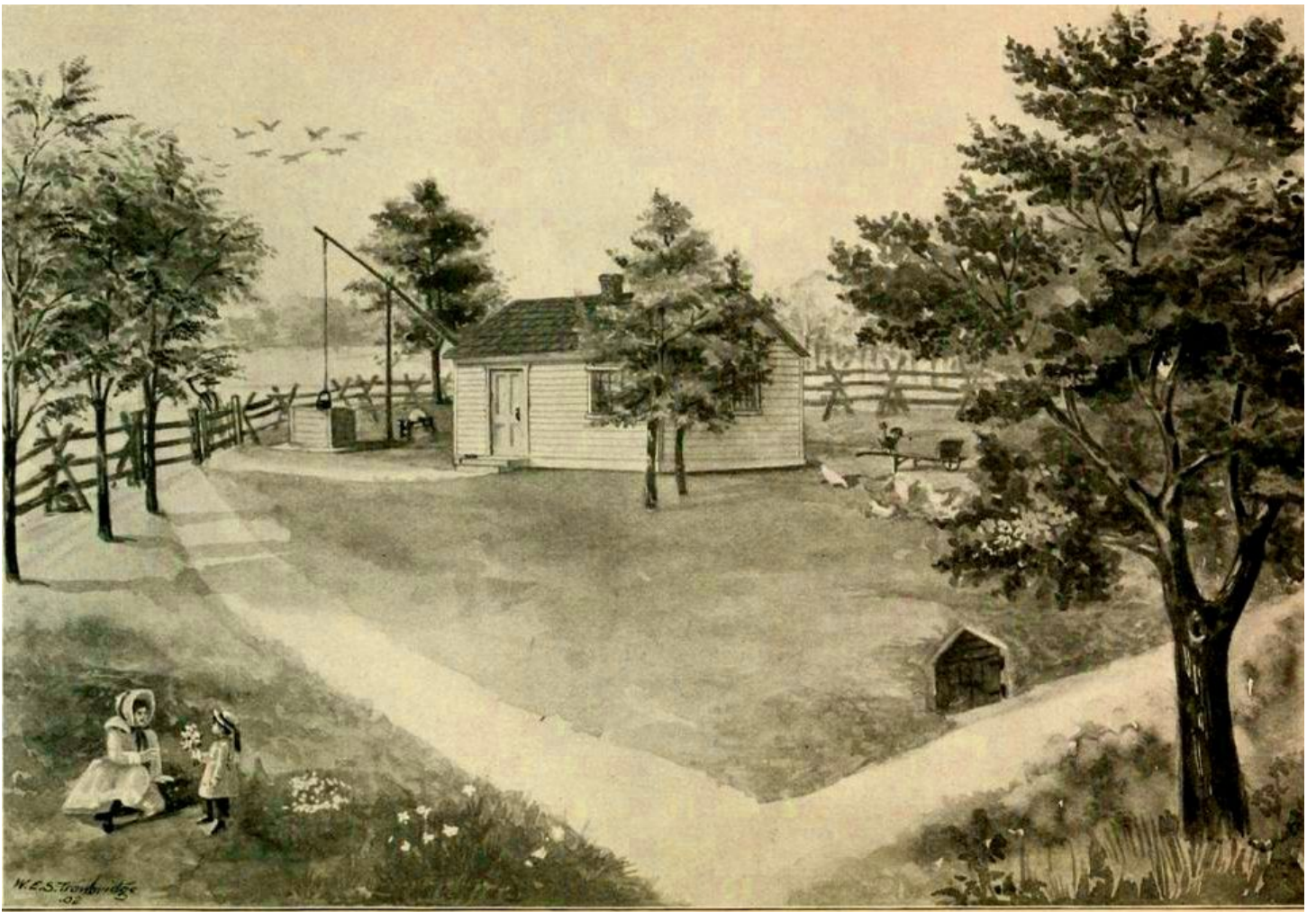
How easily the lenses of the mind restore the bright pictures of the past. Again I am riding out of town, behind "Old Charley," on Lake or Randolph street, winding amongst the modest homes of the west side, which are scattered through the tall grass and sturdy rosinweed, the *Sylphium Laciniatum* of the drug

stores, and cutting across vacant blocks towards the stone quarry at Western avenue, where, if in season, I stop to gather strawberries, growing in perfection. After satisfying my boyish appetite, I am again heading for Whiskey Point (now bearing the less significant name of Cragin) over the most perfect of nature's boulevards,—the unapproachable prairie road—which is spread out before me like a long roll of black velvet, on which the patter of the horse's hoofs is almost as noiseless as the fall of a slippered foot upon a Persian rug.

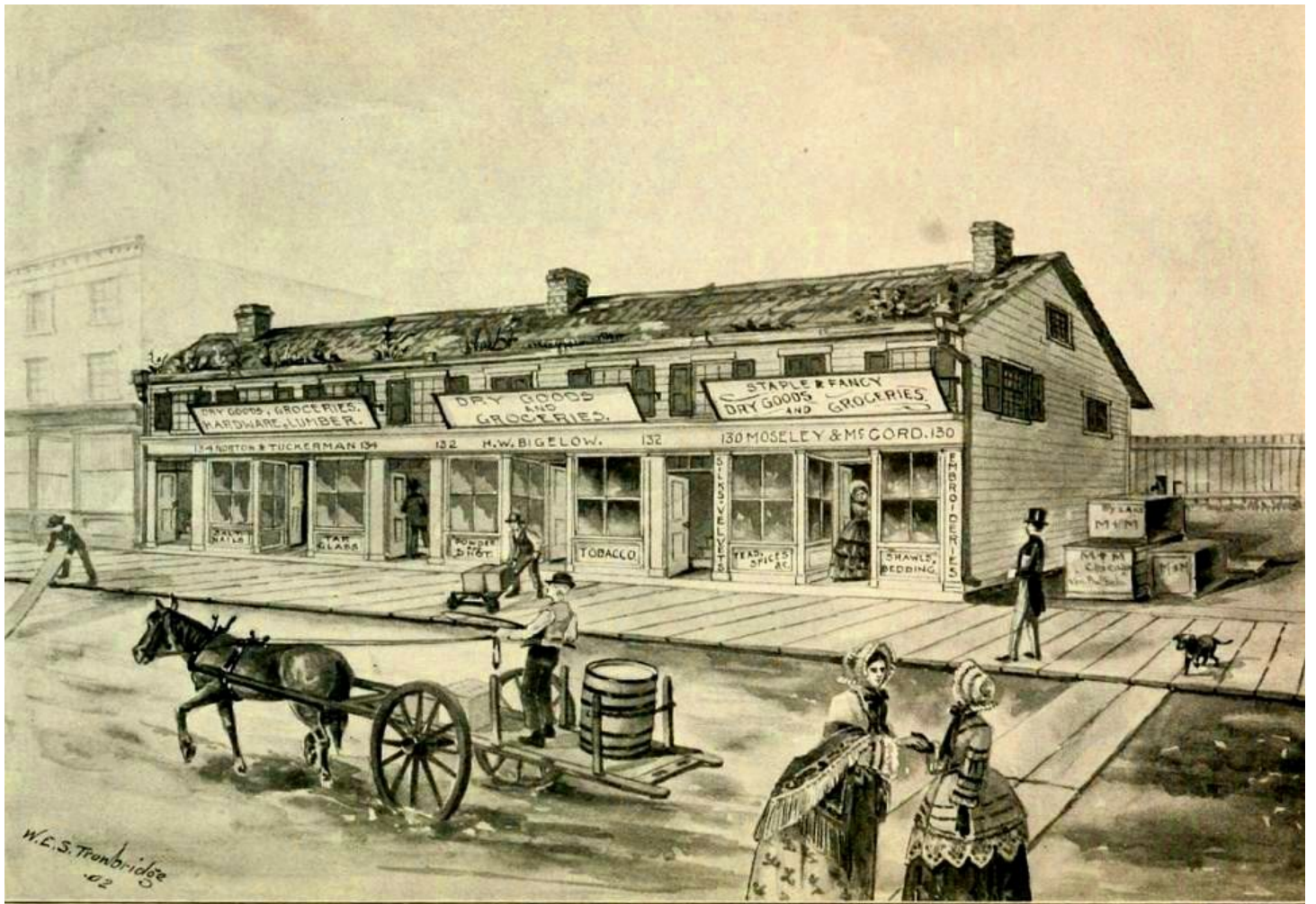
Nature delights in graceful curves. And it would seem that the ordinary, unpoetic farmers, when they started making one of these roads, by driving to Chicago with their produce and back again, must have been in exceedingly close touch with nature, seeing that they formed such beautiful curves in the luxuriant grass and bewitching flowers. Curves such as no landscape gardener could ever hope to equal.

In such a road there is something indescribably fascinating. Winding thus midst living verdure, saluted with songs of larks and the rollicking notes of saucy bobolinks, even an ordinary hack is at times inspired with the spirit and striving speed of the thoroughbred. Those of us who in our youth galloped or sauntered along those prairie roads have treasures stored up which are never vended in the market place, are incompatible with a densely populated country, and which an advanced civilization cannot bestow.

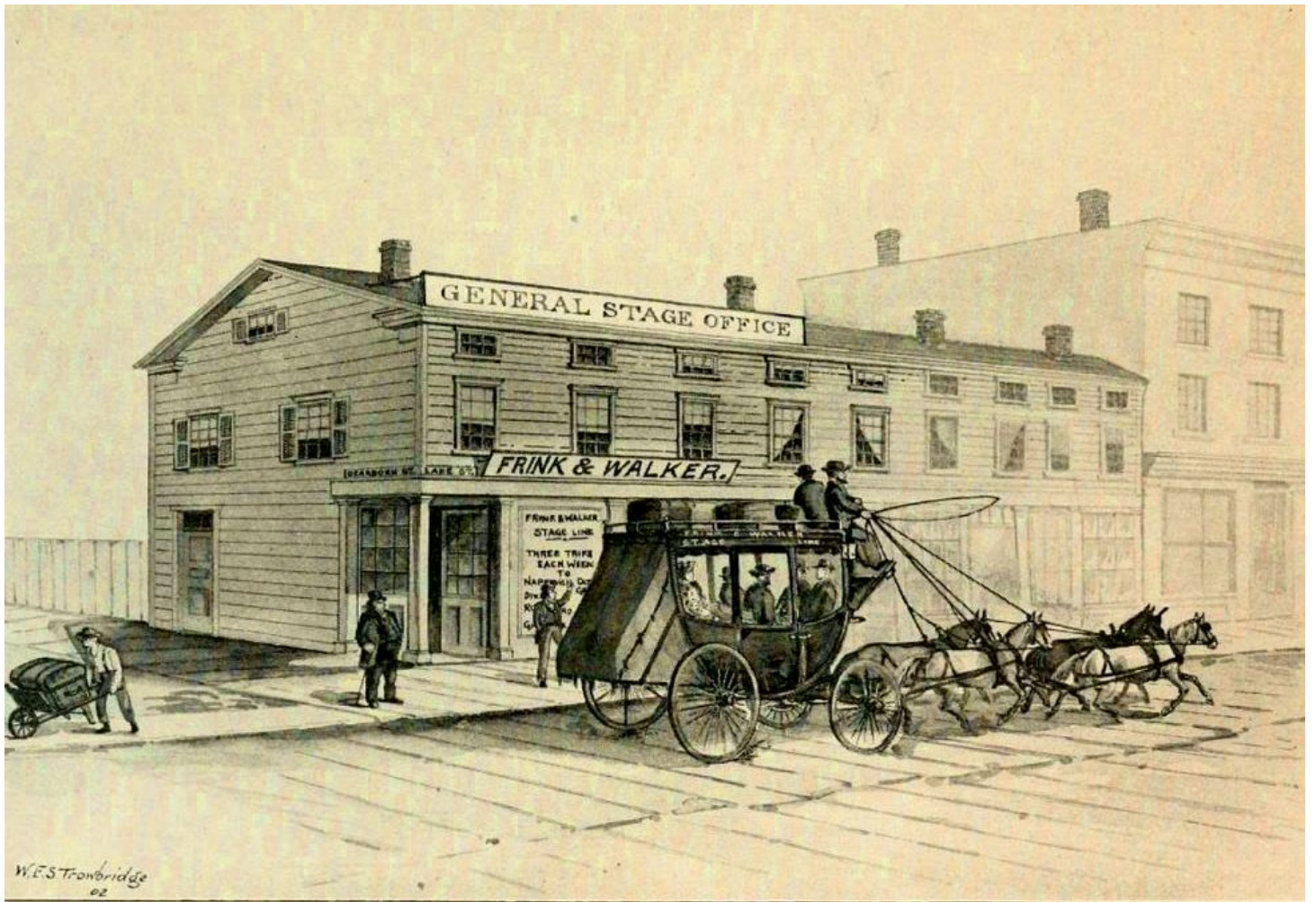
So many and marvelous have been the changes



GALEWOOD. THE BIRTHPLACE OF ALBERT GRANNIS LANE, MARCH 15, 1841.



ROTTEN ROW, ON LAKE, WEST OF CLARK. WITH TENANTS OF 1843.



FRINK & WALKER'S STAGE OFFICE, SOUTHWEST CORNER OF DEARBORN AND LAKE STREETS, 1844.

## CHAPTER XVII

### EARLY REAL ESTATE SPECUATIONS

The people who in early days passed through Chicago in disgust, looking for dry land, in after years told many strange and pathetic tales of the opportunities they had of purchasing our most valuable lots, blocks and acres, at some nominal price, which they scornfully declined.

They would have nothing to do with our bottomless bogs. We have all heard them talk.

One man said: "I was offered the land where the Brigg's House stands for a span of horses. And it was not much of a span either; and I owned the horses, too."

He was not like our old time notary, John Hamlin, who was offered the site of the First National Bank building and some outlying territory, for a pretty good span; and when he told the story in after years and was chafed about being a big fool for not trading, replied, "The team did not belong to me."

Another said: "I was offered a hull block about where the Auditorium is, as nigh as I can figger it out, for \$60. But mud was more'n knee deep on Water and Lake streets—the only business streets there wuz then—and the water was so deep and the grass so high when the fellow and I went out to see the

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land, I could'nt see it when I got there. I could'nt see the pesky town, nuther, the rosinweed and slough grass was so high, and I'd been lost if I hadn't hulled after the chap. He reckoned I wasn't on the buy, so he scooted back for another Sucker. Before I got to the tavern I was that tuckered out wallowing around in the mud I wouldn't er gin ten bits an acre fur the whole dod rotted place. I told him,—'No Siree you can't cheat me.'"

Said another intelligent appearing old gentleman: "In the spring of '41 I reached here with my family from York State, my wife and two daughters coming in a good, covered carry-all, driven by my son, while I had a heavy span of grays to a covered wagon containing household goods, clothing, etc. I was offered the block about where Marshall Field's wholesale store is for my wagon and team. There were a number of fine elms on the property, I remember, and it was not far from a yellow house on the east side of Wells street, where a Baptist clergyman by the name of Hinton, lived. But the mud was so deep and everything seemed so forlorn, the rainy day I went out to look at it, that I made up my mind that I would not take the land as a gift and be obliged to live on it, but please don't tell anyone what a natural born idiot I was in '41 to decline such an offer. I was going till I found dry ground, and I found it out on Fox River. Chicago is good enough for me now, though, and I have sold my farm, bought a 25-foot vacant lot on the west side, three miles from the court house for \$1,000, which I am going to build

on and settle down with the old lady, and we hope to enjoy ourselves for the rest of our days."

One more and we will drop the subject:

"I was pounced on by half a dozen land sharks as soon as I pulled up my team, in the fall of '40, in front of John Gray's Chicago Hotel,\* and I guess I would have taken 40 acres just west of the South Branch for \$400, if I hadn't been afraid that I would be cheated. The real estate men seemed so anxious to sell I was fearful they would get the best of the bargain somehow. (Say in a whisper what you think it's worth to-day. Don't let my wife hear you, for she wanted me to make the ripple, and has always been pestering me that I didn't.) But it looked kind of lonesome over there, no houses, nor trees, nor hills, nor rocks, so, after resting a couple of days, I pulled out to Garden Prairie, where we have been ever since."

Having cited these instances of people declining to purchase Chicago property "for a song," we will introduce a few purchases that were made.

We feel skeptical regarding the oft repeated story—that "Dr. Wm. B. Egan gave Colonel Beaubien a bottle of whiskey and a Mackinac blanket for the site of the present Tremont House, disposing of it again for \$60,000." Those well acquainted with that "Fine Ould Irish Gentleman" and his convivial predilections would believe almost anything except that the genial, whole-souled doctor would put a bottle of whiskey to such a use; while the temperate colonel never placed so high a value upon firewater, and

\*This was originally the Green Tree.

kept blankets to sell. His son Alexander, replying to my inquiry, states: "Father sold the corner of Lake and Dearborn for \$200. That is right, but I do not remember to whom. That corner was vacant up to 1839, but I don't believe that Dr. Egan—if he did buy from father, got any \$60,000 for that property, when there were lots in the neighborhood that could be bought at from \$700 to \$1,000."

I presume Egan owned this corner, as I distinctly remember "Egan Row," which was a row of small barrack like frames extending from the alley north towards Lake street.

But there was land sold here at almost as ridiculous a figure. For instance, it is affirmed that Sheldon Graves, who came in 1836 with a load of provisions, traded his supplies with the Indians for an acre of land on the southwest corner of Washington and La Salle streets. How he could derive title from his dusky traders I do not know. But as Fernando Jones has his office on that corner, he no doubt could furnish an abstract.

In that same fall Martin N. Kimball came, bringing his fortune of \$5.37. Two years afterwards "he secured a farm at \$1.25 an acre one mile northwest of the city limits, now worth on Kimball avenue \$50 a front foot."

Willard F. Myrick was also an 1836 arrival. "He soon after purchased 25 acres for the startling sum of \$1,488.80, nearly \$60 an acre, extending from 26th street to 31st street and from South Park avenue to the lake. In 20 years it increased 15 acres from the

washings of the lake." A small lot could now be sold for more than the cost of the 25 acres.

The Kinzie tract cost \$1.25 an acre in 1830 and extended from Chicago avenue to the river, and from State street (including the tier of lots on the west side of State) to the lake. I quote from Mrs. John H. Kinzie's Waubun: "The return of our brother, Robert Kinzie, from Palestine (not the Holy Land, but the seat of the Land Office), with the certificate of the title of the family to that portion of Chicago, since known as "Kinzie's Addition," was looked upon as establishing a home for us at some future day, if the glorious dreams of good Dr. Harmon and a few others should come to be realized. One little incident will show how moderate, in fact, were the anticipations of most persons at that period:

"The certificate, which was issued in Robert's name, he representing the family in making the application, described only a fractional quarter section of one hundred and two acres, instead of one hundred and sixty acres, the river and Lake Michigan cutting off fifty-eight acres on the southern and eastern lines of the quarter. The applicants had liberty to select their complement of fifty-eight acres out of any unappropriated land that suited them.

"'Now, my son,' said his mother, to Robert, 'lay your claim on the cornfield at Wolf Point. It is fine land, and will always be valuable for cultivation—and besides, as it faces down the main river, the situation will always be a convenient one.'

"The answer was a hearty laugh. 'Hear mother,'

said Robert. 'We have just got a hundred and two acres more than we shall ever want or know what to do with, and now you would have me go and claim fifty-eight acres more!'

"'Take my advice, my boy,' repeated his mother, or you may live one day to regret it.'

"'Well, I cannot see how I can ever regret not getting more than we can possibly make use of.' And so the matter ended. The fifty-eight acres were never claimed, and there was, I think, a very general impression that asking for our just rights in the case would have a very grasping, covetous look. How much wiser five and twenty years have made us."

There were others who believed that good farms could be made of Chicago acres, by properly ditching them, wet as they often were. John McGaven, with an eye to the river drainage, settled on Madison near Franklin. James McGraw liked Madison, but as he wanted to raise some fruit he went a mile beyond the city limits, to get away from the boys, and located on Madison near Western avenue. John McGlashen selected the beautiful grove on the east side of the South Branch, about 25th street. John and Patrick Welch planted potatoes about three blocks north. George W. Green raised greens about 12th and Throop streets. Hiram Hastings, as I remember him, was not hasty in his movements and kept "close in" as we now call it, on Clark near Adams streets. One of Napoleon's officers, Florimand Canda, being a little aristocratic in his tastes, selected North Wells street. He afterwards located near Chicago

avenue at Oak Park, combining with his plodding toil the graceful art of dancing, in which he gave lessons to the *elite* of the north side, riding to the city for that purpose. Father frequently met him and declared that he made the finest appearance on horseback of any man he ever saw. Our eminent fellow citizen, Mancel Talcott, in his "North Western Passage" for wealth, might have been found in the mud of Milwaukee avenue.

None of these places are being tilled to-day by the men who then owned and worked them or by their descendents. With the exception of Galewood, I know of no farm within the city limits which is still held mostly by the original enter or his family, and that has continued to be used for its original purpose.

## CHAPTER XIX

### THE BIRTH OF INDUSTRIES

The great financial panic of 1836, so depressing in every part of the country, found our state unprepared to protect its credit and redeem the paper money it had issued, most of which had gone to improve rivers and build railroads. State bonds were only worth from 25 to 50 cents on the dollar. George Smith, a keen, shrewd, Scotch business man and his co-adjutors conceived the idea that more money could be made by absolutely MAKING MONEY to loan at a high rate of interest than on real estate, which business Smith first engaged in, but which was depreciating rapidly in value. He and his friends therefore incorporated the Wisconsin Fire and Marine Insurance Company with headquarters at Milwaukee, where Smith placed Alexander Mitchell, whom he had brought from Scotland, as secretary of the new venture. The stock of the company was \$225,000, but they issued \$1,470,000 in money, or more properly speaking, certificates of deposit in denominations of 1-2-5 and 10, which had every appearance of bank notes. By 1839 banking and brokerage became the principal business which was conducted for several years on the southeast corner of Lake and Wells street, where, in 1836, Smith opened the Scottish and Illinois



Land Investment Co. I do not know what the community would have done without George Smith's money. It was about the only reliable western currency in circulation for years, and although its issue was largely inflated, no person ever lost a dollar from it. As he redeemed his bills both in Chicago and Milwaukee, it was frequently rendered necessary to transmit funds from one place to the other, which in early days could be done only by a special messenger. His nephew, James Smith, made the journey on horseback in a day by frequent relays. It was a dangerous mission, but by doing it as secretly as possible it was always successfully accomplished.

To one actively engaged in business through "STUMP TAIL" times, which continued spasmodically through a number of years, it meant a great deal to have George Smith's money to depend upon. The west should not complain, even if the great financier did leave large holdings behind him, and return to the heaths and hills of his native land, after furnishing for us during so many years the issue of one bank that never failed us.

The business man of to-day is not obliged, as we were, to go to his coin-test bottle and apply acid to the silver offered him, to ascertain if it be from the mint or a counterfeiter's plant. Nor is it necessary for him to take lessons, as we then did, in the art of detecting a counterfeit bank note, or a genuine raised to a higher denomination. Nor need he turn to "Thompson's Bank Note Reporter and Counterfeit Detector" to learn what frauds may have been put

afloat since the last issue. About 1857 all large business centres had daily bulletins issued, reporting the latest value of the thousand and one bank issues throughout the country. Taking bills at those quotations was no assurance of their permanent value; as before we could get the miscellaneous trash to the bank, some of the printed rags might have depreciated 10 or 50 per cent., if they had not become entirely worthless. Those were the times that tried men's "soles," hurrying to the bank on the run half a dozen times a day, lest our tokens of generous confidence should disappoint us. Such a state of affairs was disastrous to all, bank failures being of constant occurrence.

Our earliest merchants, whose dealings were with the Indians, did not require a large amount of money in their transactions, most of it being silver half dollars, which the natives received from the Government. The bulk of the business was barter, paying for pelts in blankets, calico, clothing, guns, ammunition, beads and a variety of trinkets, which they received in return for the furs they sent to the fur companies and other dealers. This system of barter prevailed in later years to a considerable extent in purchasing produce from the farmers. At length the amount of produce received necessitated finding a market for it, which naturally resulted in sending it east. Charles Walker was our pioneer grain shipper; he sent 78 bushels of wheat to Buffalo in 1836. The second venture of any consequence was made by H. O. Stone, who shipped on May 10th, 1839, 700

bushels mixed wheat to Buffalo by the side wheeled steamer, Missouri. This second shipment from our port was large enough to make it the event of the period. The more frequent arrival of boats enabled merchants to ship east more readily, and consequently they made an effort to increase this branch of their business by offering to pay the farmers and Hoosiers one half "store pay" and the balance in cash. By the fall of 1839, Stone, Newberry and Dole, Charles Walker & Co., Joel C. Walters & Co., Henry Norton and Williams, purchased on some days—mostly for cash—from 10,000 to 12,000 bushels of wheat, at from 30 to 40 cents a bushel. All of this grain was of course, brought in wagons from the Wabash country and the west. It was customary for these "forwarders" to send their buyers out on State street and Lake to intercept the Hoosiers and farmers, and competition was frequently lively on the street. To make sure of the proper delivery of the load, the purchaser would mount the wagon beside the owner and drive to the place of business.

Previous to about this time most of the grain brought in was consumed at home. In 1837, John Gage built a flour mill on the west bank of the South Branch, on the north side of Van Buren street. It was not long before Jared Gage joined his brother, and, Van Buren street being so far out of town, they opened a flour and feed store on South Water street, between Clark and Dearborn, of which Jared took charge. In 1846, John Gage, "The honest miller," retired from the business which had been so profit-

able, and engaged extensively in the culture of grapes, at Vineland, New Jersey. John C. Haines, who reached here at the age of 17, one day after our advent, and who literally "grew up with the place," and was for a number of years a member of the prominent dry goods house of Clark & Haines, now closed out his interest in that business and became a partner of Jared Gage. They erected later a large stone mill on the south bank of the main river east of State street, where they carried on a successful business.

It was in their office that Thomas Richmond, Marcus C. Stearns, Edward K. Rogers, Gage & Haines, W. L. Whiting, Charles Walker, James Allen and a number of other citizens assembled for the first time to consider the question of a Board of Trade. At the meeting, adjourned to March 13th, 1848, the Chicago Board of Trade was organized by 82 business men. It is interesting to observe that, of the 25 members of the first directorate so many were in no way connected with the grain or forwarding business. George F. Foster was a ship chandler; C. Beers, a hardware merchant; E. K. Rogers, a coal dealer; Walter S. Gurney, a tanner; I. H. Burch, a banker; Wm. B. Ogden, real estate operator and capitalist; H. G. Loomis, a grocer; J. H. Dunham, a grocer; Josiah H. Reed, a druggist; A. H. Burley, a book seller.

Thomas Richmond was one of the prime movers in this great enterprise. I have a number of times heard Mr. Haines pay a high tribute to the sagacity,

ability and honorable practices of that early grain dealer, shipper, forwarding merchant and progressive citizen.

It is interesting to mark the beginnings of some of our great firms and extensive business enterprises.

Asahel Pierce, that proficient mechanic and honest man, had a little plow factory near West Lake street in 1835, which developed into a large establishment for the manufacture of plows, harrows and farming implements. That tall, plain, dark visaged man was a high minded and valued member of our community, whose fame as a manufacturer and honorable dealer extended throughout the west and in no small degree gave prestige to Chicago and made it easier for similar firms in after years to market the enormous outputs of their various plants.

Cleaver and Kirk in their primitive soap factories, which I remember caused me to hold my nose when in their vicinity, established prosperous businesses, of which the sons of the latter are now reaping the benefit. George Gerts commenced with one man to make brushes. By dint of doing his best with every bristle his firm leads the west to-day.

The sign "Peter Schuttler, Blacksmith" extending across the sidewalk on the south side of Randolph east of Wells was removed to the southwest corner of Randolph and Franklin where it had another board added to make room for the words "and Wagon Maker." Our plodding German neighbor owned in time the lot and the large factory covering it. Leaving his anvil to some new arrival he, with

the constant companionship of his comforting pipe, made the rounds of his ever growing establishment, and Peter Jr. and his brother-in-law, Chris. Hotz, find it almost impossible to supply the Mormons of Utah, freighters of the Rockies, ranchmen of California and the intermediate farmers with the Schuttler wagon from their mammoth west side works.

Father Ryan said: "Time is best measured by tears;" but it is not so measured at the McCormick factory, where a new reaper ticks off every minute of the day. Should the crop demand a quicker movement of the sand glass it can be accommodated to the tune of eight or nine hundred a day.

John P. Chapin was one of our early commission merchants, but in 1846, when he was elected mayor, he was of the wholesale dry goods house of Wadsworth, Dyer & Chapin. The two latter gentlemen were more widely known in their subsequent business as pork and beef packers, a venture which assumed gigantic proportions for those early times. From the dry goods firm descended some of our famous houses. In 1847, the firm became Wadsworth & Phelps. In 1850, Cooley, Wadsworth & Co. John V. Farwell, who arrived here from Ogle county in 1845, was able, by pluck, ability and the \$3.25 he had in his pocket at the time of his arrival, to fill the place of Co. in that large establishment. In 1860, a young man then unknown to fame—Marshall Field—who had been clerking in the house for five years, became a partner, together with Levi Z. Leiter, under the name of Farwell, Field & Co. In about a year Field and Leiter

withdrew and bought into Potter Palmer's establishment at 110 and 112 Lake street, the firm becoming Field, Palmer & Leiter. In 1867 Palmer retired, and in 1884, Leiter did. Upon the withdrawal of Field and Leiter from the firm of Farwell, Field & Co. in 1861, Charles B. Farwell, S. M. Kellogg; Wm. D. Farwell and John K. Harmon became partners of J. V. Farwell, under the name of J. V. Farwell & Co., removing from Water street to 112, 114 and 116 Wabash avenue.

George W. Dole is admitted to be "The Father of the Provision, Shipping and Elevator business in the place." In 1832 he built on the southeast corner of Dearborn and Water streets a store which is claimed by many to have been the second frame erected in Chicago. In the rear of this store, in October, 1832, Mr. Dole inaugurated the packing business of the place, by slaughtering and packing 150 head of cattle for Oliver Newberry of Detroit. Charles Reed of Hickory Creek furnished the cattle at \$2.75 a hundred, hides and tallow being allowed for slaughtering, which was done by John and Mark Noble on the lake shore. Clybourn had been butchering for a number of years for the home market, but Dole did the first packing for the eastern trade. Dole supplemented his pioneer work by packing hogs for the New York market in December of the same year, being followed in the latter venture by Gurdon S. Hubbard in the winter of '35-'36.

As it was not always going to be desirable to butcher cattle on Michigan avenue north of Madison street and

pack them on Water street, with no place to keep the cattle until ready for the slaughter, the idea of a stock yard was conceived, the original being established south of Madison street at the corner of Ashland avenue in 1848. But this was never satisfactory. It seemed to be out in the country and with no means of reaching it. It was five years after the yard was established, before Frank Parmelee put on a line of omnibuses, which ran from the corner of State and Lake streets. We had no railroads in the city when the yard was started, but about a year afterwards the Galena began to crawl on strap rails a short distance; but Kinzie street was too far from Madison to be of any use to the Bull's Head establishment.

On Feb. 20, 1852, the Lake Shore & Michigan Southern, then called the M. S. & N. I., entered the city, and on May 21, of the same year, the Michigan Central arrived, together with the Illinois Central. These railways led to the conclusion that it would be better to remove the yard to the lake shore, and it was accordingly moved to Wm. F. Myrick's property in the vicinity of 28th street. About eight years afterwards this gave place to the Union Stock Yards, with its half section of land and a business that seems incredible. I have no statistics at hand on the subject later than for the year 1898, but those figures are startling. Bearing in mind that our city claims to be the greatest grain, lumber, and probably wholesale dry goods market in the world, it may surprise our people engaged in those lines to know that it is maintained by the men doing business on that 320 acres, that

they do more and handle a larger volume than all of the others put together. I am not prepared to prove this, but \$650,000,000 is a pretty high mark. They also say they employ 75,000 men. If that be true, allowing that each employe represents a family of four persons, it follows that the number who derive support from that half section is greater than the entire population of the state at the time of our arrival, which was in 1835, 272,427.

But while so many humans thrive on that half section it is a dreadfully unhealthy place for animals, as the records show that from 15,000,000 to 20,000,000 die there annually. As the poor fat things cannot waddle the long distance that many of them have to come, the humane butchers send more than 250,000 cars all over the country, that their long, last journey may be made in comfort.

In response to the generally expressed wish of our people, the Common Council passed an ordinance in 1845, establishing a Public Market in each division of the city. The one on the north side at Dearborn and Kinzie, was consumed at the time of the Great Fire. The one on the west side was in Randolph street extending west from Des Plaines. It was demolished that the space might be used by garden-truck venders. This was the site of the Anarchist riot. The State street market was built in 1848 and torn down in 1858. It was a brick structure 40 x 180 feet, fronting on Randolph street and extending to the alley north. It cost a little over \$10,000. The

lower floor was rented for general market purposes, the south end of the second story being the first municipal quarters owned by the city, and occupied by the city clerk, council chamber, etc. The main hall extending north of the city offices was used for holding Mechanics' Fairs and public meetings of every description, and was the connecting link between the modest assembly rooms that had preceded it and the more modern places which have succeeded it.

Upon the day we landed, Judge Sidney Breese was holding court in the Presbyterian church near Lake street on Clark, this being the largest room in this section at the time. It was in great request for public occasions, until the completion of the Court House, which superseded it in a great measure, and was more suitable for shows and miscellaneous entertainments than a church.

The first court house, at the southwest corner of Clark and Randolph streets, was finished in the Fall of 1835, and at once became not only what it was intended to be, but also a place for all kinds of public gatherings, meetings, lectures and entertainments, superseding the Presbyterian church.

## CHAPTER XX

### FIRE FIGHTING

The *Chicago American* of October 10, 1835, contains the following:

"We understand that G. S. Hubbard Esq. has ordered on his own responsibility a fire engine with the necessary apparatus, to be sent to Chicago immediately from the East. Individual responsibility being the only means offered for obtaining this important instrument of protection, we trust our citizens will avail themselves of this convenience by establishing a Fire Company without delay."

The company organized immediately and Fire King, Engine No. 1 was ready before long for service. The force was soon increased by the addition of another engine, No. 2, the *Metamora*.

At our first great fire, when the original Tremont was destroyed, we had but these two engines. The hose from one not reaching from the river to Lake street, No. 1 pumped into No. 2 and in this manner finally arrested the flames. The engine houses were both on the river bank; No. 1 at the foot of South Dearborn, No. 2 directly opposite on North Water. Our only water supply was the lake, the river, a few wells, and now and then a cistern. Wells and cisterns were soon exhausted by the engines, which conse-

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quently became useless when they could not draw from the lake or river. At first the buildings were near enough to the water supply for one engine to work to advantage, but as the town grew, we were obliged to have more machines, and then it was the custom to place one at the river, or lake and another at the limit of the hose, and so on until the fire could be played upon.

The good natured rivalry between companies displayed itself in one flooding another by pumping more water into its rival than the latter could dispose of, and in racing to fires. There was great enthusiasm over these combats which compensated in a measure for the toil and danger which the faithful men uncomplainingly endured, and the expenses they incurred for uniforms, etc. Their only recompense was the satisfaction of noble service rendered, together with exemption from jury and militia duty after a service of ten years. This militia duty and drill was a farce, but all had to attend to it, until the burlesque parades of men in the most outlandish outfits and weapons finally put an end to what most folks looked upon as an irksome civic duty. Of course the boys often required help to drag the machines to the fire and to "man the brakes" upon arrival; refusal to aid in the former cost the recalcitrant \$1; in the latter \$5. The foreman and engineers did not always wait for the slow process of the law, but "knocked down" on the spot. When they or the Fire Wardens, with their staffs of office, gave an

order to an idle spectator, he knew it meant instant compliance or a fine.

Each householder was required to provide himself with as many fire buckets as he had stoves; and it was his duty to see that they were present at every fire. They were made entirely of sole leather, including the handles, and held ten quarts each, the same as a wooden pail; but were quite deep, so that they would not waste so much water in the process of passing as an ordinary bucket; and the shape was such that the water could be thrown where required. The buckets were in no danger of breaking by rough usage.

They were all manufactured by our old time harness maker, Silas B. Cobb, who was now doing an extensive "harness, saddlery and trunk" business at 171 Lake street. By the time S. B. had them painted black, with the name of the owner in yellow letters, they were quite a conspicuous ornament in the front halls of our dwellings, where the city ordinance required they should be kept. It needed watchfulness as well as yellow letters to save them from the public spirited Bucket Co.'s boys, who had a strong proclivity to appropriate any lying around loose, which they would re-christen as soon as they could get them into the Bucket House.

Those "Ancients and Honorables" would make a prominent display among the fine bric-a-brac of our modern parlors, at least they would be curios; and I am not certain but one might be found in the rooms

of the Calumet Club, bearing the name of Abram Gale. I at least know that when that worthy club gave their delightful annual receptions to the Old Settlers, I had usually the pleasure of being father's escort and that upon one occasion he took one of his two buckets with him. Alighting from the carriage with it, Mr. Cobb, who was one of the reception committee, rushed to father, and took it from him with the remark, "I made that, Gale, and I am glad to see it," "I am happy to present it to you, Mr. Cobb," said father, "we are not obliged to be provided with them as formerly, and, having no further use for it, I thought I would present it to you as a souvenir of the past." Cobb took as much pride and satisfaction in displaying his handiwork to his friends and the guests as a young lady would in showing a pretty pattern of embroidery.

Having no bells to sound the alarm, it was the duty of every one having a pair of lungs properly constructed, to start with his buckets for the conflagration with a yell at every step from the time he left his house, and if it was night, he dressed as he ran with his wardrobe on his arm. The good housewives, mindful of the city ordinance, placed a lamp at the front window or a lantern outside, to light the fire fighters on their way. We boys appeared to have a special grade of lungs designed for other purposes than the mere function of respiration, and there was an inspiration in the fact that we were all encouraged to shout, Fire! to the full extent of our marvellous capacity. The farther we ran the more the fun.





be aware of the danger of letting stove pipes come in close proximity to wood work, ordinances were enacted respecting them, which it was the duty of the four unpaid Fire Wardens of the town to see were fully complied with.

On Nov. 3, 1834, an ordinance was passed prohibiting the carrying of live coals through the streets except in covered vessels. This was a great hardship to the good housewives, who found their carefully covered coals had gone out while they had been absorbed in some household duty, or had tarried a little too long gossiping in the house or over the fence of a neighbor. This was two years before the introduction of Loco Foco matches, and to resort to the tinder box to start a fire was far more laborious than to throw a shawl over one's head and get a good shovelful of live coals from a neighbor.

I distinctly remember making pine splinters three or four inches long, which, after dipping the ends in melted sulphur, were used in the troublesome process of fire lighting. The old tinder boxes sometimes contained punk, or rags dipped in sulphur, but more commonly were partly filled with cotton cloth. When this was ignited, a close-fitting tin was crowded down over the fire, extinguishing the blaze, but permitting it to burn sufficiently to form tinder. Striking steel and flint together, the sparks would ignite the tinder while a sulphur-dipped sliver, coupled with skill, hard blowing, suppressed sulphurous speech, and patience with dry kindling would do the rest.

Sometimes an old law becomes obsolete, or is lost

sight of until suddenly an innocent person suffers from its enforcement. I, therefore, may be doing such a person a good service by calling attention to an old ordinance that I think never has been repealed. It was passed August 5, 1835, and is as follows: "It shall not be lawful for any person to stack hay within the following limits of the Town of Chicago. Viz.: commencing on Washington street, at the U. S. Reservation and running thence west to the intersection of Canal street, thence north to the intersection of Kinzie street, thence east to the intersection of Wolcott, thence to Illinois, and thence to Lake Michigan, under penalty of \$25 for each and every offense, and cost of removing the same."

## CHAPTER XXIII

## THE STORY OF THE CANAL

The ancient portage of the Illinois river had suggested an artificial waterway between that river and the lake, and this had been frequently and earnestly advocated. As far back as 1822 Congress granted for that purpose "a strip of land 90 feet wide through the public lands, from the Illinois river to Lake Michigan. The Government to go to no expense for surveying." Five years later the projectors were further encouraged by the growing liberality of Congress, which, in 1827, donated to the state for the purpose of constructing the canal, 290,950 acres of land between the lake and the waters of the Mississippi, along the route of the proposed improvement. Daniel P. Cook, after whom Cook county was named, was mainly instrumental in securing the passage of the bill, as he was at that time one of our senators in Congress.

The section of this canal land, one mile square, bounded by Chicago avenue, Madison, State and Halsted streets would now be considered pretty valuable property. In 1829, when the canal commissioners appointed the surveyor, James Thompson, to "Lay Out" the town it was not so valuable. Finding but 7 families in the place, outside of the garrison,

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Thompson naturally concluded that it would not require a great deal of land to "Lay Out" such a town, the limits of which were placed between State, Des Plaines, Madison and Kinzie streets: conventionally so called to provide for the time when, in the dim, indeterminate future, the place should become so civilized as to require streets. For years streets were only known by the stakes that marked their boundaries. For the time being, traveling on the river was always better than off of it; the sloughs, not being deep enough for boats, yet too deep for boots, the 7 families found birch bark canoes with light paddles good enough for them in summer, while in winter, Jack Frost's pavement rendered it all that could be desired.

September 27th, of the following year, 1830—126 of the lots platted by Thompson were sold by the order of the canal commissioners, bringing from \$10 to \$60 each; the average price being \$34, reaching in the aggregate \$4,284. The lots of the original town were 80 by 180 feet. This not furnishing enough money to finish the canal, it was deemed advisable to postpone the work and sale of lots until the arrival of more buyers in the state. By 1836 a considerable addition had been made to the population, computed by those who had unintentionally counted the same citizen twice at from 2,000 to 3,000. But few were men of wealth, if Long John Wentworth's estimate was correct; for he stated that there was not \$100,000 in the place when he came here, October 25, 1836. That would not build

the canal, even should it all be employed for that purpose. Still, the commissioners wanted to be sure of that much; therefore, to induce the people to disgorge what cash they had on hand and to secure what they might in the future acquire, they made the terms as easy as did that absent minded speculator, Dr. William B. Egan, who directed his lady patient to take her medicine—"one quarter down, the balance in one, two and three years."

The commissioners had great faith in Chicago real estate operators, believing that if they could only get that \$100,000 cash payment, the buyers would have the rest with 6 per cent. interest when their obligations matured.

Every effort was made to effect sales. Newspapers all over the United States were induced to boom Chicago and Illinois, while the few local ones which our young state could boast of, imbued with the spirit of speculation, did everything that was possible to advance the interests of the commissioners. Every sale which had ever yielded a good profit was persistently exploited. It was told how Arthur Bronson's tract, or addition, bought in 1833 for \$20,000 was sold in part by William B. Ogden in 1835 for \$60,000, one third cash, the balance on one and two year's time at 10 per cent. interest. How that blocks which he could not then sell for \$300, sold the following season for \$30,000. They were speculators, not prophets, or they might have added that the same blocks would be sold in 1845 for \$5,000, and the \$4,000 lots of 1836 would be knocked down in 1841 for \$200.

They did not foretell that acres sold in Ogden's division, between Kinzie street and Chicago avenue, on the west side, in 1836, at \$1,200, would not find a buyer in 1842, at \$10. The sequence of these marvelous transactions was a thing of the future. The past and the present were all that they were interested in.

If the following editorial items, which I copy from the *Chicago American* of Saturday, April 23, 1836, would not cause speculators to camp on the land and pile over each other in their scramble for lots, what would?

#### A FACT.

"There is a piece of land in Chicago which cost in 1830, sixty-two dollars, which has risen in value at the rate of 100 per cent. PER DAY on the original cost ever since, embracing a period of five years. Beat this if you can."

#### LARGE SALES.

"We are frequently amused at the pompous style in which sales of real estate are announced in eastern papers, especially in Buffalo and New York. Large sales are so common here that they create no surprise. One was made last week for \$96,700, one-fourth down, and the remainder in six, twelve and eighteen months, at 10 per cent. interest."

(It was pretty early in the morning for our young game cock to begin crowing over the large cities of Buffalo and New York, but he started the tune right, and has never missed a note since.)

"Mechanics and laborers of all kinds find constant employment at high wages in this town."

"Let it be borne in mind that the Canal Lots in this town will be offered for sale on the 20th day of June next."

"Section 15 has been laid off into large lots, (80x180) with a promenade, (similar to the Battery in New York), between them and the Lake, and will be a very desirable place for residences."

All of which disinterested items were clinched by an advertisement of the canal commissioners, in part as follows:

"We would say to those unacquainted with the situation of the above mentioned property, that these lots, which are described as belonging to the Original Town of Chicago, are situated in the best built and business part of the Town.

"Section 15 is a dry ridge, commencing near the harbor and extending south one mile along the shore of Lake Michigan.

"By order of the Board of Commissioners of the Illinois and Michigan Canal.

"Attest, Joel Manning, Secretary to said Board, Chicago, March 17, 1836."

Upon June 20th, therefore, the sales commenced, and while a good deal of land was disposed of, the prices would be considered rather low to-day—even as a valuation for assessment—notwithstanding the herculean efforts of editors, commissioners and the sharp auctioneers, Jimmy Marshall and Johnny Bates. For those "dry lots 80 feet front by 180 feet deep,

so much like the Battery," sold for but a little more than sixty-four cents a front foot. To be exact, \$51 each. Many, even at that price, reverted to the commissioners as hard times succeeded, which rendered it impossible for the unfortunate buyers to complete the purchase. A compromise was made with such purchasers, giving them one-quarter of the land they had bid in, for the one-quarter payment they had made.

Two years later, in 1838, so anxious was the state to dispose of the balance, that it offered any of the canal land remaining on twenty years time, 10 per cent. of the purchase in cash, 6 per cent. interest on the remainder, taking in payment state stock at par, which could be bought the following year at one-third of its par value.

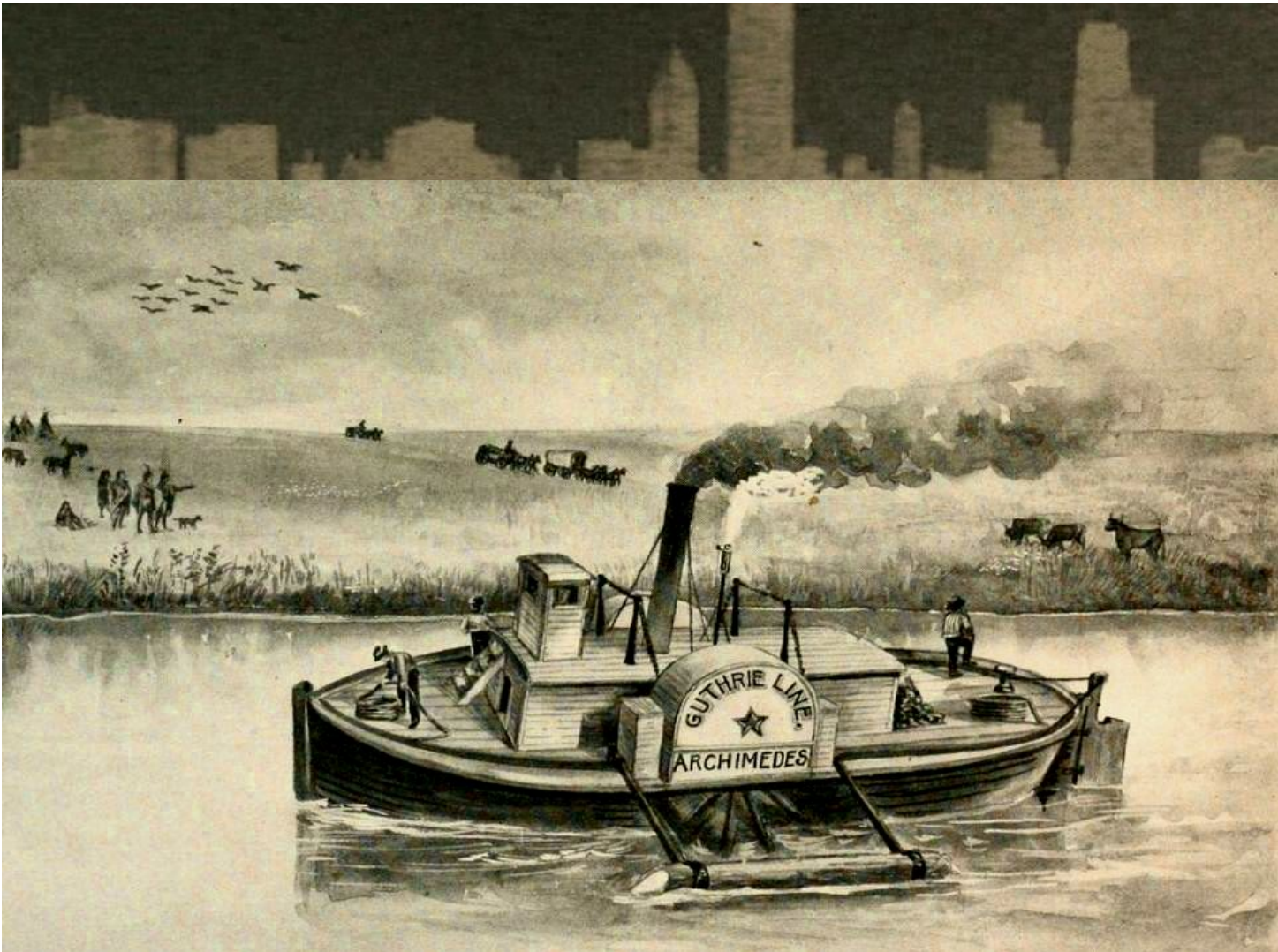
What an opportunity for speculation was offered to those who had the thirty-three cents!

In 1836 immediate work on the canal was contemplated, but it was evident to all that it could not be completed from the funds derived from the sale of the canal lands. The state, therefore, negotiated a loan of half a million dollars, which provided for the inauguration of the enterprise. This undertaking, fraught with the brightest promise for the future of our state and inspiring in the people the highest hope, was enthusiastically welcomed by them, and a great celebration was held to mark the initial operations.

The construction of the canal, so auspiciously begun, was, after many vicissitudes, completed in 1848, and on April 10th a number of packets loaded with officials and prominent citizens, towed by the little steamer, General Fry—named in honor of our leading commissioner and head of the land office at Lockport—started with a band of music and flutter-

ing flags for La Salle, mid the noisy farewells of interested spectators. Bands played, speeches were made and powder burnt at the principal places en route, and the great waterway through which once flowed the laden floods of the frozen north, following very nearly the course of the Aboriginal canoe, the French discoverers and the Mackinac boats of the more recent Indian traders, was opened for that commerce which has contributed so much to the prosperity of our city and state.

This canal trip in one of those new, inviting packets was for a number of seasons a society fad of which many availed themselves in spring and fall, when the heat was not oppressive nor the mosquitoes ravenous. For weeks, the packet leaving the foot of Washington street every morning was an event of sufficient importance to assemble a crowd of interested people.





# OLD MONROE STREET

Notes on the Monroe Street  
of Early Chicago Days



1914

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Central Trust Company of Illinois,  
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CENTRAL TRUST COMPANY OF ILLINOIS  
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Chicago



MONROE STREET IN THE 80's.





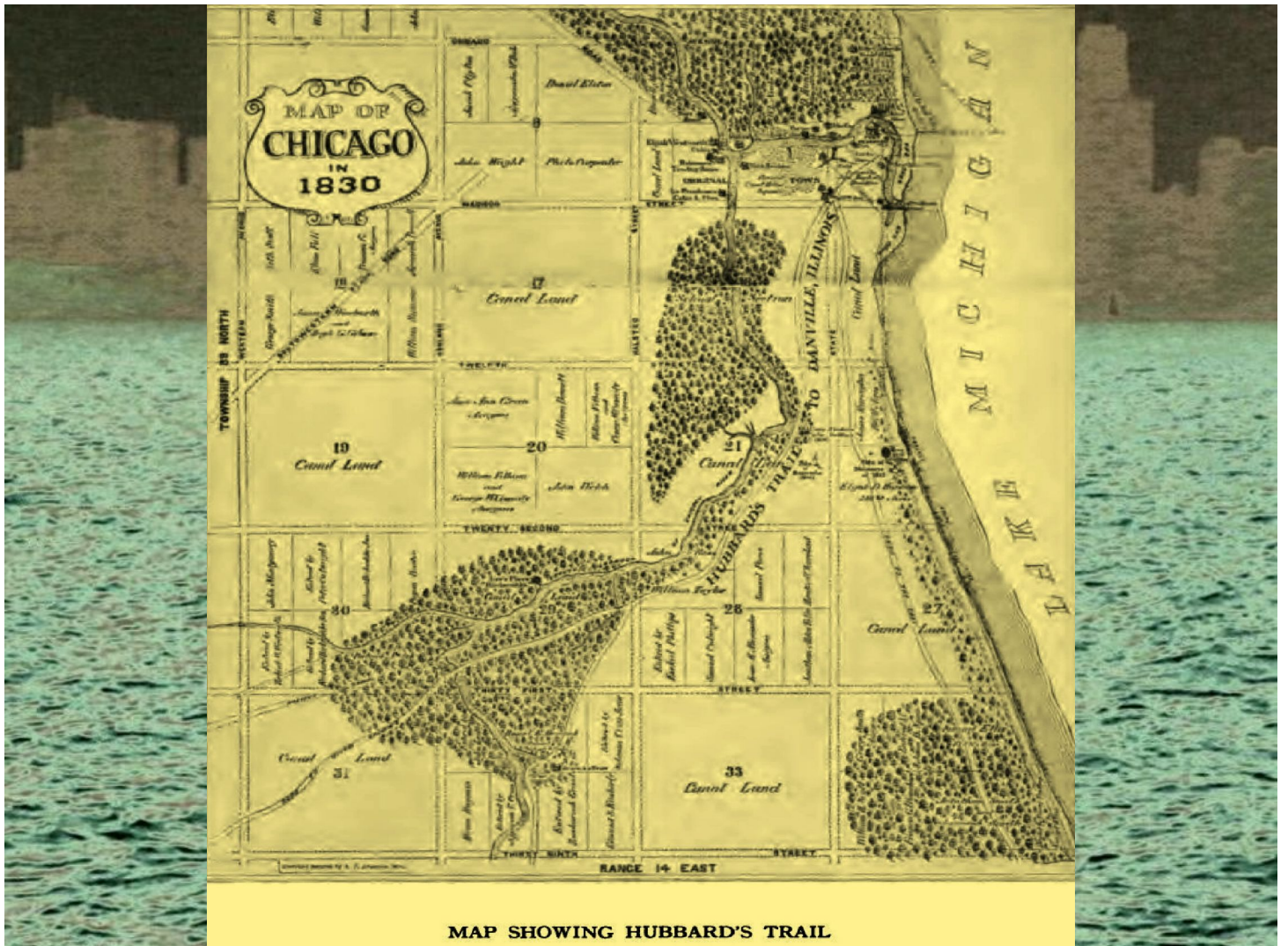
**BEFORE THE ORDINANCE IN REGARD TO PIGS**



AN AUCTION SALE OF HOUSEHOLD FURNITURE



THE DOCTOR AND HIS HORSE AND GIG



MAP SHOWING HUBBARD'S TRAIL



STAGE COACH ARRIVING AT THE SHERMAN HOUSE



NORTH'S CIRCUS



AT THE MAISON DOREE



SUNDAY IN THE EARLY DAYS





GRAND OPERA IN CHICAGO IN 1885

# OLD MONROE STREET

FROM THE RIVER TO THE LAKE

A map of Chicago dated 1830, in the possession of the Chicago Historical Society, shows the village of Chicago clustered about old Fort Dearborn, near the mouth of the Chicago River. The present location of Monroe Street was then out in the country, in the section of land south of the village bounded by Madison, State, Halsted and 12th Streets.

This map shows the district on the west side of the River pretty well wooded, while on the east side of the River the woods extend not quite halfway to Hubbard's Trail (about the present location of Clark Street), leading to Danville.

This trail was named after Col. Gurdon S. Hubbard, who was the first white man to blaze a trail from Chicago overland to the southern part of the State, instead of following the course of the rivers, as had been done previously.

Monroe Street is located in what is known as a School Section (640 acres). Section No. 16 in every township in the State of Illinois was granted to the State by the U. S. Government for the use of the schools. The school section in this township was bounded by Madison Street on the north, 12th Street on the south, State Street on the east and Halsted Street on the west.

In order to raise money for school purposes, an auction sale was held on October 21, 1833, and continued for five days, in the first Tremont House, located at that time on the southeast corner of Dearborn and Lake Streets.

Out of 140 blocks comprising the school section, all but four blocks were sold for a total of \$38,619.47, or an average of \$6.72 an acre. One of the four blocks remaining for school use was the block bounded by Monroe, Dearborn, State and Madison Streets.

It was at the foregoing auction sale that Benjamin Jones (also known as "Golden Jones" on account of his wealth) on October 22, 1833, purchased from the State of Illinois, Lot 2, Block 117, upon which the Central Trust Company of Illinois now stands, for the sum of \$78, being about the price today of one sq. ft. of the 16,920 sq. ft. in this lot.

This lot appears to have passed out of the Jones family April 13, 1868, through a deed given by the executors of the estate of William Jones, father of Fernando Jones, to John M. Douglas for \$58,500. Mr. Douglas was at that time President of the Illinois Central Railroad.

Monroe Street was not within the original limits of Chicago when it was incorporated as a town on August 12, 1833, the southern limits of the town at that time being Madison Street.

However, the southern town limits were extended on November 6, 1833, as far south as Jackson Street; and on that date, therefore, Monroe Street became part of the town of Chicago.

Chicago was incorporated as a city March 4, 1837.

The Chicago Democrat, in its issue of December 3, 1833 (in the files of the Chicago Historical Society), contains an ordinance passed by the Town Council on November 7th which was rather remarkable for the number and scope of its provisions.

**W**illiam Bross, who later became associated with Joseph Medill and others on the Chicago Tribune, in his reminiscences (*Lakeside Classics*) speaks of the sidewalk situation here in 1848 as follows:

"The sidewalks, where such luxuries were indulged in, lay, in most cases, upon the rich prairie soil, for the stringpieces of scantling to which the planks were originally spiked would soon sink down into the mud after a rain and then, as one walked, the green and black slime would gush up between the cracks."

**M**r. W. D. Kerfoot, in referring to the condition of Monroe Street and other streets in this neighborhood in the Fifties, says that the streets were frequently impassable for weeks at a time during the spring rains, and that driving over these frozen seas of mud in cold weather often gave one the sensation of driving over a rubber pavement, with the added experience, occasionally, of breaking through the crust into the mud below.

**M**r. Kerfoot tells two good stories of road conditions in Chicago in those days, the first one of which, with some poetic license, illustrates general conditions, while the second one is probably based upon an actual occurrence.

Upon one occasion, after quite a rainy spell, a citizen saw a man's head and shoulders sticking out of the mud in the middle of the street, and asked him whether he could be of any assistance to him. The man promptly answered: "No, thank you. I have a horse under me."

In the days of the old Frink & Walker Stage Coach Line a coach drew up, one very muddy November evening, at the old Sherman House, located on the site of the present Sherman House. By means of

two stout planks the passengers were able to bridge the sea of mud and pass from the stage coach to the sidewalk.

The horses were also able to struggle out of the mud that evening, but the stage coach was left there, to be pulled out in the morning. During the night winter suddenly set in in full vigor, and the stage coach was so firmly frozen in that it could not be taken out until spring.

**T**he south side of Monroe Street, between what is now Franklin Street (which was not then opened through) and Market Street, was the site of the first gas works in the city, erected in 1850 at a cost of \$105,000 by the Chicago Gas Light & Coke Company.

The ground between Market Street and the River was occupied by Walter & Rogers' coal yard.

The lot on the southeast corner of Monroe and Market Streets was not included in the gas company's property, but it had a little office on Monroe Street, just next to this corner lot on the east. The company's main office at that time was in the Dickey Building, on the southwest corner of Dearborn and Lake Streets.

The gas holder was about halfway between Market Street and what is now Franklin Street. Soon after its location on Monroe Street the company extended its property through to Adams Street, where the retort was located.

The Chicago Gas Light & Coke Company was incorporated by special act of the State Legislature in February, 1849, with the exclusive right to manufacture, distribute and sell gas in the City of Chicago for a period of ten years.

The gas was first turned on in September, 1850, according to William Bross, who states that until that time people had to grope around in the dark or use lanterns. It seems, however, that the extension of the service was rather slow, for Mr. Bross states that it was not until 1853 or 1854 that the pipes reached his home at No. 202 Michigan Avenue.

In 1850 the company got \$3.50 a thousand feet for its gas. In 1871 the price was \$3.00 a thousand; and it remained at that price until 1883, when it was reduced to \$1.25.

The demand for gas became so great with the growth of the city that the company in 1867 erected new works on the North Side, on Hawthorne Street (now Kingsbury Street), between Haines, Hobbie and Crosby Streets. The Monroe Street plant was destroyed in the Great Fire of 1871, while the Hawthorne Street plant was at that time saved only by the greatest exertions. The plant on Monroe Street was not rebuilt after the fire.

The Chicago Gas Light & Coke Company was merged into the People's Gas Light & Coke Company in August, 1897, pursuant to an act of the Legislature permitting the merger of seven independent and more or less competitive gas companies in the city at that time.

**I**n the Fifties Monroe Street was pretty well out in the suburbs. Gager's City Directory Map 1856-7 shows that LaSalle Street was open at that time from the river only as far south as Madison Street; but Bailey & Company's City Directory 1859-60 shows LaSalle Street opened through across Monroe Street to the south branch of the river.

Until 1853 Dearborn Street was open only as far south as Madison Street. In that year the east half of the street (33 feet) was opened through to Monroe Street by consent of the property owners, those on the west side of the street successfully fighting the opening of the west half.

It was not until a considerable time after the Chicago Fire that the full width of Dearborn Street was opened through.

Monroe Street in the early days was not paved. As a matter of fact, until 1848 all of the Chicago streets were simply country roads. After that date planking was put down on some of the streets, but not as far out as Monroe Street.

Andreas, in his History of Chicago, under the heading "A Complete Record of Street Improvements from 1857 to 1871," makes the following references to Monroe Street:

From State Street to Michigan Avenue—Wooden block pavement 1867.

From Clark Street to Market Street—Wooden blocks 1869.

From State Street to Clark Street—Wooden blocks 1870.

The first asphalt pavement ever laid in Chicago was put down by J. L. Fulton & Company in the spring of 1870 at the intersection of Clark and Monroe Streets.



RESIDENCE OF FERNANDO JONES (at the left)

Both of the above frame houses stood on the lot now occupied by the Central Trust Company of Illinois until they were destroyed by the Fire of 1871

Site of Central Trust  
Company of Illinois

Through the courtesy of  
Mr. Frank W. Smith

The site upon which the Post Office was built was formerly occupied by Dr. C. V. Dyer as a residence. Dr. Dyer received \$26,000 from the Government for his home.

An appropriation for this Post Office was made by Congress in 1855 in the amount of \$84,000. By the time the building was finished, in 1860, instead of costing \$84,000, as originally contemplated, it cost \$243,000. It was opened for business on November 23, 1860.

The building appears to have been very substantially constructed. Henry A. Hurlbut, in his *Chicago Antiquities*, quotes as follows from an editorial in the *Chicago Times* in 1881 regarding the Post Office:

"It was erected before the era of public robbery set in, and consequently it was substantial to a degree unknown in this age and generation of public works.

. . . Had it not been for the fact that the iron shutters on the west side of the building had been taken off to give more light in the lower stories, it would have withstood the fury of the flames on that fearful October day" [October 9, 1871].

Henry A. Hurlbut, who was a witness of the demolition of these walls, goes on to say in his book that, when the walls were finally removed in August, 1881, to make room for the brick building erected at that time on this site by the First National Bank: "Every block or parcel of material removed proclaims HONEST MATERIAL and HONEST LABOR."

The number of clerks employed in the Post Office in 1866 was 106. Today the number of clerks is 3,931 and the number of carriers 2,069, making a total of 6,000 employes.

**D**r. Dyer (see p. 34) appears to have been one of the sturdy old settlers of Chicago. His name appears in the City Directory of 1839 as City Physician. Those who knew him represent him as having been a bluff, hearty gentleman of the old school who was very strong in his likes and dislikes and very free to express them, but fair and square as a man could be.

He was often consulted by real estate attorneys on account of his intimate knowledge of land conditions about Chicago, derived from his constant trips with his horse and gig to patients out in the country.

Upon one occasion a neighbor remarked to Dr. Dyer that his fence did not look so white that spring as usual. The Doctor, who was a prominent abolitionist, promptly replied that the reason for it was that there were not so many travelers that spring over the Underground Railroad from the South to Canada who could do a good job of white-washing.



**THE POST OFFICE AND CUSTOM HOUSE**

**Located, before the Fire, on the corner where the First National Bank now stands**



THE NIGHT OF THE GREAT CHICAGO FIRE

7. The John V. Farwell Company moved to Monroe Street, west, just after the Fire from the corner of Wabash Avenue and Washington Street. They built and occupied a large five-story building with frontage on Monroe Street, west of Franklin Street.

This move so far west caused great excitement at the time in the real estate and mercantile world, and caused a sudden rise in the value of land in that section.

The five-story business block still standing on the northeast corner of Market and Monroe Streets is part of the block built and occupied by the John V. Farwell Company in the early Seventies.

The original building erected by them immediately after the Fire occupied 40 feet in about the center of the block; but they soon built on both sides, until they built up and occupied the entire block on the north side of Monroe Street, from Franklin to Market Streets.

9. The Royal Palm, 71 Monroe Street (between State and Dearborn), built in the latter part of 1872. This building was four stories high and was occupied, on the ground floor, by a sample room, and upstairs by a billiard room. It was owned by John Garrick and S. L. Cather.

An enthusiastic writer in *The Land Owner* of January, 1873, describing the Royal Palm, says of it: "Paris in the palmy and gorgeous days of the empire never boasted of such apartments."



The lot on the northeast corner of State and Monroe Streets, upon the rear of which this building stands, was sold by the Commissioners of the Illinois and Michigan Canal in 1848 for \$3,190. It had a frontage of 76 feet on State Street and 170 feet on Monroe Street.

In 1827 the U. S. Government granted 284,000 acres of land to the State of Illinois, to enable it to build the Illinois and Michigan Canal. The land lay along both sides of the proposed canal, from Chicago to Ottawa.

Canal commissioners were appointed, who surveyed and laid out the original Town of Chicago and proceeded to sell off the granted land, including that located in and about Chicago, known as Canal Lots.



*From an old wood cut*

THE MONTAUK BUILDING

**A**n interesting sidelight on the fortunes in real estate on Monroe Street in the early days is contained in the history of the 90-foot lot next east to that now occupied by the Central Trust Company of Illinois.

As stated on page 44, this lot was occupied before the Fire by Frank Sturges & Company, metals and tanners' stock. After the destruction of this property in the Great Fire in 1871, George Sturges, who was later President of the Northwestern National Bank, had to take the lot from his brother Frank, to whom he had previously made some advances.

Mr. George Sturges was not partial to real estate as an investment, preferring to have his investments in more liquid form; and he therefore allowed the lot to remain vacant, covered for a long time with the debris of the fire.

When asked by his friends what he intended to do with the lot, he replied: "Oh, I am waiting until some fool comes along who wants it more than I do."

However, when a prospective purchaser did come along and inquired whether he could buy the lot for \$50,000, Mr. Sturges said: "Oh, no. If you had said \$75,000 I might think it over."

It appears that the purchaser likewise wanted to think it over, and, after about six months, came back, saying that while he considered it a heavy price, he thought he might be able to use it for \$75,000. Mr. Sturges then told him that he had changed his mind in the last six months and the price was now \$100,000.

That sale did not go through. However, Mr. Sturges did sell the property, in the latter half of the Seventies, to Mr. John Borden for \$100,000.

Mr. Borden held the property until August, 1909, when he sold it for approximately a million dollars!





**Program**  
of the  
**ALGONQUIN**  
**CENTENNIAL**

**June 8th, 1935**

Overture.....Dundee High School Band  
 Invocation.....Rev. Henry Moldenhauer  
 Song—"Illinois" .....Audience  
 Introduction of Old Settlers  
     Rev. F. L. Hanscom, Master of Ceremonies  
 "Before the White Man".....Indians from Lac du Flambeau  
 Arrival of the Gillilans  
     Miss Margaret Lowe, Mr. Delwin Rattray and Village Children  
 "The Pioneer Church".....Group of Citizens  
 "The Naming of the Village"  
     Marion Zange, Dawn Peter, Wilma Nason  
 Song—"Algonquin the Beautiful" (Eldredge).....Audience  
 Fun in the Old Days.....Dancing Group  
 "Boys of '61".....Robert Haeger and Village Children  
 Song of the Farmers.....Men's Chorus  
 "Boys of '17".....American Legion  
 Song—"Star Spangled Banner".....Audience  
 Benediction.....Father Frank A. Kilderry

**Published by Direction**  
of the

**CENTENNIAL**  
**COMMITTEE**

Written by H. Percye Millar  
In Collaboration with  
Mrs. Carl Zange

**June 8, 1935**

Edw. C. Peter.....Chairman  
 Chas. D. Adamek.....Sec'y-Treas.  
 Mrs. Emma Estergren      Mrs. Anna Eldredge  
 Mrs. Lucile McKay      Mrs. Arnold Duensing  
 Mrs. Carl Zange      Mrs. Claude Lace  
 George Pyott

Millar, H. Percye and Zange, Mrs. Carl. Algonquin the Beautiful: A History of Its Pioneers and Settlement. Algonquin (IL): Centennial Committee (1935).

<http://cdm.digitalpast.org/cdm4/document.php?CISOROOT=/algonqui001&CISOPTR=123&REC=1>



The History of Livingston County, Illinois. Chicago (IL): William LeBaron, Jr. & Company (1878).  
University of Illinois Urbana-Champaign. Call #2244921. Not in copyright.  
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PIONEERS' FIRST WINTER.

The History of Livingston County, Illinois. Chicago (IL): William LeBaron, Jr. & Company (1878).  
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AN EARLY SETTLEMENT.

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# ALGONQUIN

## Gem of the Fox River Valley

Algonquin, gem of the Fox River Valley, famed far and wide for the beauty of its scenery, its wooded hills and streams and for its justly celebrated salubrity, will on Saturday, June 8, commemorate the one hundredth anniversary of its settlement by people of the white race. The public-spirited citizens of Algonquin, under the leadership of a committee of nine, have arranged a centennial celebration for that day of unparalleled size and magnificence, including a gigantic parade, with numerous attractive and emblematic floats, and other attractive features, followed by music, feasting and dancing in the Algonquin Park.

Plans for a suitable celebration of Algonquin's one hundredth birthday were formulated early this spring at a meeting instigated by the Algonquin Woman's Club and presided over by Arnold Duensing. As a result of this and subsequent meetings a Board of Management was created, consisting of nine members. Mr. E. C. Peter was appointed chairman of the committee and Mr. Charles Adamek, secretary-treasurer. The others are: George Pyott, Mrs. Emma Estergren, president of the Woman's Club, Mrs. Anna Eldredge, Mrs. Carl Zange, Mrs. Claude C. Lace, Mrs. Arnold Duensing and Mrs. Lucille McKay, the last three representing Algonquin's three churches, respectively. This committee thereafter met regularly each Monday evening. A specific duty to perform was allotted to each member and the work of planning the celebration thenceforth progressed rapidly. Mrs. Eldredge was appointed program chairman and prepared the interesting schedule of events printed on a preceding page. Mrs. Zange was appointed historian and given the task of collecting all available information relative to Algonquin's settlement, its early pioneers and development, to be used in the preparation of a comprehensive history of the village and its settlers. Mrs. McKay was selected as the advisor of the young women of the village participating in popularity contests and other activities of the celebration.

### ALGONQUIN PARK

For the main part of the celebration of Algonquin's Centennial the committee in charge has wisely selected the village's charming little park, affording a natural amphitheatre of natural scenic beauty and unsurpassed as a setting for an event of this character. Algonquin Park was formerly known as Mineral Spring and was part of the estate of John Philp. Long before its conversion to park purposes that portion of the property where was situated a bubbling mineral spring was freely open to the public and was a favorite walk of the young people of the village, leading as it did to Kelahan's woods, where wild flowers in profusion grew in the Spring of the year. In the old days when the children attending the public school had a recess of twenty minutes it was their custom to troop over to Mineral Springs to obtain a drink of the delicious water and, incidentally, catch the bubbles. The spring at that time came to the surface through a tile sunk in the ground and was uncovered. Since the acquisition of the land in 1915 by the village authorities the spring has been properly covered and protected and many improvements carried out, including the laying out of a fine baseball diamond, children's playground, etc.

Algonquin Park is not alone esteemed by the villagers as an ideal

recreation spot, but is held in high regard by many people from afar, as manifested by the visits of hundreds of visitors each summer who revel in its beautiful surroundings. It is easy to visualize the Indians of a century ago roaming, as they did, the hills and woods of this beautiful park, or paddling down the creek—Crystal Lake Outlet—to the Fox River, and possibly down that stream to its junction with the Illinois, and so on down to Starved Rock and beyond. It is not unreasonable to suppose, also, that many a Redskin paddled up the river and joined other Indians in Wisconsin. When one looks at the beauty of the Algonquin Park with its rollicking little creek, the wooded hills and the little village nestling at their feet and climbing their sides, the spectator undoubtedly feels like singing "Algonquin the Beautiful."

In an atlas of McHenry County printed in 1872 it was said of Algonquin that it was the most picturesque place of any on the Fox River, being situated among the bluffs at the point where Crystal Lake Outlet joins the Fox River. While many changes have taken place during the 100 years that have elapsed since the Gillilan family first settled in Algonquin, its scenic beauty remains the same now as then. No more beautiful drive can be found than along the Fox River Trail, Route 22. No matter from which direction the traveler comes, be it north or south, or east or west, the same succession of beautiful and entrancing views is found—the green hills clothed in verdure in the spring, or the trees in their dress of crimson and gold in the autumn.

The citizens of Algonquin truly can say, "I lift up mine eyes unto the hills from whence cometh my strength." The villagers and many summer visitors enjoy to the full the boating, fishing, swimming and camping facilities of Algonquin, probably in just a little different manner than did the Red man of yore, for where the forests of the Indian existed there now are broad and fertile fields, and pastures for fine herds of cattle. At the time of Algonquin's settlement, Indian trails were numerous and for many years the plow turned up quantities of those implements dear to the hearts of relic hunters—arrowheads, stone hatchets and the chisel-shaped stones used in skinning game. Indian graves abounded, and many were opened.

### ALGONQUIN'S HISTORY

In compiling this history of Algonquin, every effort has been exerted to make it as accurate as possible. Information has been gleaned from family records, the old family Bible, atlases and histories of McHenry county. Village and county records have been carefully scrutinized. Many individuals have cheerfully volunteered information, and to them is extended the thanks of the compilers. It is desired that every person who furnished information, sent pictures or lent books, or in any way contributed, should feel this particular history is partly their work.

So many of those living in the county helped make the history of Algonquin, and so many of their descendants still live in this village and are active in its civic, social and religious life, it has been deemed advisable to include the lives of the pioneers of the Klinck, or Spring Lake, School District, the Chunn, or Oak Glen, School District, the Wienke, Ford and Lowe districts, to give a brief history of some of them. These "old settlers" have nearly all passed away and it is fitting that their memory be kept alive in the pages of history, as it was in the hearts of those who in the early days were forced to put their hospitality to the test and never found it lacking. The latch string was always out and these people of Virginia Precinct brought their hospitable customs of the South and the East with them. In those days one was not thought to have made a visit unless he brought the whole family and stayed at least one night under the roof of his host. The price of meat was not as high as now, though more labor was required to secure meat. Wild fowl and deer were plentiful. Men hunted deer by day and wolves

hunted the sheep and pigs at night. These wolves became such a pest that in 1844 an all-day hunt was staged for the whole county of McHenry. When the hunt was over it was discovered that the hunters had sixty deer corralled, but only one wolf and one fox. This was the first and last grand hunt held in McHenry County.

It will be of interest to recount a little of the history of the Algonquin area prior to its settlement by the whites. At the conclusion of the Black Hawk War (1831-32) the way was prepared for the extinguishment of the last vestige of Indian title to land in Northern Illinois, and this extensive region, rich in beauty and fertility, was opened to the white settler. On September 26, 1833, following a meeting in Chicago of the Indian chiefs and leading members of the tribes with the Government commissioners, a treaty was signed that was ratified May 22, 1834. All title to lands east of the Mississippi was ceded by the Indians, and in return they were given 5,000,000 acres on the east bank of the Missouri River. The treaty further stipulated that the Indians could occupy this territory until August, 1836, and by a law of Congress, settlers were not permitted to occupy the ceded lands until after that date. But, then as now, laws were not strictly enforced. Some adventurous spirits started out as soon as they heard of this grant of land, and made their way through the wilderness, so that by 1835 a number had reached this section, at first called Virginia Precinct, since the first settlers came from that state. Later it was called Fox Precinct, and finally McHenry County. Other states than Virginia and Kentucky which sent forth pioneers were New York, Pennsylvania and the New England states. Some of the early settlers would stop and winter in another state, such as Ohio, before reaching their destination here. Some went on further from Algonquin. Although there is no positive way of ascertaining who was the first white man to set foot on Algonquin soil, undoubtedly some of the early explorers passed through Algonquin and possibly some adventurous hunters or trappers.

#### GILLILAN THE FIRST SETTLER

It is conceded by all that the first white settler in McHenry county was Samuel Gillilan, who arrived with his family November 18, 1834. His wife, Margaret Gillilan, was the first white woman in this section. To the banks of the Fox River, into the forest primeval, over the grassy prairies unscarred by ploughshare came this pioneer family, driving two yoke of oxen and a two-horse team, hauling their household goods in two covered wagons. They also drove along with them some live stock, including several cows. The Gillilans, Samuel and Margaret, daughter of Richard and Nancy Hill of West Virginia, moved by wagon in 1833 to Ohio, resided there one year and then came on to what later became Algonquin.

Mr. and Mrs. Gillilan were the parents of nine children—six girls and three boys—of whom Deida, Lydia, Chauncy, Nancy and Shadrack died early in life. The surviving children were Electa, Tabitha, Martha and Richard. Electa married Levi Seebert, and a daughter of this union, Mrs. Bertha Hawley, is now residing in Elgin. Tabitha Gillilan married Floyd Clausen of Missouri, and Martha became the spouse of J. Rennet. Richard, who was about six years old when the Gillilan family came to Algonquin, is remembered clearly by many of the present residents of the village.

When the Gillilans arrived here they selected a site on which they built a rude log cabin and began to clear land in readiness for their crop. They lost their first crop of corn because of sickness. At the time of the Gillilans' arrival there was an Indian camp across the river and still another where the main village now is, this section of the country being a favorite hunting ground of the Indians. The woods and hills abounded with game, also with wolves and foxes, while the river teemed

with fish. The Indians, for the most part, were friendly, though they did steal a horse from the Gillilans which, however, later was recovered. The Indians occasionally visited the Gillilan home and usually were fed. One day when Mrs. Gillilan was alone in her cabin a group of Indians came and one of them spat in a kettle of boiling water from which Mrs. Gillilan had lifted the cover to show them it contained no meat. Mrs. Gillilan was a small woman but a brave one. The action of the Indian so angered her that she sprang at him and pushed him out of the house, which very much delighted the other Indians, who undoubtedly thought her a "heap brave squaw."

Another story of Mrs. Gillilan's bravery is told in connection with the theft of her cook stove by Indians. A cook stove was an unheard-of luxury, and a band of Indians stopping at her cabin took such a liking to it that they carried it along with them. Mrs. Gillilan followed the Indians 20 miles on horseback and got her stove back. The size or kind of a stove that could be carried on horseback has, unfortunately, not been recorded, but such is the story.

On August 26, 1835, a daughter of the Gillilans, named Deida, died at the age of fifteen years. This was the first death and burial in Algonquin township. The young girl was buried in what was known for many years as the Gillilan Cemetery.

Mr. Gillilan did not long enjoy his wilderness home, but was here to welcome his cousin John, who arrived in the spring of 1835 and settled on the east side of the river on land which subsequently became the Henk farm. John resided here until 1882, when he removed to Nebraska. Among early pioneers who usually stopped at Gillilans', it being the only white man's house, were the Klincks, Toles, Chunn, Cornishes and Chandlers. Also, Dr. Plumleigh, Horace Hubbard and Levi Seebert. The latter subsequently becoming the husband of Electa Gillilan. Other distinguished pioneers who partook of the Gillilan hospitality were the famous Gifford brothers, founders of Elgin. In the spring of 1835 they started afoot from Chicago, seeking a dwelling place in the Fox River Valley. On the third day after leaving Chicago the Giffords reached the Gillilan cabin, hungry and wet, and were received with every manifestation of hospitality. Following a good night's rest and a substantial breakfast of hot corn dodgers and coffee the Gifford brothers continued their journey the next morning and reached their destination, now the city of Elgin, on April 3, 1835.

Samuel Gillilan succumbed to the hardships of a pioneer's existence and died in 1837 at the age of 40, leaving his widow and children to carry on. He had not yet entered his land, but his widow secured a title to 417 acres. After the daughters had married, Mrs. Gillilan and Richard were alone on the farm. A record is extant of an old settlers' reunion held in 1878 at which Mrs. Gillilan received much attention as the first white woman in McHenry County. After his mother's death Richard Gillilan lived alone in a little house, about where the new Algonquin cemetery is located. With him lived his faithful dog, and for many years Richard and the animal were familiar figures on the streets of Algonquin. He finally died at an advanced age at the old Morton house where he had been cared for during his last years.

Not alone the Gillilans, but nearly all of the earlier settlers in Algonquin reached the banks of the Fox River in covered wagons, cutting their own trails, building their log cabins, clearing the land by cutting down the trees and digging out the stumps. Verily, a hard and strenuous life.

#### ALGONQUIN FIRST WAS CORNISH FERRY

At this period in its history, Algonquin was known as Cornish Ferry, that being its first name and bestowed in honor of Dr. Andrew B. Cornish, who settled on a farm on Crystal Lake Outlet in 1835. He

was said to be a good doctor, but from the fact that he engaged in the ferry business, for which he procured a license in 1837, it seems probable that the practice of medicine in Algonquin in those early days was far from profitable. Dr. Cornish, however, seems to have been a "go-getter," for it is recorded that he was the first postmaster of Algonquin, also the first storekeeper, and that he served as sheriff in 1839 and as coroner in 1838 and 1839. In 1848, Burgess and Cornish erected a grist mill on the Cornish farm, for which power was obtained from Crystal Lake Outlet, the same creek which runs through Algonquin Park. This was the same mill which, at a later date, was known as the "Old Mud Mill." A granddaughter of Andrew Cornish became the wife of Peter Arvedson, who came to Algonquin in 1848. Descendants of the Arvedsons and Cornishes live in Dundee and Elgin.

Another early settler in these parts was Thomas Chunn, who came to the Chunn School District in 1835. He died in 1843. His name, however, appears in 1841 upon the first recognized board of trustees of schools. Mr. Chunn and a man named Toles built a mill on Chunn Creek in 1842, and in 1862 Charles Chunn and a man named Northrop erected a grist mill further up on the same creek. Charles Chunn was either a son or a brother of Thomas Chunn. Charles Chunn subsequently moved to Algonquin, was road commissioner, school trustee and director, and kept a drug store and the post office. Later he conducted a paint store in conjunction with the post office. By his first wife, a Miss Goodrich, Charles Chunn had two daughters—Ada Brink and Nellie Threadgold will be remembered. They subsequently moved from Algonquin, but have descendants in several states of the Union. A daughter of Mr. Chunn's second wife, Lottie Planners Anderson, still lives in Elgin.

#### "DOCTOR" PLUMLEIGH ARRIVES

Thomas Plumleigh, destined to become a distinguished figure among Algonquin's pioneers, arrived here from England in 1835. In England he had been a boxing instructor. He was, moreover, a scholar, an astronomist, a violinist of no mean ability, and what was more important in those early days, a man of considerable fortune. He acquired about 640 acres of land, taking in all that portion of Algonquin which now comes under the designation of Plumleigh's Addition. He gave to Algonquin the plot of ground on which now stands the Village Hall. All of the James Philip estate, including the site of the Adamek Block, was purchased from him. Plumleigh's residence is said to have stood about where Mr. Fred Jayne now has his home. Plumleigh had six sons, all musically inclined, their father did not encourage them in their musical aspirations, needing them for more arduous service. Nevertheless, one of the sons ran away and was for a time engaged at McVicker's Theatre in Chicago. Mr. Plumleigh obtained his cognomen of "doctor" by reason of his great friendship with the Indians. They taught him how to prepare various medicines and salves, including "Indian Botanic Plasters," all of which were sold for many years in this part of Illinois and long after Dr. Plumleigh left Algonquin. Following the money panic of 1870, in which most of his fortune was swept away, the preparation of these medicines was the doctor's chief source of income. Moreover, he had invested \$12,500 in the construction here of a brick mill, where he had installed water power and manufactured bricks. The power, however, was inadequate to operate the machinery. Dr. Plumleigh subsequently disposed of the brick mill to George Marshall, and leaving Algonquin, comparatively a poor man, purchased 50 acres of land on part of what is now Hill's Nursery in Dundee. He died in 1883. Most of his descendants reside in Los Angeles, but one grandson, Robert Plumleigh, and family, live in Dundee.

#### PIONEER KLINCK ATE FROZEN BREAD

Joseph Smith Klinck, one of Algonquin's earliest settlers, was born in Caledonia, Genesee County, New York, on December 22, 1806, one of ten children of David and Ruth Smith Klinck, and was of Dutch and Welsh descent. When a small boy he and his family fled from Indian attacks, taking refuge in Ohio, finally settling in Shelby County, Indiana. Mr. Klinck often related the horrors and hardships of this journey and how delicious some frozen bread discovered in a deserted cabin tasted to members of the family. It was on this memorable journey that a sister of Mr. Klinck, Eunice, about 13 years old, fell into a spring and was drowned.

Mr. Klinck was married in Indiana to Elvira Huntington, who, with three children, is buried in Shelby County, Indiana. In 1835, Mr. Klinck, who in the meantime had espoused Abigail Ferris, came to Algonquin and settled near Spring Lake. His brother, Thornton, remained in Indiana; another brother, John, settled in Wisconsin. One sister, Emmeline, traveled across the continent to California, no mean feat for those days. Two sisters and their husbands settled near Algonquin and another sister, Mrs. Phoebe Smith, took up a claim at Crystal Lake. Mr. and Mrs. Klinck had three children born to them on their farm here. One daughter, Martha, married William Carr. Two sons also were born to Mr. Klinck and his second wife—Justus Ferris and Isaac Smith Klinck, both of whom, after their father moved to town, assisted him in running the corner store in the old building subsequently demolished to make room for the present store operated by Duensing Brothers.

In 1844, Mr. Klinck married his third wife, Mary Curtiss, known as "Aunt Polly" to Algonquinites. There were no children of this marriage. Following her death he, in 1875, took unto himself a fourth wife, marrying Martha Magee, daughter of James and Elizabeth McVitty Magee. To this union was born two daughters, still living—Mary Elizabeth, who married Samuel Galvin and is in San Antonio, Texas, and Leona Klinck, who married Carl Zange and still resides in Algonquin.

Before Mr. Klinck left his farm he gave land for a school house and cemetery. In 1841, Mr. Klinck, Thomas Chunn and D. Carey are recorded as constituting the first recognized school board. In 1860 Mr. Klinck served as supervisor from Algonquin. Parts of his farm were sold to E. S. Jayne, R. Haeger and Joseph Ebel. When he came to Algonquin to reside, Mr. Klinck lived on the east side in the house which is now almost under the bridge. Mr. Klinck was justice of the peace for many years. He died March 15, 1890, aged 83 years.

#### GILLILANS VISIT BARRINGTON CENTRE

When the Gillilans came to Algonquin they stopped over night at the log cabin of Jesse Miller and his wife, Ruth Klinck Miller, at Barrington Centre, on the east side of the river. When the Gillilans reached Algonquin they forded the river and settled on the western bank, where no white man had ever been before. The Millers subsequently moved to the Miller, later known as the Lowe District. It is noteworthy that Mr. Miller served as supervisor for Algonquin during the years 1856, 1857 and 1858. Seth Miller, one of his sons, went on West and was never again heard from. John Miller, another son, and a Civil War veteran, rests in the Algonquin cemetery. His widow, Sarah Miller, and daughters, Mrs. Pease and Mrs. Laura Conover, live in Elgin. Aivira Miller, a daughter, married Edwin Benson, a farmer, who, with his brother Wallace, came to this township in 1856. Edwin Benson was active in community life, serving as school trustee and as supervisor. Wallace Benson served in the Civil War and upon his return married Emma Hill, daughter of Ben Hill. After leaving the

farm, Mr. and Mrs. Benson came to town and lived in the house now occupied by Mr. William Dehmow. Both Mr. and Mrs. Benson are dead.

Jesse Miller remarried, and Cora Ottoway Gifford of Elgin became his stepdaughter. At about this time William Kelley and his wife, Mary Klinck Kelley, came to Algonquin and had a beautiful farm home on the east side, but moved away many years ago, making the West Coast their home. They left behind them the grave of their son, John, who was a Civil War veteran.

H. P. Dygert was an early settler in the Algonquin community, residing in what was known as the Ford District. His son, Charles, who is thought to have been the first white boy born in McHenry County, married Lucina Lucas, and after leaving the farm lived on North Main street. He also was one of Algonquin's Civil War veterans. The elder Dygert helped to build the first bridge over the Fox River, was one of the first commissioners, and was a school director for many years.

Among those who settled in Algonquin in the early Forties was Eba Goodrich, whose sister married Charles Chunn. His daughter, Ellen, married John Sears and they became the parents of John and Walter Sears, whose music is famous throughout this section. Prof. Walter Sears conducts the Dundee School orchestra. A daughter married David Magee and has many descendants in Iowa. Another son, Spencer, married Lena Beck, and they had one daughter, now Mrs. Lizzie Tarnow, who lives on a farm near Algonquin. The Goodrich homestead in Algonquin was the house owned on Washington street by Henry Geister, and in which the Natz family now resides.

Still another early settler in Algonquin was the late William Estergren. In 1841 several young men left their ancestral homes in Sweden to try their fortunes in America. Among these were Peter Arvedson and William Estergren. Mr. Arvedson abandoned his school teaching in Sweden, while Mr. Estergren, who had been prepared for the ministry in the Lutheran Church in which several of his ancestors had been ordained, likewise sustained a change of heart and decided to seek his fortune in the new world. Mr. Estergren first resided in Cincinnati. In 1844 he came west to Algonquin, his friend, Peter Arvedson, having preceded him by two years. These two old and tried friends again joined hands in Algonquin and took up government land on the east side of the village. They erected a log cabin in which they lived bachelor lives for four years. Mr. Estergren continued to live there and after fifteen years, put up a new brick house and then went back to Sweden to claim his promised bride. On their arrival in Algonquin they settled in their new home, which they enjoyed to a ripe old age.

The Estergrens had three children—Matilda, Frederick and Emilie. Following the death of his wife in 1904 the elder Mr. Estergren, with his daughter, Emilie, moved to Carpentersville. After making his home there for six years Mr. Estergren died, aged 93 years. Fred Estergren, his son, moved into Algonquin in 1908, and in the fall of that year bought the home on Main street in which his widow still lives.

In 1843, James Magee and his wife, Elizabeth McVitty Magee, settled on the east side of Algonquin, coming here from Franklin County, Pennsylvania. They were of Scotch-Irish ancestry. Two sons of this family, David Porter and James Franklin, served in the Civil War. James Franklin subsequently moved West after acquiring his degree as a doctor of medicine in Chicago. Earlier he had taught school in the Klinck School District and had married Miss Almeda Hayes, who also was a teacher. Miss Mary Magee taught in the country schools also, became the wife of Charles Jayne, and was buried in the cemetery at Oak Glen. Edward Magee married Jane Davis, an aunt of Mrs. John Nixbouer, and moved to Iowa. One sister, Loretta, married Sidney Stickles, and is still living in Oregon. David Porter Magee mar-

ried Emma Goodrich. Martha Magee married Joseph S. Klinck. She died in 1904, aged 62 years. Miss Marion Zange, who will represent "Miss Cornish Ferry" at the Centennial Pageant, is a great, great granddaughter of James Magee.

#### THE FORD FAMILY

Hiram and Lucy Brown Ford, also among the early settlers, came to Algonquin in 1841. Their farm was situated in what has ever since been called the Ford School District, it being named after the Ford family. Mr. and Mrs. Ford were the parents of five children, but Hiram, the father, succumbed to illness and died in 1848. E. A. Ford lived on the Ford farm and afterwards conducted a meat market in Algonquin. He married Jessie Penny, daughter of John and Ellen F. Penny, and they resided in a house on Main street, Algonquite, the site of which is now the home of Henry Gehl.

Vernon N. Ford was born in the Ford School District in 1843. In his young manhood he was engaged in farm work until the outbreak of the Civil War, when, at the age of 18, he enlisted in the 95th Illinois Volunteer Infantry. He was mustered out in 1865 as a corporal. Upon his return to Algonquin he resumed farming, and in 1877 married Miss Nelie Dodd, daughter of Ambrose Dodd. He and his wife moved into Algonquin in 1880 and Mr. Ford engaged in the carpentry business for a time, building for himself a home on North Main street, where he and his family resided continuously until his death in 1931 at the age of 88 years. Mr. Ford was Algonquin's last surviving Civil War veteran. During his lifetime Mr. Ford served as school director for a number of years, as a deputy tax assessor, and for many years as township clerk. Mrs. Ford did not long survive her husband. She passed away in September of the same year. She was an active member during her lifetime of the Congregational Church, of the Ladies' Aid, Willing Workers and Missionary societies of the church, and of the Woman's Club. Mr. and Mrs. Ford were the parents of five children, one of whom, Miss Jessie Ford, recently became the wife of the Rev. P. L. Hanscom, who for the last seven years has been pastor of the Congregational Church.

Henry Ford, a brother of Vernon Ford, also served in the Civil War., and upon his return married Miss Alice Goodson. Miss Roselle Ford married George Dodd, son of Ambrose Dodd, who came to Algonquin in 1844. George Dodd farmed what is still the Dodd farm at the top of the hill going north of Algonquin, and where at the present time, his son, Alvin, again resides. The George Dodds had five children. Bertha Dodd, a daughter of George Dodd, was a school teacher in the Ford District, and married Minor Weaver, of Cary. They now live in Cary, while their daughter, Marion, the wife of W. T. Peter, resides in Algonquin.

Alvin C. Dodd, a son of George, has conducted the home farm for many years. He married Miss Elizabeth Rosencrans, whose grandparents, David and Mary Hill Rosencrans, were early settlers in Algonquin. Their son, Albert Rosencrans, father of Mrs. Dodd, moved to a farm at Crystal Lake, but Elizabeth lived with her grandmother and attended school in Algonquin until she finally went to Crystal Lake, also, and came back the bride of Alvin Dodd, who has served his village well and with great diligence. He has held the office of village marshal, has served on the village board and as mayor. More recently he has been a member of the County Board of Supervisors, representing Algonquin, and since retiring from that office has returned to the old Dodd family homestead on the top of the hill to reside.

Miss Dora Dodd, youngest daughter of George and Roselle Dodd, married Edward C. Peter, elder brother of Willis T. Peter, and like the latter, a member of the American Ironing Machine Company. Mr. E. C.

Peter, likewise, always has been active in promoting the welfare of Algonquin and its inhabitants. Before becoming identified with the American Ironing Machine Company, Mr. Peter, in conjunction with his father, conducted a general merchandise business in that portion of the Masonic Hall Building now used for church services. It will be seen that the Dodds and the Fords are closely related. Their forefathers were active in the organization of the First Congregational Church in Algonquin. Miss Dawn Peter, who represents Osceola in the Centennial Pageant, is of the fifth generation of Fords and of Dodds, while on the Peter side she represents the third generation, living in Algonquin. Incidentally, the Weavers were early settlers in the township, coming to Cary in 1856.

Jane Patterson Church, born in the state of New York in March, 1841, came with her family to Illinois in 1844 and settled in Algonquin township near where old Crystal Lake is now situated. In 1857 she married Joseph N. Yerkes of Algonquin, and to them was born on December 18, 1859, a son, Frank E. Yerkes. In 1861, Joseph N. Yerkes enlisted in the Union Army in Company A, 36th Illinois Infantry, and served his country until his death at Nashville, Tenn., in March, 1864. Mrs. Yerkes went to Nashville to be with her husband at his death, and with her young son remained there and served her country as an army nurse for two years. Then she returned to Algonquin. Frank E. Yerkes married Agnes Sutton in August, 1877, and to this union a son, William, and a daughter, Ruth, were born. In 1901, Ruth Yerkes was married to Robert E. Haeger, son of Robert W. Haeger and Ella Jayne Haeger, who, with his family, came from Germany in 1854 and settled near Algonquin. Robert W. and Ella Jayne Haeger were the parents also, of Arthur Haeger, who, with his wife, Mae Ritt Haeger, live up on the River Road on the old Minard farm. R. W. Haeger started one of the first Holstein herds in McHenry County. Robert E. Haeger was connected with the live stock industry in various branches. He was also a professional ball player, a pitcher on the Pelican team of New Orleans, and was in Southern, Eastern and Inter-state leagues. He became an auctioneer and won a national reputation along this line. He developed a show herd of Holstein cattle and the Haeger stock barns and sales were known far and wide. In his later years Mr. Haeger was called all over the United States and Canada to judge stock and as an auctioneer. He was supervisor of Algonquin township for a number of years and held that office at the time of his death.

Records disclose the fact that in 1846 William Henry came to Algonquin, was a justice of the peace, served in the Civil War, and had a home where Mrs. Marion Smith now lives. This house was later the property of George Early. They conducted a newspaper in Algonquin at one time.

Among the early settlers of the Ford School District was James Kee, who came to Algonquin in 1849 with his wife, Rachel Marion Kee. They had no less than 12 children. Their daughter, Elizabeth, married Mr. Keyes, and two children were born to them, Fred Keyes, who lives in Cary and who married Cora Jayne, and George De Witt Keyes, who resides in Algonquin and is cashier of the Algonquin State Bank. George Keyes married Miss Grace White, who taught the primary grades of the Algonquin public school for 25 years.

Edward J. Kee married Susan Wahl, and resides on the east side of Algonquin. While other members of the Kee family married and moved to other parts, the Misses Ella and Charlotte, "the Kee sisters," as they are affectionately called by the villagers, live in Algonquin. The Kee, Keyes and Morton families are closely connected through marriage and environment and all were for years associated with the activities of the Episcopal Church.

In 1852 the Balesty family settled in the Ford School District. Mrs.

Kate Burns is a daughter of the first Mr. Balesty to settle in Algonquin. She is the wife of Jack Burns. Patrick Balesty and his sister, Lucinda, who keeps house for him, are the last of the Balesty family residing here. The Samuel Price family also lived in the same neighborhood as the Balestys. John Price, a son, and Mrs. John Camm, a daughter, are the only members of the family to remain in this village. John Price is one of the few inhabitants of Algonquin who never has indulged in the automobile habit. When he "wants to go places" he simply hitches his team to the old-fashioned buggy and away he goes.

#### THE GOODSON FAMILY

Mr. and Mrs. William Goodson, parents of Anna Goodson Nason, now deceased, wife of the late Dr. William A. Nason, arrived in Algonquin May 20, 1846. They operated a farm in England for several years, then decided to seek their fortune in America. After a two months' voyage on a sailing vessel they landed in New York City. The Goodsons came directly to Algonquin, purchased what is now known as the Kanka farm, then built a log cabin and barn. They resumed farming and lived on this farm for several years.

In 1849 their son, Edward, went to California by wagon train during the gold rush. He was successful in finding gold and started home with his newly acquired wealth, but never arrived in Algonquin. "Lost on the Plains," was the only explanation ever received by his parents.

Mrs. Goodson died in 1862 and after Mr. Goodson's death in 1864, two of his daughters, Amelia and Anna, moved to Algonquin. Amelia was, for many years, a teacher in the village public school, also taught in several country schools in this vicinity. Anna married Dr. W. A. Nason, June 29, 1874. Miss Wilma Nason, chosen as Miss Algonquin for the Village Centennial celebration June 8, is a great-granddaughter of the Goodsons.

Abial Barker and Peter Tubbs were among the Algonquin settlers of 1835. Henry Tubbs, son of Peter, married Sarah Barker, daughter of Abial. Peter Tubbs had a large family, but, nevertheless, as each son became of age he gave him a 40-acre farm. The forty acres given to Henry Tubbs were situated in the Wienke district and subsequently became known as the Pinnow farm. Henry Tubbs was a cabinet maker by trade, built wagons, conducted a blacksmith shop and, as occasion arose, made coffins. His shop stood on the site of the present Vodnansky store. His residence, directly across the street, still stands. His daughter, Emily, who married Robert McKee, was an early school teacher in Algonquin, and so also was another daughter, Florence, who married William Ratray, and died shortly thereafter. Albert Tubbs, who died a few years ago, also was a son. Mrs. Francis Buck is the only living child of Henry Tubbs and she resides in Iowa. His only descendant living in Algonquin is Mrs. Anna Eldredge.

Henry Henk came to the vicinity of Algonquin in 1859 and occupied a farm on the east side of the Fox river. Mr. Henk acquired the old Grimes farm and also the John Gilliland farm. He added to these pieces of property until his holdings amounted to approximately 400 acres. His son, Henry, married Miss Werneke and now resides on Main street, Algonquin. In 1858, Charles Bratzler, Sr., and Jacob Bratzler came from Germany and settled in the Wienke School District. They have no descendants living in Algonquin. Other early Algonquin settlers were the Babbitts and the Frenches. The Dunns were early east side settlers and achieved fame because of the enormous size of a daughter, Phoebe, who became a museum and circus freak. Other daughters were of normal proportions, but moved to Crystal Lake and other nearby places.

One of Algonquin's early residents was Colonel Ruth Goshen, for whom the Lade house, still standing on the east side, was constructed.

The rooms of this house have unusually high ceilings for that period, the late Fifties or early Sixties. This is explained by the fact that Col. Goshen was more than seven feet tall and had been exhibited in Wood's Museum in Chicago. He was of ample girth, also, and was not inappropriately called Algonquin's giant. A description of him recently printed in the Chicago Daily News fits exactly pictures of Col. Goshen that were possessed by many of Algonquin's older families. It says Col. Goshen was "dressed in a military suit, brass buttons and a white feather in his hat." Another massive person who resided in Algonquin and also was exhibited at Wood's Museum was the Miss Phoebe Dunn, heretofore referred to. She was one of the teachers of the East side school, a little building since made over by A. O. Stastny, but which still retains a portion of the old structure. It was opposite the house in which Col. Goshen lived. It is said that Col. Goshen and Miss Dunn subsequently traveled with Barnum and Bailey and the Ringling shows. Miss Dunn died in 1870.

#### THE WATSONS, LOWES AND PYOTTS

James Watson, of Scotch ancestry, was among the settlers of the early Sixties, and was an uncle of the Lowes. He settled on the east side and was a wagon maker for James Philp. In 1862, George Lowe and his wife, Jennie Watson Lowe, came here from Canada and went to the home of Mrs. Lowe's brother, John Watson, who lived on the east side of Algonquin. Mamie Lowe attended the little East side school and Tom Martin, a lame man, was her teacher. Mr. Lowe had farmed in Scotland, but his first job in Canada was laying ties on the old Suspension Bridge over Niagara Falls. He then became a railroad contractor, laying many miles of cattle guards along the Grand Trunk Railway system in the Province of Ontario. Upon arrival in Algonquin Mr. Lowe moved to the Gillilan house, which at that time stood on the site of the present new Algonquin cemetery. Jessie Lowe, who subsequently became the wife of Frank Svoboda, was born in the old Gillilan homestead 73 years ago. As a young woman she taught school in the Ford and Chunn Creek districts. After her marriage she and her husband left Algonquin, but returned about 30 years ago and have since been living in Algonquin. Mr. Svoboda is a member of the Village Board. James A. Lowe, the only other member of the Lowe family residing in Algonquin, originally worked on the home farm, subsequently bought and ran farms in the vicinity of the village, and later engaged in the live stock business. He married Isabelle Fyfe of Nebraska, whose parents had resided in Algonquin at an earlier date. Isabelle was born in a house in what is now the old cemetery. She and her husband have four daughters and one son.

Thomas McKay, who was "farmer for J. Pyott," according to the records of that time, came to Algonquin in the Sixties. The Pyotts owned the property where Green Tree Tavern now stands, and much of the farm land thereabouts, including the old Mud Mill property. The large residence, now owned by Dr. Robison, a son-in-law, was quite a show place and the Pyotts were the only "millionaires" the town ever boasted. George and James Pyott now reside at Green Tree Tavern. George Pyott is one of the Committee of Nine of the Centennial celebration. He is a collector of antiques and has a valuable assemblage of Indian and other relics.

#### THE DVORAKS AND THE ADAMEKS

In the late Sixties a family of two sons and ten daughters residing with their parents in a little village in Bohemia decided to emigrate to America and try their fortunes. Eventually they reached Algonquin and settled on a farm near Spring Lake. The two sons were Anthony and John Dvorak and the daughters subsequently became the wives of

prominent Algonquinites. One married Joseph Wandrack, father of Charles Wandrack, long prominent in the affairs of McHenry county. They were the parents also of John, and of Nellie Robison and Nettie Threadgold, whose daughter, Mrs. Charles Nason, is the only descendant of the Wandrack family residing in Algonquin. Mrs. Threadgold, who was postmistress of Algonquin for many years and had more recently resided in Chicago died there at the home of her son, Fred, on May 15, 1935, at the age of 77 years and was buried in the Algonquin cemetery.

Joseph Adamek, a carriage maker of Algonquin, married Bertha Dvorak. He came to Algonquin, direct from Bohemia. In the old country, against his own inclination and the desire of his old school professor, Mr. Adamek's father apprenticed young Joseph to a carriage maker. Because of this trade he established a carriage and wagon shop in a building on the site of the present Adamek Block. The vehicles were made entirely by hand, only seasoned hickory and oak being used. In those days, these hand made vehicles generally outlived their possessors. Mr. Adamek assisted in the organization of the first masonic lodge in Algonquin. He lived in the same picturesque brick house on Main street in which his son Charles, a member of the Centennial Committee of Nine, now resides, following a number of years spent in Elgin during which he held a responsible position in the Post Office of that city. Charles Adamek is now engaged in the insurance business and the people of Algonquin are happy to have him and his wife living in their midst. A sister, Mary, taught school in the Ford district and Miss Amelia was postmistress for a long time. John Adamek, a brother of Charles, was also postmaster of Algonquin. A brother of Joseph Adamek, Frank Adamek, married Miss Anna Kvedera and was constable, and Mayor of Algonquin and like his nephew Charles was interested in the insurance business. Frank Adamek's descendants in Algonquin are Mrs. Anna Harnish and her daughter, Dorothy, but his widow Anna Adamek lives in Seattle, Washington.

Another of the Dvorak girls married Frank Tomiskey, a merchant of Algonquin, but they later removed to Cary. Frank and John Dvorak, present-day upstanding citizens of Algonquin are the sons of Anton Dvorak. John has been village marshal on two occasions, is married and has four children. Frank Dvorak conducts a general merchandise store and is the present postmaster of Algonquin. He and his wife, Katie, have two children, Raymond, who is a member of the faculty of the University of Wisconsin and has earned favorable recognition as an accomplished leader of orchestra and band conductor and Helen, who is instructor of violin at Valparaiso University, Indiana. Frank Dvorak was born in 1869 in the Spring Lake district and started in business in Algonquin in 1893 as a member of the firm of Gevers and Dvorak in a new building erected at that time by Anton Fitzek. Mr. Gevers subsequently left Algonquin and Mr. Dvorak formed a partnership in 1899 with Louis Lehky and dispensed drygoods, groceries and meats in the old Adamek Block. Mr. Lehky in 1918 moved from Algonquin and Mr. Dvorak has since conducted the business alone in a building adjoining the Post Office. Frank Dvorak served on the Village Board for 12 years and for nine years on the Community High School Board.

Mrs. Mary Kanka, a daughter of Anton Dvorak and sister of Frank Dvorak lives in Algonquin. She was the widow of Emil Vanderau, and following his demise she married Joseph Kanka. Descendants of John Dvorak, brother of Anton, living in Algonquin, include John Dvorak, Jr., who has served on the Village Board and as marshal. A sister of John Dvorak, Jr., is the wife of Claude C. Lace of the firm of Lace & Reimer, automobile dealers. Mr. and Mrs. Lace have two daughters, one of these, Ruth, being the child of Mr. Lace's first wife, Minnie Werneke. The other daughter, Shirley, is a great granddaughter of the elder Dvorak who came here from Bohemia in the late Sixties,

and from the same little village where was reared the famous Anton Dvorak, composer of "Humouresque."

From early records it is learned that in 1865 Christ Wilbrandt received his naturalization papers, thus making him a full-fledged citizen of the United States. He was the father of the present popular and efficient Mayor of Algonquin, Albert Wilbrandt, who formerly owned a farm on the site of the present Camp Algonquin, was a butcher by trade and for a number of years kept a meat market. Upon relinquishing this line of endeavor Mr. Wilbrandt engaged in the live stock business. He married Miss Mary Calbow and they are the parents of six children. The Calbows are one of the families who migrated to Algonquin in the Sixties. John Calbow married Miss Sophia Duensing, sister-in-law of Mrs. Mary Duensing, still living on Main street at an advanced age. Besides Mrs. Albert Wilbrandt those of the Calbow children still living in Algonquin are John Calbow, a painter, and Miss Louise Calbow.

#### SCOTCH ARRIVE IN THE SIXTIES

The Sixties were notable for the advent of many Scotch families in Algonquin. Among these personages was William Rattray who arrived here in 1865 and settled just south of the village at a point where now is situated the Wegner barbecue and gas-filling station. One son of the older Rattray, William, operated the farm for many years and now resides in the village with his wife, Minnie Diereks Rattray. Their son Raymond is still farming. Delwin Rattray is a member of the School Board and is one of Algonquin's rising young men. Miss Mabel Rattray, who taught school for several years, married Gordon Martin, Algonquin's plumber. Miss Helen Rattray, another member of the family still residing in Algonquin makes her home with her sister, Mrs. Belle Stewart.

It was in 1865 also that Mr. and Mrs. George Kob first built their home on the upper river road. Ever since that time some members of the Kobs family resided there. Since 1907 Charles and George E., sons of George Kobs, have owned the farm and three generations of Kobs have been born in the same house. Another family that settled on the upper river road in the early Sixties, was that of Mr. and Mrs. Frank Nixbouer, who came here from Bohemia in 1863 and settled on the site of what is now the Turner Camp. Mr. and Mrs. Nixbouer had a numerous family. One of their daughters is Mrs. Mary Jelinek, who, with her son, Frank, and his wife and family reside on the old Jelinek homestead on the upper river drive. Mrs. Mary Jelinek, who will be 72 years old next August, was born on the vessel which conveyed her father and mother to this country in 1863. Mrs. Fanny Pedersen, is a daughter. Another daughter, Jennie, was struck by lightning and killed on her mother's farm, while still a young girl. John Nixbouer, a son of Mr. and Mrs. Frank Nixbouer resides with his wife in Algonquin. He married Miss Minnie Houghtaling, daughter of Joseph and Melissa Davis Houghtaling of the Chunn Creek District. Mrs. Nixbouer's parents settled there in the Forties, and an uncle, Jack, was a veteran of the Civil War. Frank, a son of the elder Nixbouers, resided for many years on the Magee farm. Their children married and moved away and Frank and his wife took up their residence in Cary where a few years ago they were accidentally asphyxiated by illuminating gas. They are buried in St. John's cemetery on the River road beside the graves of Mr. Nixbouer's father and mother. Nettie, a daughter of Mr. and Mrs. Frank Nixbouer, Sr., married William C. Hill, who used to be a wagon builder in Algonquin on the site now occupied by Benson's gas filling station. Mr. Hill is dead but Mrs. Hill and their three children are living in Oak Park. Mr. and Mrs. Nixbouer also had a son, Albert, who, after his parents' death, removed from Algonquin. The youngest child of Mr. and Mrs. Nixbouer is Mrs. Cecelia Rohrsen who resides with her two sons, John and Harvey, on the Rohrsen farm north of

town. She also has two daughters, grandchildren of the elder Nixbouers, Mrs. Mabel Horman of Dundee and Mrs. Lenore Dufield of Crystal Lake. Mrs. Horman has a daughter, May June, and Mrs. Dufield a son, Clark Eugene, constituting the great-great grandchildren of the elder Nixbouers.

Mrs. Fanny Jelinek Pedersen, a granddaughter of the Nixbouers resides in Algonquin. Her husband was Algonquin's village blacksmith for a number of years and is now the Worshipful Master of the Algonquin Masonic Lodge. Another granddaughter of the Nixbouers residing in Algonquin is Mrs. Lucy Barta, wife of Joseph Barta. They have two children, one of whom, Mrs. Lucille McKay is a member of the Centennial Committee of Nine. Her son, Andrew McKay, Jr., is of the fifth generation of Nixbouers and of the fourth on the McKay side. Mrs. Barta's mother was Barbara Nixbouer Nouza, and her brother, Thomas Nouza, is a priest of the Roman Catholic church.

#### THE SUCHY AND JANAK FAMILIES

In the 1860's the Suchy families came to the Algonquin neighborhood settling on farms on the east side in the Wienke and Klinck school districts. Of the former large family of Frank Suchy, Sr., only one daughter, Mrs. Janak, now lives here. Mrs. Josephine Janak was born on the Suchy farm 66 years ago. She married John Janak, who came to Algonquin in 1872. He was a dealer in agricultural implements and also sold wagons, buggies, etc. Mrs. Janak makes her home with her daughter, Edna, wife of Benjamin Pflaum, the only member of the Pflaum family living in Algonquin. John Pflaum and his wife, Elizabeth Frye Pflaum, parents of Benjamin, settled in the Wienke School District in 1865 and bore the reputation of being among Algonquin's most progressive citizens. All three sons of Mrs. Janak had the distinction of serving in the World War. George Janak, who married Elsie Otteson, is the proprietor of the Ford Garage in Algonquin, is a member of the School Board, has served on the Village Board and is active in civic affairs and in the work of the American Legion. Elmer Janak resides in Crystal Lake and Edward Janak in Algonquin.

Mrs. Amelia Kanka, of Algonquin, is a daughter of the Albert Suchy's who came to this neighborhood in the Sixties. She has a son, Harry, and a daughter, Mabel. Mrs. Griffin, a sister of Mrs. Kanka and the wife of Michael Griffin, is the only other representative of the Suchy family living in the village.

The Kvideras were settlers on the upper river road in the Sixties. One of their daughters is Mrs. Fitzek, widow of Anton Fitzek, who came to Algonquin in 1890 and built the structure in which Duensing Bros. now conduct a general merchandise store. A granddaughter of the Kvideras is the wife of John Filip, a former Mayor of Algonquin and its present supervisor.

#### DUENSINGS OF THE PAST AND PRESENT

The first Frederick Duensing to make his habitation in Algonquin acquired in the early Fifties the farm on the east side now occupied by John Hopp and his family. His son, also named Frederick, continued to live there after his father's death and he operated the farm for many years. He married Miss Mary Mensching, of Bloomingdale, in 1870. They were the parents of nine children, five of whom are now living in the village of Algonquin. After retiring from the farm, Frederick Duensing the second moved into the village. During his lifetime, Mr. Duensing was noted for his loyalty and services to the Lutheran Church. His sons, Frederick the third and Arnold, are widely known as the genial proprietors of the Duensing Bros. general store. Fred married Miss Emma Gieske and they have five daughters. Frederick Duensing has served on the Village Board and is ever alive to the interests of his community. Arnold Duensing



married Miss Minnie Dammeyer and they are the parents of a daughter and two sons. Mr. Duensing is Commander of the local American Legion Post and has just retired from the Village Board after faithful service covering a number of years. He has been active in furthering the Centennial celebration and his wife is one of the members of the Committee of Nine. Miss Renata Duensing lives with her mother, assists in the Duensing store and is active in many of the organizations of the village. Mrs. Mary Vette resides with her sister, Mrs. Minnie Diercks, who has been carrying on the business of her late husband, Henry F. Diercks. Mr. Diercks, prior to his decease, bought the Shufeldt farm on the east side of the river and laid part of it out in building lots, while the farm proper is rented by Albin Samuelson. Arthur Diercks, a son, married Miss Lena Grosse and they have two sons. Mr. Diercks is engaged in the real estate and insurance business and also has extensive interests in the Algonquin Fox Farm. Laura, a daughter of Mr. and Mrs. H. F. Diercks, is married to Edward Janak, who formerly was in the garage business with his brother, George. Edward Janak has recently retired from the Village Board.

Henry Benthuyson settled in Algonquin in the Fifties. For a time he kept a store in the basement of what now is the Zalesky home and in 1860 opened a blacksmith shop which stood until it was torn down a year or so ago. In 1873 he was accidentally killed while repairing a reaper. His son, Henry, who married Mary Hartquist and was the father of Irving and Lafayette Benthuyson, succeeded to the business. As the years progressed the blacksmith business fell off, but Henry Benthuyson regularly drove in from his country home and stayed at the old shop. It is a strange coincidence that an accident also caused his death, for a few years ago he was killed on Main street when an automobile ran into his horse drawn buggy. His son, Irving, who married Ellen Wallin, has three children. Lafayette Benthuyson married Ellen Beardsley and has purchased and lives in the old Free Methodist parsonage on North Main street. They have one son, Alvin, married to Louise Wascher. Henry Benthuyson, Sr., left a widow who subsequently became Mrs. Aldric and lived for many years in a little cottage on the east side. He also was survived by a daughter, Adelaide Adams. The Hartquists, also, were early settlers whose family attended school in the Wienke district. One of the daughters became Mrs. Henry Benthuyson, one became Mrs. Sumner Pingry of Crystal Lake and another is Mrs. Morton Kee of Los Angeles. Alvin Hartquist, a son, married Miss Amelia Adamek, a sister of Charles Adamek.

In the Forties and Fifties there were many families in and around Algonquin who no longer have any descendants living in the town. Among these were the Coris, Ogbins, Sweets, Voglers, Wolfes, Seymours, Shufeldts, Hubbards, Perrys, Coles, Langlois and Robert Kee's, but their names still are familiar to the older residents.

#### THE WIENKES AND THE KUBLANKS

The Joseph Wienke family settled 71 years ago in the Wienke district when Mrs. Charles Kublank was only four years old. They had also one son, Joseph, and his only daughter, Amanda Broederdorf, lives on a farm near here. Some of his sons live in nearby towns and a son, Martin, on a farm not far from Algonquin. Joseph Wienke later was in business in this village. His daughter, Mary, married Carl Kublank and this couple are still living happily after being married 56 years, surrounded by their sons and daughters and grandchildren. Miss Matilda was born in the house which still stands and is occupied by Mrs. Vanderau. Mary Kublank Dehmow, another daughter, still resides in Algonquin, and has two daughters at home. Another daughter married Albert Wilbrandt and one is Mrs. Gordon Ritt. Sabina Kublank Beu is the youngest of Mr. Kublank's family and is the wife of the village marshal, Fred Beu. Mr. and Mrs. Beu have one

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daughter, Marion. Herman and Carl Kublank, sons of Charles Kublank, are both carpenters. Herman has one son, Elmer, and two daughters residing at home and a married daughter, Mildred Becker, while Carl has four children at home. Mr. and Mrs. Charles Kublank have 15 grandchildren and two great grandchildren. Mrs. Kublank, it is interesting to learn, had for her teacher Phoebe Dunn, the 400-pound giantess and snake charmer referred to in an earlier portion of this history. Charles Kublank remembers being in school at Plum Grove when news was received of the assassination of President Lincoln. Mr. Kublank was a master carpenter for many years and many buildings in Algonquin stand as a record of his work. These include the Hillside, Chevrolet and Nash garages, 58 residences, the German Lutheran church and the Algonquin Gymnasium. He served two terms as tax collector, was a school director in the Wienke district for 12 years, was road commissioner when the bridge that preceded the present steel and cement structure was built and has held many offices in the Lutheran Church. He was a member of the first village board and is the only survivor of the board of that time. Mr. Kublank's grandfather settled in Palatine in 1848 and members of the family still reside on the same place.

The Berkley family settled on a farm east of town in the early Sixties. One son, Charles Berkley, and his wife, Minnie Wollert Berkley, reside on North Main street, as does his son, Carl, who in turn has a son, Howard, and a daughter, Dorothy. Arthur Berkley, a son of August Berkley, also lives in the village, as does the widow of William Berkley, Mary Calbow Berkley.

#### THE JAYNE'S, DIERCKS AND EBELS

Eben S. Jayne came to the Spring Lake district in 1864 and bought a portion of the J. S. Klinck farm which he cultivated until he came to reside in the village of Algonquin in 1886. His wife was Hattie Houghteling Jayne and they were the parents of three children. Mr. Jayne served as school director for a number of years. The Jaynes had three children one of whom was William, who resided in the village until his death in October, 1932. Anna, a daughter, still lives in Algonquin with her husband, C. N. Van Dyne. Silas Jayne, another son, and his wife, Jane Diercks Jayne, reside in the Jayne homestead in this village. They also have three children—Zella, Myrtle, who has taught in the Algonquin Public School for several years, and one son, Fred, who operates the Jayne farm and is familiarly known to his host of friends in and around Algonquin as "Brownie" Jayne. He is active in the American Legion and has served several terms as a member of the Village Board. He is married and has two children.

In the late Fifties Frederick Diercks came to the United States from Germany and "hitch-hiked," as they now term it, from New York to Illinois, and after working for a couple of years in a Dundee brick yard went to reside on what is now part of the Jurs farm. It was here, in 1860, that a daughter was born to Mr. Diercks and his wife, who was named Jane, and who subsequently became the wife of Silas Jayne. Naturally she regards herself as a born Algonquinite, notwithstanding the fact that her parents resided in Kane County for some years. Upon their retirement from farming, however, they acquired a residence on Main street, Algonquin, where they lived for many years. Mr. Diercks married Miss Christine Heideman, whose sister was the mother of L. H. Wenzel. The children of Mr. and Mrs. Diercks were: Mrs. William Rattray, Henry F. Diercks, Mrs. Silas Jayne, Mrs. Walter Livingston of Carpentersville and Miss Louise Diercks of Los Angeles, California. All are living with the exception of Henry F. Diercks. Mrs. Jayne clearly remembers the log cabin occupied by her family, with one room below and a loft above, where the men usually climbed a ladder to sleep. The room below served all purposes. She

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recalls the little trundle bed she shared with her sisters and how her father worked with oxen and they drove them to town when shopping. Cows in those days could be purchased for \$14 apiece and butter was only ten cents a pound. Planting was done by hand and a cradle used for cutting grain.

Joseph Ebel settled in the Spring Lake District in 1869 and acquired a large farm. Of his many children three are now living in and around Algonquin. Albert resides on a farm in the Ford School District and has several sons and daughters, one of whom, Mrs. Andreas, lives with her husband and children in Algonquin. Henry Ebel and Clarence Ebel, sons of Joseph, are in the milk business, delivering the product of Algonquin farmers to the Bowman Dairy Company in Chicago. They formerly operated a garage on the site of the Old Brick Mill which they now operate as a milk loading station. Henry Ebel married Miss Hazel Rahn and they have five children. Clarence Ebel married Miss Irma Ritt, a former teacher in the Wienke district. They have five daughters and one son. Clarence Ebel, who is clerk of Algonquin township also conducts an extensive real estate and insurance business, has served on the Village Board and is keenly interested in all civic affairs and the growth and expansion of Algonquin.

Carl Dahn was among those who entered Algonquin territory in 1869 and occupied the place where Henry Trumbull now resides. Subsequently he moved to the McKay farm. Of his sons and daughters only one remains in Algonquin—Henry Dahn. He married Anna Staffler and they were the parents of a little girl named Marie who met with a tragic death in the creek that flows through the town. Mrs. Henry Dahn died a few years ago and Mr. Dahn now resides with his son Walter, who married a daughter of George Lowe, and has one son, Minnie Dahn, a daughter of Carl married James McKay and they moved to Laramie, Wyoming. Returning some years later to Algonquin they operated the McKay farm until they retired and built the house on North Main street in which their son, Edward J. McKay now resides. Thomas McKay, their eldest son lives in Chicago and the younger son, Andrew, resides in Algonquin. Bertha Dahn Kropplein, a daughter of the elder Dahn resides in Crystal Lake, while Olive Dahn, a daughter of Albert Dahn, resides in Algonquin.

Simon Chandler was one of the early settlers on the east side of the Fox river. During his declining years he lived on what at that time was known as the Richards place, now occupied by J. Bauml. One of Mr. Chandler's sons, Henry, moved to Iowa with his family and another son, Louis, lived on the east side. He had several daughters, one of whom, Nettie, became the wife of Jesse Chapman. The latter kept a drug store on the present site of the Algonquin State Bank. The drug store was in the front of the building and the living quarters were in the rear. This building also was the former home of Dr. Nason, and the Chapmans occupied it after the doctor erected the new home where his son now lives.

Benenet Erickson and his wife Anna, both born in Sweden in 1818, sailed from that country for the United States in 1854 and came directly to Algonquin where Mr. Erickson established a wagon shop on land which now is a portion of the Vodnansky estate. Two of the Erickson's children died on shipboard while on their voyage to America and two additional children were born in Algonquin. One of these, a daughter Mary, 80 years old, still resides in Chicago. Shortly after the railroad through Algonquin was constructed in 1855-56, and which Mr. Erickson helped build, he sold his wagon business to Henry Tubbs, the cabinet maker, who was his neighbor, and moved to McHenry, where his youngest son Frank was born and still resides. Frank married Miss Anna Ritt of Algonquin.

#### ALGONQUIN A VILLAGE IN 1836

Algonquin was first laid out as a village about the year 1836. The original plat was prepared by Dawson and Powell. Subsequently Plumleigh's addition was made. The village first was called Cornish's Ferry, that means of crossing the Fox River having been established by Dr. Andrew Cornish, one of the earliest settlers. Later the name was changed to Osceola, when it was discovered that there was another village of that name. The suggestion was made by a Mr. Edwards that it be named Algonquin. Edwards had been a sailor on a vessel of that name derived from the Algonquin tribe of Indians. The three names borne by the village will be appropriately represented on Algonquin's Centennial program by Marion Zange, Dawn Peter and Wilma Nason, who are descendants of three of the oldest families still living here.

It was not until December 17, 1844 that the plat of the village was finally accepted and adopted as presented by Eli Henderson. Rulings were made by a Commissioners' Court of Three, until the township was ultimately organized in 1850. The first town meeting was held in 1837 and licenses were granted for taverns and ferries. A license to operate a ferry over the Fox River was granted in 1837 to Andrew Cornish for one year dating from September 4, the consideration being \$5. Stringent rules were made concerning the prices landlords of taverns were to charge their guests. They were permitted to charge not more than 37½ cents for meals, and 12½ cents for lodging. For horses and hay per night they were permitted to charge 25 cents. Eight road districts were laid out in the county in 1837 and three "viewers" were appointed to survey a road starting from Cornish's Ferry to McHenry across English Prairie. The old Chicago road along present Route 62 was the main highway used by Algonquin farmers to convey their grain, etc. to market in Chicago. It was to that city that all the old pioneers and early settlers had to transport their produce, but over a vastly different kind of road to that now used by their descendants in automobiles.

#### EARLY POSTMASTERS

The first Post Office was kept by Andrew Cornish, who also had the distinction of opening the first store in Algonquin. Other early postmasters were Isaac Denny, J. Petrie, John Sears, Eli Henderson, Col. Henry, C. C. Chunn, John Adamek (a brother of Charles Adamek) and Nettie Threadgold, who for a number of years was postmistress, with her daughter Verda, now Mrs. Charles Nason, as an assistant. Mrs. Threadgold was the daughter of Joseph Wandrack, who settled here in the Sixties. Her brother, Charles, was village constable and for many years sheriff of McHenry County with headquarters in Woodstock. John T. Kelehan was postmaster for two different terms. He married Martha Doyle, who, with their son, John, conducted the post office during Mr. Kelehan's last illness. Clarence Franke was the next postmaster. He is the son of Christ Franke, flour, coal and feed dealer and was before and since being postmaster associated with his father in that business. Clarence Franke married Ella Ritt and they have three children, Clarence, Jr., who is married and is in business with his father and grandfather, and Helen and Ralph. Mrs. E. C. Bonkoski succeeded Mr. Franke as postmaster and her assistant was her son, Edward.

Algonquin's present postmaster is Frank Dvorak, son of Anton Dvorak, who came to the Spring Lake district in the Sixties. Mr. Dvorak has the distinction of being one of the men longest in business in Algonquin, having established the general merchandise firm of Gevers and Dvorak in 1893. After Mr. Gevers left the firm Mr. Dvorak and Louis J. Lehky formed a partnership and kept store in the Adamek Block. This red brick structure was built by an uncle of Mr. Dvorak and also of Mrs. Lehky, who before her marriage was Amelia Adamek.

Her mother was Anna Kvidera. After Mr. Lehky moved from Algonquin Mr. Dvorak conducted the business alone.

#### ALGONQUIN'S FIRST STORES

If Algonquin's first postmaster had the distinction of opening the first general store in Algonquin, the honor of opening the first hardware store in the village goes to Helm and Peter, two enterprising young men who happened to be brothers-in-law. Prior to their advent in 1868 hardware of all kinds had been dispensed only in the general store. John Helm continued in the hardware business in Algonquin until his death in April, 1894. He had fought in the Civil War before coming to Algonquin. He and his wife made their home in the Beu house on a corner opposite the Congregational Church. He and his wife, Mary Montayne Helm, were the parents of four children and after his death, two sons, Leon and George, ran the business. Leon, who now resides in Elgin, married Jennie Haeger and has three sons and a daughter. George, who also conducted a drug store in Algonquin, later moved to Elgin where he died a few years ago leaving a widow, Alice Jayne Helm, two sons, Lyle and Ralph and two daughters, Millie and Ruby. All are married and have families. Lyle and Ralph were active members of the Boy Scout troop in Algonquin under the Rev. Thomas Smith and Ruby married Attorney Lawrence Swinyer of Elgin.

John Peter, partner of John Helm in the hardware business, married Lida Helm. They were the parents of three children, Grace, Edward and Willis. John Peter had an interest in many business enterprises in Algonquin. While his partnership with John Helm still continued, he personally conducted a separate establishment from 1885 on, known as Peter's General Merchandise Store. From 1880 he also had been engaged in the lumber industry, the firm first being known as Peter & Stewart and later as Peter & Johnston. Mr. Peter was president of the Village Board for seven years and was school treasurer of Algonquin township over a period of 27 years. He was a veteran of the Civil War, saw very active service, was taken a prisoner and for five weary months suffered the tortures and starvation of the rebel prison at Andersonville, Va.

Edward C. Peter worked in his father's store and later operated a garage and machine shop prior to becoming President of the American Ironing Machine Company, which has its factory and headquarters in Algonquin. E. C. Peter was born in Algonquin and is believed to be the oldest resident born and continuously living in Algonquin. He is chairman of the Centennial Committee of Nine. His brother, Willis, claims fourth place in the "oldest resident born here" class.

#### YE VILLAGE "SMITHYS"

The first blacksmith shop in Algonquin was owned by William Jackson and was situated near the creek on the plot of ground now occupied by the Town Hall. Jackson, who opened his shop in 1839, was followed by a blacksmith named Steve Sweet, who conducted a shop on the east side. And then Henry Benthuyesen started his shop on the location where the last Henry Benthuyesen, father of Irving and Lafayette Benthuyesen, conducted a "smithy." In 1851 James Philp, grandfather of Mrs. B. C. Getzelman, had a blacksmith shop on the site of the existing Adamek Block, of which he was the builder. Many blacksmiths have come and gone in Algonquin and apparently "the village smithy" will soon be a thing of the past, for only one blacksmith shop remains in Algonquin and that is conducted by a newcomer, Mr. Cumingore, in the building constructed by Charles Kern a number of years ago and used by him as a wagon shop. Edward Pedersen operated a blacksmith shop in this building for many years. The Henry Benthuyesen blacksmith shop was a landmark for many

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years, but it was demolished several years ago. On the Main street corner now occupied by Benson's gas-filling station there was a "smithy" for many years operated by the late Joseph Johnson. Edward J. McKay at one time had a blacksmith shop in the building now occupied by Albert Mertens. About 50 years ago Peter Wolaver was one of the village blacksmiths.

Apparently the first cabinet shop in Algonquin was opened in the Forties by Leander Griswold. He made windows and doors for dwelling houses and as a side-line constructed coffins for deceased villagers. Henry Tubbs, and his brother, Merritt, came to the village in the Fifties. He was a cabinet-maker and wagon builder and also constructed coffins. Mr. Tubbs was said to have had a wonderful shop. It stood on the east side of the river on the site of the present Vodnansky store. For many years after Mr. Tubbs' retirement from work his old shop and home were said to have been a veritable storehouse of treasures which would have delighted the hearts of present day relic and antique hunters. Algonquin also had a cabinet maker named Jos. Kugel who married one of the Dvorak girls and for a time plied his trade on the east side of the river. Mr. Kugel was also a furniture maker. Much of the walnut furniture made by him is still being used and is prized by the owners.

Harness shops, like cabinet-makers' establishments, likewise have disappeared from Algonquin's streets. The last one operated in Algonquin was that of Charles Wandrack in a building next to that occupied by Mrs. Vanderau. Wandrack sold the business to Will Miller when he went to Woodstock to reside following his election as Sheriff. Mr. Wandrack's establishment is still fondly remembered as a gathering place for the village grandfathers, who used to meet there to play dominoes, cards, etc., and discuss the events of the day.

#### ALGONQUIN'S FAMED MILLS

The first mill to be constructed in Algonquin was a saw-mill built in 1842 by A. Dawson. However, one had previously been built on Chunn's Creek in 1840 by Chunn & Toles. Another mill was built in 1848 on the Cornish farm. This mill was propelled by water from Crystal Lake Outlet. Construction of a grist mill was started by A. Dawson on the east side of the river and completed by Henry Petrie in 1849. The following year Dr. Plumleigh built a brick grist mill on Crystal Lake Outlet, directly in the village, which is remembered as having done an excellent business in the Eighty's. Another grist mill was constructed in 1862 on Chunn Creek. This mill was operated by George Jayne who later removed to Algonquin and whose son, Isaac, resided here until lately. One of George Jayne's daughters, Cora, married Fred Keyes, a brother of George D. Keyes, of Algonquin, and lives in Cary. Alice Jayne married George Helm, whose father came to Algonquin in 1868 and founded the firm of Helm and Peter. Mrs. Helm is still living and was lately "honored" at a Royal Neighbor's party in Algonquin as one of its oldest members. Libbie Jayne married Albert Hubbard, son of James and M. Seebert Hubbard. They now reside in Dundee.

The mill on the Cornish farm, known later as the "Old Mud Mill" and of which no remnant now remains, was situated on the George Pyott farm. It was run in the Seventies and Eighties by F. Richards who came to Algonquin from Germany in 1866. Mr. Richards had a numerous family, Mrs. Leesberg of this village being a child of his first wife. Mr. Richards, also, was a nephew of Henry Rogman who lived on the farm now occupied by Raymond Rattray. He came here from Germany in the Sixties and one of his daughters, Mrs. Alvina Bonkoski is still living here. Mrs. Bonkoski, whose husband died three years ago, always has lived in Algonquin. She has eight children living but only two are residing in Algonquin. Mr. Richards married Miss Mensching,

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a sister of Mrs. Mary Duensing and has one child of this union living in the village—Mrs. Pauline Pertiet who has four daughters.

It is recalled that the mill on the east side of the Fox River prospered so exceedingly that it captured most of the "trade" of the Brick Mill. The last miller to do much of a business at the latter mill was George Marshall, who came to Algonquin in 1869 and operated the mill for about 15 years. His step-son, T. B. Threadgold, married a daughter of C. C. Chunn. The Brick Mill finally was purchased by A. Doig and later replaced by the Hillside garage now owned by Ebel Bros. and used as a milk receiving station.

The River Mill on the east side was the last mill to be operated in Algonquin. J. L. McKee, grandfather of Mrs. Anne Eldredge, bought this mill from Henry Petrie in 1862. He conducted it for only a few years, but for a sufficient length of time to enable his son, Robert, to meet and wed Miss Emily Tubbs, a school teacher and daughter of Henry Tubbs. Mr. McKee engaged in farming for a time and later was Road Commissioner for a number of years. Mr. and Mrs. McKee were loyal mainstays of the Free Methodist Church in Algonquin. They were the parents of six daughters and also of a son who died when young. The youngest daughter, Edna Aldrich, is a widow and resides in Chicago. Sadie, wife of Charles Lobeck, superintendent of Borden's factory, Genevieve, wife of Charles Dodd, and Mamie Teeple, all rest in the Algonquin cemetery. Mirtie, the eldest daughter, who taught school for many years here and elsewhere, and will best be remembered as the wife of C. W. Hart, one of Algonquin's former school principals, is now the wife of a minister in Seattle. Her sister, Mamie, was also a school teacher and has one daughter, Dorothy, living. Mrs. Anne Eldredge is the only member of the family now living in Algonquin. She has one son, Preston.

#### DIG UP MYSTERIOUS BODIES

When J. L. McKee disposed of the mill he sold it to George and John Peacock and they did a thriving business for many years. George Peacock married Miss Harriet Lade, who lived in an old house still standing on the hill on the east side of the river. The Lades were early settlers, coming from England. Sam Lade was the last member of the family to reside in Algonquin. He died about two years ago. One son, William, lives in Elgin and his son Claude now owns the old homestead. Great excitement was created in Algonquin in 1873 when William Lade, digging a drain for a cheese factory then being erected, exhumed several human skeletons in a hollow not far from the railway station. The bodies had been buried standing erect, and though actually never proven were supposed to have been members of a group of laborers who had been working on the railroad in Dundee some twenty years earlier and had engaged in a dispute. Shooting had been heard and when pay day came around seven men were missing to claim their wages. These are thought to have been the men whose bodies subsequently were found buried in Algonquin. The crime seems to have occurred in Dundee rather than in Algonquin.

Mr. and Mrs. George Peacock ultimately moved to Fulton, Mo., where Mrs. Peacock still resides, a widow, with her sons. Before leaving Algonquin in 1882 they sold the mill to Andrew Doig of Chicago. Many residents still are living who remember the lines of wagons filled with corn waiting to be ground, the farmers in the meantime visiting around. Mr. Doig's son, Andrew, worked with him and operated the mill after his father's death. After the Doigs had gone the mill was run for a time by Joseph Friend and then fell into disuse. A few years ago it was torn down and another old landmark of Algonquin disappeared forever. Mr. Doig's daughter, Elizabeth, married John Munshaw who for a time conducted a livery stable in Algonquin. Mrs. Munshaw still lives in Elgin. Agnes, another daughter of Mr.

Doig, married Alexander McKay, son of Thomas McKay, the farmer, and her sister, Katherine, married George "Dick" Morton, son of the proprietor of the old Morton House. "Dick" is dead and his widow is now Mrs. C. Humphrey of Elgin.

#### DAIRY PRODUCTS EARLY INDUSTRY

In 1877 a butter and cheese factory was erected in Algonquin by Dr. Stone of Richmond on a site adjacent to the plot on which the Borden Condensing Company subsequently constructed a plant. This butter and cheese factory had a daily output of about 75 pounds of butter and 500 pounds of cheese and took the milk of about 600 cows. At that time the milk of about 1,500 cows went to Chicago from Algonquin daily at a net price to the dairyman of about 12½ cents a gallon. Algonquin then boasted of a factory for the manufacture of milk cans and it also had two wagon shops and three blacksmith establishments. All these were necessitated by the extensive milk business of the village. In the early Eighties the butter and cheese factory was operated by Thomas Bartels who still resides in the village and lives at the home of Joseph Barta. His wife, Anna McKay Bartels, died a number of years ago. This factory burned down in 1881, was rebuilt and then burned again. Many villagers still recall that it was the custom to go to this factory for butter, milk and also skim milk for their chickens and pigs.

The Borden, or Illinois Condensing Company, built a factory in Algonquin in 1892 which still stands. This was one of the largest industries ever operated here. It employed about 100 people. It brought many new people to Algonquin, was operated for a number of years and finally shut down. Most of the newcomers then sought other fields of endeavor. Three new houses were built on the hill-top back of the factory for the use of officials, it being quite a severe climb to reach them. William Nason, of Algonquin, was one of the last superintendents the factory had.

#### DOCTORS AND THEIR FAMILIES

It is said that fever and ague were the chief sicknesses suffered by the pioneers in Algonquin's early days, a condition which prevailed quite generally in the Fox River valley. As a general rule the early settlers were a sturdy, healthy people and never called a doctor unless the symptoms were uncommonly alarming. They usually relied upon simple herbs and teas for cures. Dr. Andrew B. Cornish was the first medical man to minister to the needs of the community. He came to the district in 1835 and the village was first named for him.

Dr. Burton was the first regularly listed physician and he practiced from 1841 until he died in 1850. He was an adopted son of R. R. Sherwood. Other medical men who resided in Algonquin for varying periods were Drs. Hedges, Winslow, Hunt, Johnston, W. Winchester, Bentley, Halt and Young. Drs. Bentley and Young were here for some years. In 1860 a "handsome young doctor," Dr. Dean, settled in Algonquin, but one day, skating home from visiting a patient, he broke through the ice and was drowned.

Dr. William A. Nason settled in Algonquin in 1868 and many are living who remember his kindly and fatherly ministrations. He, like all other of the old-time doctors, was essentially the family doctor, knew all of his patients and their families and called them by their first names. He drove his horse and buggy to call on his patients, until in later years he had a driver for that purpose. He kept a drug store in a building where now is situated the Algonquin State Bank and hired a druggist to take charge of it. Living quarters were in a little house back of the drug store and here Dr. Nason and his family resided until the new home, where his son, William, now lives, was built. Dr. Nason's daughter, Mary, married Paul Raedel and one

son, Nason Raedel, is with them, while a daughter, Marion, is in the East attending school. The youngest son, Charles, married Miss Verda Threadgold and resides in Algonquin. William, the doctor's eldest son, married Miss Margaret Wahlen and has two children one of whom, Miss Wilma, represents Algonquin in the Centennial Pageant. Mr. Nason has been superintendent of the Borden factory, has served as Precinct chairman, as village treasurer and has been a member of the Village Board.

William Abbott Nason, M.D., was for twenty-five years the only physician and surgeon of Algonquin, and was a well-known figure to all of McHenry County. He was born at Hallowell, Maine, June 21, 1841, and he died at Algonquin, June 10, 1918. After attending a Boston public school, the Buffalo High School and Williams College, he received his medical training at Bellevue Hospital of New York City and the Chicago Medical College, being graduated from the latter in 1866. The following year he located at Chicago, but being appointed an assistant surgeon for the United States government, he went to Gordonsville Hospital, Va., and later to the government hospital at Yorktown, Va. In 1868, he came to Algonquin and continued in active practice here for fifty years. During that period he took active part in many movements, and was president of the Fox River Medical Society for one year, having assisted in founding it. For a number of years he was president of the school board, and had the betterment of the schools deeply at heart all his life. A scholarly man, he branched out along scientific lines, and was one of the founders of the Chicago Academy of Sciences, and a member of the American Entomological Society of Philadelphia, Pa. Many of his pamphlets and articles on special subjects have been published, and he was an authority on botany and the fauna of this state. His collection of flowers and insects was one of the finest in the state, and is now preserved under his name at the University of Illinois.

Other doctors came to Algonquin for short periods while Dr. Nason was practicing medicine in and around the village. These included Drs. Hill, Merrill and Wray. As Dr. Nason no longer cared to go out on country calls on account of his advancing age, Dr. Crosley was here for a while, as was Dr. Frederick Maha and Dr. Walter Darling, who eventually sold his practice to Dr. Herbert Pillinger. During Dr. Pillinger's residence in Algonquin he served in the World War and later moved to Elgin, where he still is engaged in the practice of medicine. Dr. Martin Hubrig was the next physician to practice in Algonquin. He also, finally went to Elgin and now practices his profession there. Dr. J. C. Sculley succeeded Dr. Hubrig as the village physician and has been the medical adviser of the people of Algonquin for the last seven years.

#### ALGONQUIN CHURCHES

The spiritual needs of the inhabitants of Algonquin are ministered to in the Congregational Church by the Rev. F. L. Hanscom; in the German Lutheran Church by the Rev. Henry Moldenhauer and at St. Margaret's Catholic Church by the Rev. Father Frank A. Kilderry. A Bible School, a branch of the Moody Institute of Chicago, is housed in Columbia Hall where services are conducted every Sunday evening.

In the early days of Algonquin's settlement religious services were held only in homes as some itinerant clergyman would be traversing the territory. The news that a minister was coming would be relayed from one family to another. The Methodists appear to have been most active in those times and there are records that Methodists held "meeting" in the Gillilan home. Religious toleration seems to have been the order of the day for when a "meeting" was held all the inhabitants attended irrespective of their particular denomination or faith.

The first regular church to be organized in Algonquin seems to have been of the Protestant Episcopal faith and to have been named St. John. On February 24, 1844, a meeting was held at the home of Andrew Cornish at Cornishville, now the site of George Pyott's farm, to discuss the establishment of a parish. This meeting was presided over by the Rev. Washington Philo and the name of St. John selected for the church. A vestry of five to hold office until Easter, 1845, was chosen as follows: A. J. Burger, Peter Arvedson, Andrew Cornish, Henry P. Dygert and Jonas Cornish. The church was placed under the jurisdiction of Bishop Whitehouse and services were held in Cornishville until 1850. The Rev. Washington Philo remained as minister only one year, being succeeded in 1845 by the Rev. John Cornish, a brother of Andrew, who had come from South Carolina to Algonquin on a visit. From 1850 on services were held in a school house on the east side of the river, and from time to time in school houses on the west bank of the river, at Ford's Hill and at one near Dundee, Episcopalians of that town joining with their Algonquin brethren. In 1863 plans were discussed for the building of a church. The actual work of construction on Washington street was begun the following year and the corner stone laid on September 2, 1864. On June 21, 1868, when the church had been cleared of debt, the edifice was consecrated. Peter Arvedson, who had labored diligently since 1844 to build up a parish in Algonquin, had been ordained in the Episcopal ministry on September 20, 1863, at that time became minister and was in charge of St. John's until his death in 1880. A curious circumstance was that through his efforts a new bell had been placed in the steeple of the church and was used the first time for his funeral. It is a tradition that the Rev. Peter Arvedsen farmed during the day and prepared his sermons at night. He married a granddaughter of Andrew Cornish and they were the parents of twelve children. He came to Algonquin in 1842 and thus gave almost forty years of service to the community, where he was greatly beloved. He has many descendants in Elgin, Dundee and other parts of the state. His youngest daughter, Mrs. Rhoda Arvedson Seymour, is still living in Dundee at the age of 83 years and with her reside four generations of Arvedsons. The Episcopal Church in Algonquin finally fell into disuse and was torn down in 1930.

The Congregational Church was the second house of worship to be founded in Algonquin. It was organized in 1850 by the Rev. I. C. Beach at the home of Ambrose Dodd. The Congregationalists met in school houses until 1866 and following the conversion of the east side school house into a dwelling, a hall was rented for religious services. In 1868 a church was built for the use of the congregation. Building, however, put the church in financial straits and there was fear of its disintegration until finally the debt was assumed by S. S. Gates of Crystal Lake and by Ambrose Dodd. Thereafter the church had comparatively easy sailing. In 1913 its edifice was practically rebuilt under the pastorate of the Rev. Thomas Smith, who was minister from 1910 until 1917, the longest record of service of any of its numerous pastors until that of the present incumbent, the Rev. Frederick L. Hanscom. Other pastors included the Reverends Bishop, Cook, Elliot, Clark, Burgess, Wray, Miss Newman, Hench, and Gaylord.

The Free Methodist Church was organized in 1871. Services first were held in the Congregational Church, then in Pingry's Hall and from 1874 on in its own edifice built upon land on North Main street donated by Henry Vogler. Some of its pastors were the Reverends Baker, Hurley, Voorhis, Miller, Kelsey, Haley, Ferris, Newcomer, Sinclair, Spencer, Burhans, Busse, Cryer, Hill, Fish and Preussel. The membership of this church gradually dwindled and following the demise of R. B. McKee the building was sold and moved to Barrington for church purposes.

St. John's Evangelical Lutheran Church was organized in 1874. Services being held in churches of other denominations with the Rev. Steege of Dundee officiating until a church edifice could be constructed. This was accomplished in 1876. The seventeen original members of the congregation were Fred Richards, Frederick Duensing, John Calbow, Christ Patsche, William Wodrich, Christian Dahn, Carl Bergley, Henry Rogman, Henry Albrecht, Fred Preuss, Joseph Wienke and Carl Gunhr. To the church was attached a parochial school. In 1902 the present handsome church was built and in 1914 a new school house. The Rev. Henry Pusse was the first pastor of St. John's and was followed by the Reverends Ludwig and Walter Van Schenck, Mr. Steffens, Paul von Toerne and the present pastor, the Rev. Henry Moldenhauer, who has been in charge for 35 years.

The Roman Catholic Church of St. Margaret Mary of the Sacred Heart is the latest religious edifice to be constructed in Algonquin. The corner stone of this church was laid July 11, 1915, and it was dedicated on Thanksgiving Day of the same year. At that time the Rev. J. M. Loneragan was pastor. The first Catholics came to Algonquin in the Sixties and were mainly Bohemians. They established a picturesque little church which still stands on the upper river road in the Oak Glen district. Catholic settlers were first ministered to by Father Molitor of Chicago. The first steps to afford regular religious ministrations to the Catholics of Algonquin were taken by the late Bishop Muldoon who delegated the Rev. Father Hogan, chaplain of St. Joseph's Hospital in Elgin, to visit Algonquin for religious services twice a month. The Rev. Frank A. Kilderry is the present pastor.

#### ALGONQUIN'S SCHOOLS

The history of education in and around Algonquin is extremely interesting. The first school seems to have been of the subscription variety and was held in the log house of, and taught by, Elizabeth Cole. Richard Gillian was one of the scholars. The next school of which anything is known was also in a log cabin near where the village of Cary now stands. James Ruggles was the teacher. Later records speak of a school in a room of the frame house of Jesse Miller, Benjamin Cole being the teacher. The first official county record of a school in this section was in June, 1841, when Carlisle Hastings was appointed "School Land Commissioner" and boards of school trustees were appointed for each township. For Township 43, Range 9, now part of Algonquin, Thomas Chunn, Joseph Klinck and William Carey were appointed on the board. The territory now comprising this school district was originally included in the Miller district. There was no village to speak of at that time, but when about half a dozen houses had been built the people of Algonquin petitioned for an organization separate from the Miller district. In the winter of 1849-50 school was held in a room of a house on Main street with but two pupils, of whom George Dodd was one. In 1850 a temporary building, not much more than a shanty, was put up on a site in the vicinity of the present residence of Mr. Frank Klasen on Main street and this was occupied until 1851 when a new school house was constructed on the east side of the river, a portion of which is still standing and forms a part of the Stastny residence. In 1863 this school could not accommodate all the pupils who desired to attend and a basement was hired, together with an additional teacher. Mrs. Emma Tubbs, mother of Mrs. Eldredge, was a teacher at the munificent salary of \$12 per month. Later a room was hired in a building that stood on the site of the Charles Kern blacksmith shop and continued until all schools were finally moved into a new and modern building. The decision to build a modern brick school house was arrived at a special meeting held on November 14, 1883. It was to consist of two rooms to accommodate not more than 140 pupils and its cost was to be \$2,000

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or as much more as necessary. The building, however, cost \$3,854. At that time the school was not graded, but many subjects were taken that would be equal to much high school work of today. In 1880 an effort was made to grade the school and in 1884 a class of two was graduated. One of these was the Rev. E. L. Benson, now of Elgin, and the other was Mamie L. McKee, who later became Mrs. Teeple. For more than 30 years the school had two rooms and two teachers. In 1895 a two-room wing was added and a third teacher was acquired. At the present time there are five teachers.

The first primary teacher in the new school was Miss May Babbit and in 1871 and 1872 Mrs. Jane Watson Pettibone, a cousin of James Lowe and Mrs. F. Svoboda, was the teacher. Some teachers who spent a number of years in the Algonquin schools and who exerted a great and beneficent influence upon the pupils were Mr. and Mrs. C. W. Hart, a brother-in-law and sister of Mrs. Eldredge, who at present teaches the third and fourth grades. J. W. Edsall was principal for a number of years during the period when the school had but two rooms and Miss Grace White was the primary teacher for a period of twenty-five consecutive years. She is now the wife of George D. Keyes of the Algonquin State Bank. Other early principals of the school were Messrs. Joslyn, Young, Wilson and Ackert. Glenn R. Lee and Jesse Armstrong, the two principals preceding Mr. Elliott, the present principal, were keenly interested in the Boy Scout movement and in athletics. Mrs. Alice Goldy Pittman, who died recently, will long be remembered as teacher of the Fifth and Sixth grades. Miss Mirtle Jayne taught these grades both before and after Mrs. Pittman and also taught in the Lowe district school. Mrs. Eldredge has taught two generations of some families and has given to the Third and Fourth grade pupils many years of service. The Primary room and the Seventh and Eighth grades have Miss Enghund and Mr. Elliott as their instructors while Miss Gehl is the Gym teacher.

The smaller district schools made a brave effort to keep pace with the larger and more progressive Algonquin grade school. Records of their early endeavors to educate the rising generation, however, are somewhat meagre. The Lowe district which started with a little school in the home of Jesse Miller is now permanently closed and the pupils go to the Algonquin school. Its last teacher was Miss Mirtle Jayne. Miss Anna Adamek is one among others who taught in the Lowe school and she, as the wife of Charles Harnish, still resides in that district. The old Chunn, or Oak Glen school district, now has a two-room school and requires two teachers instead of the proverbial one. Mrs. Jessie Lowe Svoboda and Mrs. Carl Zange taught in that school though a number of years elapsed between their teaching. Miss Nettie Tomisky taught there for many years also. The old Klinck, or Spring Lake school, attended by the Klincks, the Jaynes, the Dvoraks, the Haegers, Adameks, Ebels and many others of the descendants of pioneer families likewise is in a flourishing condition. The Wienke district still has a school and so also has the Ford district but it seems probable that they eventually will go the same road as the Lowe school and that the little rural school house of story and song will be a thing of the past. The Wienke school, now taught by Miss Ebel, daughter of Albert Ebel, has numbered among its teachers many Algonquin residents. The earliest teacher of whom any records exists was Miss Phoebe Dunn, the giantess. Many years later a niece of hers, Miss Emma Baldwin, taught there, as did Miss Amella Goodson. Mrs. Irma Ritt Ebel, Mrs. Gladys Klasen, Mrs. Zange, Mrs. Eldredge and Cora Harrison have all taught there. The Pfauas, Bratzlers, Berkleys, Nixbousers, Jelineks and Suchys attended this school. It numbered among its pupils of the late Sixties the Harjuists and the Wienkes. From Mrs. Sumner Pingry of Crystal Lake and Mrs. Charles Kublank of Algonquin come recollections of their days as pupils of Miss Phoebe

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Dunn. She had a special bench constructed for her accommodation since she was too heavy to occupy an ordinary chair even if she could get into it. For some years after her death in 1870 the school children placed flowers on this bench on the anniversary of her demise.

Considerable data is available concerning the history of the Ford school. In 1844 H. P. Dygert, father of one of Algonquin's Civil War veterans, Charles Dybert, Cyrus Ford, Hiram Ford, grandfather of Mrs. F. L. Hanscom, the Cornishes and others felled the trees and with their oxen dragged the logs and built a school house in what was then called District No. 7, now District 52, under a huge burr oak tree. Rude benches were constructed for seats. Many Algonquin's prominent citizens received most of their "book learning" in this school. Its first records were lost but in 1849-50 the school was taught by Hiram Royse and fifty pupils were in attendance. Among these were recorded twelve Fords, five Mortons, six Cornishes and three members each of the Kee, Rhodes, White and Rogers families and two of the Dyberts. The mother of George D. Keys and a sister of the Misses Ella and Charlotte Kee. Many Algonquin young women taught in this famous old school including Miss Mary Adamek of Elgin, Cora Lowe Stewart, Florence Tubbs, Mamie McKee, Mrs. Lulu Evans, Cora Loomis and others.

Education of the German youth of Algonquin is carried on in the Lutheran parochial school of which Mr. Christian is the principal.

#### ALGONQUIN'S CEMETERIES

The first cemetery in Algonquin was the Gillilan family burying ground. It was situated on the Cary road at a point about opposite the Wilbrandt farm and at the extreme northerly end of the Gillilan estate. The first person to find interment there was Deida, the fifteen year old daughter of Samuel Gillilan, who was buried in 1835, the year after the family's arrival in Algonquin. Samuel Gillilan, the original pioneer and father of Deida was the next to find sepulture in the little burying ground. As the years progressed other children of the Gillilans were interred there. Subsequently all these bodies were exhumed and laid to rest permanently in the Algonquin cemetery, which was laid out in 1853, the land having been donated by Mr. Edwards whose wife died in that year and was the first person to be buried there. Now nearly every resident of Algonquin, and many in other places, has some beloved relative or friend resting there. No more beautiful site for a cemetery can be imagined for it affords superb views of the Fox River and its beautiful valley. Finally every plot in the cemetery had been disposed of and a few years ago it was found necessary to acquire additional land on the opposite side of the road and lay out a new burying place. The first person to be buried in the new cemetery was Mrs. E. S. Jayne, mother of Mrs. Anna Van Dyne and of Silas Jayne. She died on July 21, 1823. There are three veterans of the war of 1812, 32 Civil War veterans, one United States Army nurse, one Spanish War veteran and three of the World War, buried in the Algonquin cemeteries.

The annual observance of Decoration Day long has been a feature of Algonquin life. Most of the children born in Algonquin during and since Civil War days can remember marching up the long hill to the cemetery on Decoration Day and placing flowers and flags upon the graves of the veterans. Observance of this annual function formerly was in the hands of the wives and friends of the veterans, but in more recent years arrangements have been in charge of the American Legion and the American Legion Auxiliary. It is to be hoped that this fine old custom, teaching as it does, patriotism, loyalty and American citizenship to the youth of the community, long will continue.

#### THE RAILWAY AND ITS AGENTS

The Fox Valley Railroad, or Fox River Branch of the Galena and Chicago Union R. R., was constructed through Algonquin in the years 1855 and 1856. This early railroad ultimately was absorbed and still is the property of the Chicago and North Western Railroad Company. In those early days the train was chiefly a means of transporting milk to Chicago and S. S. Chapel, who came to Algonquin in 1849 was for some time, the milk agent and conductor of the train. John Thomas and Albert Thomas were the first station agents. Edward C. Chapel, a son of S. S. Chapel, succeeded them and held this position for many years. One of the early morning trains was for years known as the milk train and many farmers shipped their milk in this manner. David Mitchell, one of the early settlers, was at that time called the father of the milk industry in Algonquin because he was the first man to send milk from here, shipping no less than 40 cans of milk daily. Nowadays the milk produced in and around Algonquin is conveyed to Chicago in huge motor trucks and the railroad business has dwindled to one train per day, although considerable additional freight is received each day at the railway station by motor truck. Passenger service on the railroad has been discontinued for several years. In days of yore when villagers did not desire to haul out the buggy and hitch up the horses, they would "take the train" and journey to Dundee, Elgin or Crystal Lake. A trip to Chicago was considered quite a formidable journey. At one time four trains daily made the trip to and from Chicago, and on Saturday afternoons and evenings the train discharged large numbers of passengers who came to spend the weekend at the homes of relatives, at the Algonquin hotel or at summer homes. On Sunday evenings a special train was put on to take these visitors back to the city. In addition numerous special excursion trains to Algonquin were operated in summer and for the benefit of the villagers and inhabitants of Elgin and other adjacent towns excursion trains were operated to Devil's Lake, Whitefish Bay, Milwaukee, Zion City, Fort Sheridan and other points. With the advent of the automobile and the motor bus this form of locomotion has completely disappeared.

Edward C. Chapel married Miss Elizabeth Philp, daughter of "Squire" Philp, who came here from England in 1851. Mr. Philp conducted a blacksmith shop in what is now the Adamek Block. Mr. Philp built this block as well as the picturesque brick house adjacent in which Mr. and Mrs. Charles Adamek now reside. The old Masonic Hall was in this block and a store was conducted in this building by Mr. Philp in conjunction with L. H. Wenhok. Mr. Philp later built the home in which the Schucknecht family now resides and which Mr. and Mrs. B. C. Getzelman occupied prior to removing to Elgin. Mr. Philp subsequently sold the brick block and adjoining residence to Joseph Adamek and it has been in the possession of the Adamek family since that time.

After relinquishing the position of station agent Mr. Chapel engaged in the cattle business, owned farms and was one of the wealthiest men in Algonquin. The Chapels had three sons, Charles, Arthur and Sherman and two daughters, one of whom, Jennie, became the wife of B. C. Getzelman, president of the Algonquin State Bank. Mrs. Getzelman was the first president of the Algonquin Woman's Club. Another daughter of the Chapels, Vera, is now Mrs. Gifford and like the Getzelmans, now resides in Elgin. Arthur, the one son of the Chapels still living, resides in Chicago. Mr. and Mrs. Getzelman resided in the old Philp house for some years after their marriage. They have two children, Eunice and Chapel. Mr. Philp was one of the most prominent men of Algonquin for many years. When Joseph S. Klinck retired from the office of Justice of the Peace Mr. Philp succeeded him and acted as Justice for 16 years. He also was a school director for a num-

ber of years. Mr. Philip grew wealthy from his various enterprises and after retiring made several visits to England. He has one daughter, Anna, living in Los Angeles.

Among others who served as station master in Algonquin was the late B. B. Stewart whose parents were among the early Scotch settlers of Algonquin and who established themselves on a farm on the east side of the river. A son, Peter, lost his life at the time of the great flood in 1881 which washed away the railroad bridge. He not knowing that the bridge had been swept away stepped into space and was drowned. One daughter married John Johnston, a former undertaker of Algonquin and of this family one son, Walter, is left. Bernard Stewart married Miss Belle Rattray and she still lives with her sister, Helen, in the Stewart home on Main street.

A. C. Taylor assumed the position of station master in 1902. Mr. Taylor has two daughters. He now is station master at Dundee and the position here is held by J. H. Weir, who has been in Algonquin for 23 years, having been the telegraph operator. Mr. Weir married Miss Martha Hoeft. He has served on the school board, has held the office of Justice of the Peace and is active in civic affairs. They have four children.

A new railroad bridge, the one now standing with much cement work at each end, was constructed around 1890. Many men were employed in building it and the good housewives of Algonquin recall boarding them. It is also recalled that in the early days of the railroad the young people of the village used to board the locomotive cab on the strength of being acquainted with the engineer and ride to dances in the neighboring villages, possibly when the horses were too tired to go or "Dad" wouldn't lend the buggy.

#### ALGONQUIN'S OLD LOG CABIN TAVERN

It is said that all of the original plot of Algonquin proper was owned by William Powell and that the first residence in the village was constructed by him. It is averred that this house is the same in which the Marks family now resides. Another of the oldest houses in the village was demolished about ten years ago. Mr. Powell is credited with having built the first hotel in Algonquin, a log structure, on the site of the present Algonquin hotel, now undergoing partial demolition and remodeling. This log cabin tavern was put up in 1840. Ten years later, in 1850, a frame building was added to the log cabin. In 1856 the entire building was torn down and a new one constructed by John Gillilan and James Dixon. This hotel passed through the hands of Mr. Champlin and Mr. Luter until Charles Pingry took possession. The Algonquin hotel did a flourishing business in the old days, since the old State road from Chicago to Galena crossed the river at this point. Mr. Pingry conducted the hotel for a number of years until Edward Morton, Jr., bought it. Mr. Pingry was a strong temperance advocate and in a day when the liquor branch of the hotel business was considered an important feature he would not permit the selling of liquor of any description on his premises. As a matter of fact during practically his entire life he was an earnest fighter in behalf of prohibition. Nevertheless people drove out of their way to stop at hotels conducted by Mr. Pingry because of the excellence of his food and the good beds he provided.

Mr. Morton's family came to Algonquin in 1849 and were farmers in the Ford district. Edward Morton, Sr., moved to town from the farm in 1883 and lived where Mr. and Mrs. George D. Keyes now reside. Mr. Morton at that time had two married daughters. One of these, Seraphina Thomas, was the wife of Dorr Thomas, who kept a meat market. The Thomases built the fine home now occupied by Mr. and Mrs. Frank Dvorak. The Thomases died a number of years ago leaving no descendants. Lottie Morton, wife of Henry Keyes, was another daughter

of Edward Morton, Sr., and her husband was a Civil War veteran. He occupied in his lifetime many positions of trust in the County and among other offices was Sheriff. Mrs. Keyes was active in social affairs and in club work. They were much mised by a large circle of friends when they died a few years ago and were buried in the Algonquin cemetery. Their home was the one now occupied by William Dehmow.

Edward Morton, Jr., lived in the house next to the Congregational parsonage with his wife, Maria, and their children, George and Lottie. He engaged in the carpenter and painting industry until he acquired the Algonquin Hotel in 1885. His son, George, conducted the livery stable and draying business in connection with the hotel. The daughter, Lottie, died while still a young girl. George married Miss Kitty Dolg, the miller's daughter, and died leaving her with a son also named George. She later married Charles Humphrey and now lives in Elgin.

Edward Morton, Sr., lived at the hotel with his son, Edward, Jr. Many of the older residents of Algonquin remember with affection "Uncle Ed" Morton and how he loved to go fishing. It was during the Pingry and Morton regimes that the old hotel, for nearly a century a landmark of Algonquin, saw its best and most prosperous days. It was the scene of much gaiety and many social affairs took place within its walls. Dances were a regular feature and dinners and elaborate banquets frequently were given and generously attended. Many week-end guests and summer visitors to Algonquin boarded at the Morton House, as it then was called, and these city visitors with their fine clothes and time for pleasure were both a source of delight and envy to the villagers of those days. The bridge of those times was crowded of summer evenings with visitors and villagers alike, who strolled along viewing the beautiful scenery afforded by the river, with its dam and picturesque old mill. Boating was the order of the day and a multitude of boats would be pulled up on the shore below the Kinck home. Horses and rigs were in great vogue and were freely hired that the visitors might ride out and view the country. Mr. Morton was a great lover of sport and went on many fishing and hunting expeditions and delighted to tell of his prowess with gun and rod. He was a member of a club called Algonquin Indians.

After the death of Mr. Morton's wife the hotel changed owners and among others passed into the hands of the Secombes of Elgin. The country hotel business like that of the livery stable keepers, the harness shops and kindred industries, had declined due to the advent of the automobile. Instead of stopping over-night at the village hostelry, people with the more speedy method of locomotion kept on going. Following a period of depression the hotel finally was purchased by its present proprietor, E. J. Simonini, who came to Algonquin with his wife and eight children in 1922. Mrs. Simonini died in 1926, leaving nine children. A daughter, Electra, a graduate of the Community High School is with four of her brothers and a sister in California, where she has had some success in the movies.

At the present time the older portion of the hotel constructed in 1856, has just been torn down. The more modern portion has been moved back on the site of the old log tavern and is being re-modeled into an up-to-date establishment.

#### HENDERSON OPENED TAVERN IN 1837

While it is difficult of verification it is said that Eli Henderson operated the first tavern in Algonquin away back in 1837. Many eating places have come and gone in Algonquin since those early days, but the earliest that there is any certain knowledge of was in the Eighties when a confectionery and candy store was conducted by J. H. Lund on Main street about where the Balesy buildings now stand, and a Mrs. Miller, a widow, had a restaurant on Chicago street about where Mr. Davis now operates his tailor shop. Mrs. Miller had three daugh-



ters, Anna, Eve and May. Anna married John Lynch who now lives in Dakota. Harry Anderson, a son-in-law of C. C. Chunn, opened a confectionery store in 1884. The Andersons, and the Coopers of Eight had charge of the telephone business in Algonquin and at the same time conducted a restaurant and ice cream parlor for a number of years prior to the advent of William E. Miller of Dundee. E. J. McKay, a native son, succeeded Mr. Miller in the conduct of the restaurant and the telephone office, and still is the proprietor.

#### MASONS FIRST TO OPEN LODGE

The Masons were the first fraternal organization to open a lodge in Algonquin. In October, 1888, a charter was granted Algonquin Lodge, No. 256, Free and Accepted Masons, with Samuel A. French as Worshipful master; William Henry was the senior warden; Thomas Plumleigh, junior warden; S. D. Dean, secretary; A. S. Thomas, treasurer; James Philp, senior deacon; John Sears, junior deacon, and R. E. Sherwood, Tyler. In its early days the upper floor of the Adamek Block housed the Masonic lodge, of which the present Worshipful Master is Edward Pedersen. Algonquin Chapter of the Order of the Eastern Star was organized here in 1914 with Mrs. Florence Lowell as Worthy Matron. That office is now held by Mrs. Lawrence Henry of Cary.

The Community Welfare Club was organized in 1923 with Mrs. Charles Miller as its first president. Mrs. John Camm is the present president.

The Algonquin Woman's Club was organized in 1915. Mrs. B. C. Getzelman was its first president and at present Mrs. Emma Estergren presides over the club's destinies.

The Modern Woodmen of America which at one time flourished exceedingly in Algonquin still retains a membership in Algonquin and conducts regular business sessions.

The Parent-Teachers' Association was organized in Algonquin in 1932 with Arthur Zange as its first president. George Starr is president at the present time.

The Red Cross Unit in Algonquin, which was very active during the World War, has more recently been re-organized and during the last two years has gone over the top in its quota. George D. Keyes is President.

The Boy Scouts had several patrols in Algonquin about 20 years ago and the Rev. Thomas Smith was Scoutmaster. When G. Lee was principal of the Algonquin Public School there was a resumption of activity in the Boy Scout movement. Later Jesse E. Armstrong took charge of the Boy Scouts and they attended summer camps. Just at present they again are being organized under the direction of Dr. J. C. Sculley, Arnold Duensing and other American Legionnaires.

A new organization in the village is the Home Bureau with Mrs. George Starr as its leader. A Mother's club also has been formed. The Royal Neighbors also have a flourishing organization in the village. The local lodge was formed in 1895, Mrs. Lida M. Peter being its first Oracle. Mrs. Lydia Lazansky now is Oracle. The Garden Club was organized about seven years ago with Mrs. Charles Adamek as President. Mrs. Edna Pfbaum is now president.

As may be expected the American Legion is one of the most flourishing and active organizations in Algonquin. Its Commander at present is Arnold Duensing. Mrs. Laura Hepfinger is president of the American Legion Auxiliary. Algonquin always has held an enviable record for patriotism. When the call to arms came during the War of the Rebellion the young men of the village responded nobly, as is attested by the many graves of Civil War veterans in the local cemeteries. Henry Keyes, of Algonquin, is said to have been the first man from McHenry County to enlist for service in the Union cause. The records disclose that the people of Algonquin tendered the recruits for the

Union Army from this section a banquet in the woods back of James Philp's place and sent this first group of boys from Algonquin rejoicing on their way. In like manner the boys of Algonquin responded to the call of arms during the World War and cheerfully went overseas. The women of the town also did marvelous work for the Red Cross and other patriotic bodies.

#### ALGONQUIN'S PUBLIC LIBRARY

The Algonquin Public Library, domiciled in the Village Hall, and of which Miss Bernice Bailey is librarian, is open to the public on Monday and Friday evenings and houses some 2,900 books. Three hundred of these volumes are reference books, 808 juvenile and the balance, mostly fiction for young and old. The library has upwards of 450 patrons and last year circulated something like 8,000 publications. The Algonquin Library had its inception on February 6, 1917, when the Algonquin Woman's Club started a library fund. This grew little by little through contributions, tag days, etc., so that by 1921 it had assumed such generous proportions that the Woman's Club was enabled to open a library in the Village Hall. In April, 1925, the last month's salary was paid by the Woman's Club. Since then the librarian's salary has been paid by the village authorities from a tax collected for that purpose. This concession was not obtained, however, without a strenuous fight. Petitions were circulated and the matter voted upon, lost and voted upon again, before the tax proposition ultimately won out.

#### ALGONQUIN'S INDUSTRIES

While the closing down of the milk factory curtailed Algonquin's industries, since it for many years had afforded employment to a large number of residents of the village, this loss to a large extent has been made up by the steady growth and expansion of the American Ironing Machine Company. This establishment, founded in 1906 as an outgrowth of Peter Bros. Manufacturing Company, occupies a new, large and well-equipped modern factory and gives employment to a large number of men and women. It now constitutes Algonquin's chief industry, manufactures the Simplex Ironer and industrial washing machines. Mr. E. C. Peter is president of the American Ironing Machine Company and his brother, Willis T. Peter, is secretary-treasurer. These two native Algonquinites have been connected with the company in an official capacity ever since its formation.

Until the depression overtook the nation and seriously lessened building operations the gravel pits and gravel washers of Algonquin formed an important item in the industrial activity of the town and employed an average of about 90 men. The companies operating in this district are the American Sand & Gravel Company, the Consumer's Company, the Aetna and Pyott's Sand and Gravel Company. In normal times the combined output of these companies amounts to something like 125 car loads daily.

#### INSURANCE COMPANIES, ETC.

The Algonquin Mutual Fire Insurance Company was organized March 18, 1874, with a capital of \$50,000. The names of most of the underwriters will be recalled by many. Among them were Guy Frary, S. Hamilton, A. C. Abbott, Levi Seebert (son-in-law of Samuel Gillilan), Joseph S. Klinck (great grandfather of Marion Zange), S. R. Brown, M. S. M. West (a Free Methodist minister of Cary), S. G. Gilbert, Levi McNett, George Crabtree, Richard Gillilan, H. T. Dygert, C. F. Dike, J. C. Bennet (son-in-law of S. Gillilan), W. P. Benson (father-in-law of Rev. E. L. Benson), J. M. White, D. Dunn, A. L. Weaver (great grandfather of Dawn Peter), Ambrose Dodd, (great, great grandfather of Dawn Peter), L. P. Smith (who lived where John D. Hertz now has his summer home), Edwin Benson (nephew of J. S. Klinck and James Philp (grandfather of Mrs. B. C. Getzelman). There are many in-

insurance and real estate dealers in the Algonquin of today including B. C. Getzelman of the Algonquin State Bank, A. E. Diercks, Charles Adamek, George Lowe, Charles Labahn and others.

Many new business enterprises have been undertaken in Algonquin of later years, not the least of these being the Algonquin State Bank which was organized in 1902 with Benjamin C. Getzelman as cashier. On June 27, 1913, this bank was incorporated as the Algonquin State Bank, with a capital of \$25,000. B. C. Getzelman was and still is the president. George D. Keyes is cashier and Miss Elsa Duensing is bookkeeper. The bank occupies a new brick building on the corner of Main and Washington streets where formerly was the site of the old home and drug store of Dr. William A. Nason.

#### BRIDGES AND HIGHWAYS

While Algonquin may have been slow in the matter of growth of population, it has progressed appreciably along other lines and has kept up with the times in the building of roads, bridges and other structures. Although the hills and streams are still existent and some of the fine old trees, nevertheless it is a far cry from Cornish's Ferry, following the old Indian trail and crossing the Fox River at a point below the present dam, to the present imposing bridge, completed in 1934, which now spans it. Algonquin also boasts two substantial bridges across Crystal Lake Outlet where some of the older residents recall that in their schooldays that in order to take a short cut to school they had to "walk the plank," which was the only means of crossing the creek, in the neighborhood of Mr. Chris Franke's present residence. On Main street the bridge over the creek was a wooden affair considerably higher than the walk leading to it. It is recalled that it was quite a climb up a little hard-trodden path from the walk in front of the old store on site of the present Duensing establishment to the creek bridge. Cinder paths and dirt roads along old trails a hundred years ago have been succeeded by three fine concrete highways which lead north, south and east of the village, and which carry an enormous volume of traffic.

The first real bridge across the Fox River at Algonquin was built in 1863, the foreman in charge of construction being a man named Leach. H. P. Dygert and George Lowe helped with the building of this bridge, as did many other Algonquinites, but unfortunately records of their names are non-existent. Prior to 1863 there had been a bridge of sorts across the Fox river in Dehmlow's subdivision made by throw-stones and logs in the stream. When the dam was put in in 1850 such structures would not hold and the river was forded by means of ferries and somewhat tremulous logs. Some of the older inhabitants of Algonquin recall the bridge of 1863 as having high wooden sides affording much needed protection from the icy blasts of winter while crossing the river. That this bridge was substantially constructed is attested by the fact that it withstood the big flood of 1881. In 1890 a steel structure took the place of this old bridge but in 1901 the steel superstructure had to be strengthened. At various times temporary wooden bridges have been thrown across the Fox river as was the case last year during the construction of the new steel and cement structure built in part by the Melahn Construction Company of Algonquin and which forms a direct and speedy means of reaching Chicago by way of Route 62. This new bridge was opened with appropriate ceremonies by Mayor Wilbrandt the latter part of last year.

#### FLOOD OF 1881

Viewing the Fox River on a beautiful mid-summer day a person would naturally remark, "What a nice, quiet, gentle-flowing stream." This expression would be a misnomer when referring to the "Fox" in the spring of 1881.

The months of January, February, and March, 1881, were extremely cold and ice of great thickness formed on the Fox River. An unusually heavy snow fall, following by warm rains in April, caused the Fox to become a raging, roaring torrent.

The river rose with such rapidity that large cakes of heavy, solid ice rode on the crest of the flood. The ice became lodged at the river bridge, the current cut into the west bank, washed out the old sluiceway, and flooded the little village of Algonquin. When one stops to consider the fact that the street level of the Valley in 1881 was at least six feet lower than at the present time, it can be readily understood why it was necessary to use boats when traveling the streets.

The turbulent waters also carried away part of the C. & N. W. Railroad Company bridge and it was some time before necessary repairs could be made and traffic resumed.

The waters of the Fox are always variable, never constant, rising or falling according to the seasons. In recent years when the waters are higher than usual, a youngster remarking that the river is very high, will surely hear some "old timer" say, "You should have seen the Fox in '81; that's the time we had a flood that was a flood."

#### FLOOD IN 1898

During the latter part of June, 1898, Algonquin had its second flood. This time it was not the Fox river that went on a rampage, but the creek that flows through the Village.

A very heavy rain, starting about 10 p.m., caused the creek to rise very rapidly. In so doing a small cottage located back of the Adamek Block was carried by the rush of water and lodged against the bridge, thus checking the flow of the current. At last the pressure became so great that the bridge was forced from its foundation and completely destroyed.

The next morning a temporary bridge was quickly constructed, other damages repaired, and in a few days the flood of '98 was another event of the past.

While Algonquin in its one hundred years of existence has been visited twice by flood waters it has experienced only one really disastrous fire causing loss of life. In this instance a man and his daughter perished in the flames. This fire occurred in August, 1896, and started in the shoe store of V. F. Kosar, a Chicagoan, born in Bohemia, in 1865, who had come to Algonquin for the benefit of his health. Mr. Kosar lived with his wife and two children in a building located where the post office now stands. Mr. Kosar and his daughter died in the flames, when he made a desperate effort to save the child. In addition to the Kosar building three others were completely destroyed, the large, beautiful home of C. E. Chapell, situated on the corner where is now Bond's pharmacy and Peter Serres' hardware shop; the C. C. Chunn building, now Gordon Martin's plumbing shop, and a small frame building, the present site of Dvorak's store.

Algonquin at this time did not have any fire protection and water was hauled in cans from the creek and Condensing factory and poured on the roof of nearby buildings. Thus the flames were checked from spreading beyond the four buildings, which were so closely situated that it was impossible to save them.

In 1896 Algonquin installed its first system of water works, water being piped from one of the best and purest springs in Illinois. For fire and drinking purposes Algonquin now is remarkably well-equipped with an abundant and never-failing supply of water. One of the villagers who assisted in quenching the flames during the conflagration of 1895 was Frank Koch and shortly thereafter he and others were instrumental in forming Algonquin's first volunteer fire department. Although forty years have elapsed since that time Mr. Koch is still an active member of the fire department.

### ALGONQUIN'S FAMOUS HILL CLIMBS

Probably nothing in the history of Algonquin gave it so much fame and prestige as the noted hill climbs of thirty odd years ago in the early days of the automobile. In those days, if an automobile could successfully climb the steep hills of Algonquin, that machine immediately met with the stamp of approval. These contests attracted vast numbers of people to Algonquin and brought much material benefit to the village. The whole town turned out to witness these endurance tests, stands were constructed on the streets and people climbed to the roofs of the houses in order to obtain a better view. The first of these automobile climbs was held about 1905 and the dirt road of those days leading up North Main street to the cemetery was the scene of the contest. Subsequently an even steeper hill was improvised for the event. This was known as "Jayne's Hill" and the automobile that could climb that was loudly acclaimed. With the improvement in automobile construction and the building of cement roads this form of endurance and amusement died out and now is a thing of the past.

In the early days of Algonquin's settlement the villagers found many simple and innocent methods of amusing themselves. These festivities took the form of log rollings, bee-hunts, farm raisings, quilting bees, spelling bees, barn dances and numerous sleighing parties when snow covered the ground. The bob-sled parties of young people were especially popular and so also was skating on the river. The Fourth of July in the Seventies, Eighties and Nineties was always set aside as a day of festivity and rejoicing, with parades, patriotic speeches, feasting and fireworks and dancing in the evening. These celebrations were held in Shufeldt's woods, afterwards McLadic's grove. Presidential elections were enlivened by torchlight parades and other modes of stimulating the interest of the voter. These customs have pretty generally died out both in Algonquin and the country as a whole.

### ALGONQUIN'S CITY FATHERS

Algonquin's municipal affairs are capably administered by Mayor Albert Wilbrandt and an efficient Village Board. Peter Serres is the village clerk and faithfully performs the duties of this office. Treasurer Claude C. Lacc carefully guards the finances of the village. Members of the Village Board are Joseph Wahlen, grandfather of Miss Wilma Nason, who will represent "Algonquin" at the Centennial Pageant; Carl Kublank, a son of the Carl Kublank who served on the first village board; Frank Svoboda, whose wife is the oldest living resident born in the village; Arthur Zange, whose daughter, Marion, will be "Miss Cornish Ferry" at the Centennial; Julius Mertens, an old-time resident, and Henry Franke, who represents the newer and more recent acquisitions to Algonquin's population. Henry L. Cowlin, of Crystal Lake is attorney for the village.

John Peter, grandfather of Dawn Peter, who will represent "Osceola" at the Centennial, was the first president of the Village Board and Carl Kublank, Sr., is the only member of that first board still living. Those who have filled the office of Mayor since the days of John Peter are the late John Kelahan, Chris Franke, F. Adamek, W. T. Peter, Alvin G. Dodd, John Filip and Albert Wilbrandt, the present incumbent. Some of these served more than one term. The business of the village is conducted in a handsome two-story brick structure built in 1907. In this building are located the Volunteer Fire Department, the jail, council room and library. Algonquin being a peace loving community the accommodations of the jail are seldom over strained and Fred Beu, the village marshal of the present day, has no difficulty in keeping order. With the exception of a bank robbery a few years ago Algonquin fortunately has been bothered but seldom by

the criminal element. In its early days it had, however, as temporary residents in its immediate vicinity a band of men suspected of complicity in counterfeiting and in a series of robberies. Allan Pinkerton, of Dundee, really got his start as a famous detective by tracing this unruly band to its retreat on Bogus Island, about a mile up the river. This island, about a third of an acre in extent, was covered with trees affording an excellent hiding place. Allan Pinkerton discovered their counterfeiting apparatus and routed the band.

### ALGONQUIN AS A SUMMER RESORT

Algonquin for many years has enjoyed well-merited popularity as a summer resort. As a result many Chicagoans have built fine summer residences in the vicinity of the Fox River. Among the first of these summer visitors was the C. B. Whipple family who more than 40 years ago built a residence on the River Road near the old lime kiln and where flows the little stream known as Cool Brook. The Whipples' daughter, Mrs. Michrist, and their sons, Gerald and John, also have maintained their summer homes along the beautiful river road. The Andrews and Kellogg families also built summer residences in the same vicinity. These first summer residents were interested in the social life of Algonquin and their wives became members of the Woman's Club. Since those days many of these summer residents have made their permanent homes here and go back and forth to Chicago. Subdivisions on the east side contain many such homes, as do the hills and flats west of the town. In summer the population of Algonquin far exceeds that of the winter.

Algonquin Turner Camp is situated about two miles up the river on the east bank and is a regular little village of its own where the Turners of Chicago and elsewhere enjoy the summer months. Haeger's Bend is a little settlement on the east bank of the Fox River just above Bogus Island and is most generously populated in summer. Some residents, however, remain there the whole year round and their children attend the Wienke District School.

One of the distinctive features of Algonquin life is Camp Algonquin, conducted on the west bank of the Fox River by the United Charities of Chicago, under the direction of Mrs. Astride Save, director. It is about two miles north of Algonquin and is an ideal place for the numerous undernourished children and their mothers who are sent there each summer by the United Charities to recuperate. The first fifteen acres of land was purchased in 1907. In the summer of 1908 a few tents housed the first mothers and children. There was an old barn on the property and that was made over into a dining room and kitchen. In the first few years water for washing purposes came from the river and drinking water from springs. Since that time Camp Algonquin has grown to 27 buildings with running water and modern facilities, a fine main dining hall, driven well and 43 acres of ground. Last year Camp Algonquin gave 2,000 two week's vacations to tired mothers and undernourished children selected by the United Charities of Chicago.

Note: These biographies of Algonquinites are concerned mostly with those settlers who came to the neighborhood prior to 1870. The compilers have exercised the utmost care in presenting the histories of these early pioneers as accurately as possible and apologize for any unintentional errors or omissions should there be any. Endeavor has been made to present in readable form a chronological record of these early settlers and their descendants still living in or adjacent to Algonquin, and those who have married into these families or have been connected with the industries, development and growth of the village.

# MANUAL OF FACTS

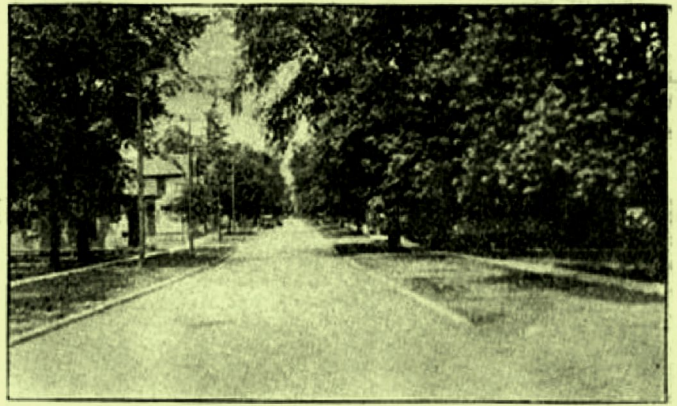
REGARDING  
ARLINGTON HEIGHTS,  
ILLINOIS



NORTHWESTERN STATION AND PARK SCENE

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by

E. N. BRADSHAW



A TYPICAL STREET SCENE ON DUNTON AVENUE.

## EARLY HISTORY

The early history of Arlington Heights is intimately interwoven with the name of Dunton, the name by which the village was known up to the early seventies, when it was changed to Arlington Heights, the original name being preserved by naming one of the principal north and south thoroughfares Dunton avenue.

The village was called Dunton after William H. Dunton upon whose farm the first lots were laid out. Mr. Dunton was of typical Yankee stock, being born in New York state in 1819, where in his youth he had learned the art of stone cutting. In 1836, he came with his parents to Cook county and located at Deer Grove, Palatine township. The Duntons built the first house at Deer Grove and were the first actual settlers there. Living there five years, they moved to the Lemont stone quarry, where W. H. Dunton cut the stone for a building erected in Chicago by a pioneer builder and for a school house built on the corner of Madison and Dearborn streets, this being the first stone cut from the Lemont quarry and the first stone used in construction of houses in Chicago.

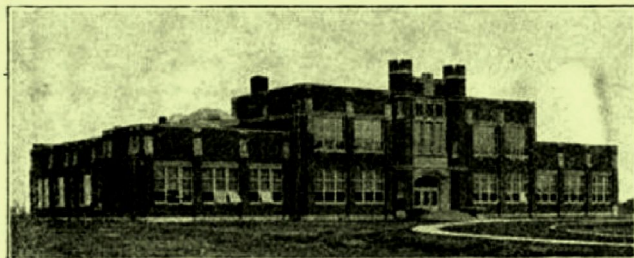
Arlington Heights, Illinois. CB&Q 4960 deadheading for circus train duty on the C&NW through Arlington Heights Illinois

Found at CNW in the 1960s (public gallery).  
[picasaweb.google.com/.../qWuwl4N3ZAdiU8njLXtTMw](https://picasaweb.google.com/.../qWuwl4N3ZAdiU8njLXtTMw)

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Before going to Lemont, Dunton had filed a homestead claim to the land upon which the village of Arlington Heights now stands. Spending three years in the stone cutting business, he established permanent residence upon his homestead. His house built in 1845 was the first house erected within the present limits of the village. When the Northwestern railroad, then known as the Illinois and Wisconsin railroad, ran through his farm, Dunton donated ten acres to the railroad company to be used as a station site and for railroad purposes only, and filed the first plat of the village November 3, 1854. As a result of this action, Arlington Heights quickly became the dominant village of the townships of Wheeling and Elk Grove.

To this original Dunton subdivision, many other additions have been made from time to time, the principal ones being: Underhill's addition in 1859, south of the railroad; Miner's addition, south of the railroad; and Atkins' addition, west of Vail street and south of Euclid avenue.



NEW HIGH SCHOOL BUILDING.

From earliest times, the citizens of Arlington Heights have taken great interest in providing educational advantages for the children and youth of the community. The first school house was built in the district in 1840 and the first teacher was Miss Sarah Thornton. In 1856, a much better building was erected, which was used till 1870 when a commodious two-story brick structure was built. Today Arlington Heights, in addition to grade and private schools, has a most splendid modern high school building and equipment.

Hand in hand with the exceptional interest taken in educational advantages, the builders of Arlington Heights did not neglect to provide the wholesome influence of that which is best in moral and religious training through the leading church organizations of the country.

As a consequence of the unusual educational and religious institutions, established by the pioneers and zealously cherished by the present generation, Arlington Heights enjoys a citizenship second to none in the great state of Illinois.

**BRIEF SKETCHES OF A FEW TYPICAL PERSONS  
CONNECTED WITH THE HISTORY OF  
ARLINGTON HEIGHTS.**

**ELIJAH A. ALLEN**, born in Vermont in 1818; came to Cook county in 1847, and located on a farm near Arlington Heights, where he lived till 1859, when he established his residence in the town. Mr. Allen was noted for his public spirit, interested in all things for the welfare of the community and in his quiet manner was influential in public affairs, holding at different times many town offices.

**JOHN KLEHM**, born in Germany; came to America in 1851; located in Arlington Heights in 1862, where he established his nationally known nursery business.

**JOSEPH E. KENNICOTT**, born in New York state; located in Arlington Heights in 1865; was a scientific farmer and contributor to various agricultural papers. Mr. Kennicott was one of the prime factors in founding the Des Plaines Camp Grounds and was always a great moral force in the village and vicinity.

**CHARLES SIGWALT**, born in Alsace, Germany; came to the United States in 1852. After distinguished service in the Civil War and several years' experience in the sewing machine business, he located in Arlington Heights and established the Sigwalt Sewing Machine company. From 1878 to 1883, this company manufactured 40,000 sewing machines when the name of the firm was changed to the Diamond Sewing Machine company.

**CHARLES H. ATKINS**, born in Maine; came to Chicago in 1857 as agent of the American Express company; moved to Arlington Heights and secured a farm adjoining the village limits, where he was very successful in the growing of apples, cherries, and grapes.

**CHARLES TAEGE**, born in Germany; came to America in 1854 and located in Arlington Heights where he engaged in a lucrative hardware business.

**SAMUEL WAYMAN**, born in England; came to the United States in 1833. After varied experiences he bought a farm of 40 acres in Lake county in 1843, which he sold the following year for \$17.50. He, then, bought a farm near Arlington Heights, where he carried on successful farming enterprises.

**WILLIAM BATTERMANN**, born in Germany; came to Chicago in 1852, where he lived for 26 years, being engaged in the lumber and grocery business and was a member of the City Council at the time of the Great Fire; in 1881 he opened a general merchandise store in Arlington Heights, where he was very successful and became widely known as "the man with a smile for everyone."

**ELIAS M. THOMAS**, born in Illinois; came to Arlington Heights in 1871 and established the first drug store in the village.

**ARTHUR von WEBER**, M. D., born in Berlin, Germany; educated at the University of Berlin and, in 1883, located in Arlington Heights.

**DAVID JOHNSON**, born in Scotland; came to America in 1851; located in Arlington Heights in 1853, where he, in partnership with David Peter, built an elevator and engaged in the grain and lumber business.

**HENRY W. BOEGER**, born in Germany; came with his parents to America in 1857; settled on a farm near Arlington Heights where, in addition to farming, followed his trade as mason and stone cutter. Mr. Boeger is still living being influential in village affairs and is thoroughly conversant with the history of Arlington Heights.

**PETER BEYER**, born in Cook county in 1851 and has resided in Arlington Heights and vicinity since 1868 up to the present. Mr. Beyer now holds the office of Justice of the Peace and has served the community in various capacities, as township treasurer, assessor,



**ST. PETER'S LUTHERAN CHURCH.**

school trustee and director. The public schools of Arlington Heights owe a great deal to the interest taken in them by Mr. Beyer. Mr. Beyer was an intimate friend of William H. Dunton and has in his office an antique hand made desk used by Mr. Dunton.

**JOHN E. BEST, M. D.**, born in Illinois; after graduating from Rush Medical College in 1870, he located in Arlington Heights; was widely known for his great ability as physician and surgeon and his high ideals for his profession.

**DR. FREDERICK T. MINER**, born in Vermont; in company with a party leaving Montpelier, in August, 1883, a la teams and wagons, he came over pioneer trails to Cook county and located in Arlington Heights in 1884 as the first physician of the village.

**JOHN PROCTOR**, born in Arlington Heights in 1853 and has lived in the village all his life, where he has followed his trade as painter and decorator for 54 years. Mr. Proctor has the best of health and says that he knows nothing of old age as yet. Among other things he attributes his good health and long life to the excellent climate and good water of Arlington Heights. In a reminiscent mood he informed the writer that he remembers the time when bands of Indians often came into the village and camped in the outskirts.



**METHODIST CHURCH**

With even this brief glance into the history of Arlington Heights, one, who has the historical vision in noting the various elements entering into life of the community, can see very vividly much of romance and hardship, of pathos and humor, of triumph and disappointment, inwrought in the growth of the place from the days, when the Indians with tomahawk and rifle roamed the surrounding prairies and camped in the beautiful intercepting groves, or up to the present when Arlington Heights is, without question, the most attractive northwest suburb of Chicago. In Arlington Heights, the very best of the old and new world civilizations commingled in the creation of an ideal American community.

**WHAT SOME NEWCOMERS THINK OF  
ARLINGTON HEIGHTS.**

During the last few years hundreds of new families have moved to Arlington Heights from Chicago and they are still coming in ever increasing numbers. As a result of this rapid growth, builders are taxed to keep up with the demand for houses. There are no flats for rent in Arlington Heights. In an attempt to find out what it was about Arlington Heights that attracted these newcomers, the writer interviewed a number of them and asked them the question—"What do you like best about Arlington Heights?"

In answer to this question one newcomer replied, "Well, I would not be willing to say exactly as there are many things I like



**PRESBYTERIAN CHURCH**

here. But there is one thing I like exceptionally well and that is the highway exit in all directions. This not only enables me to get to and from the city in a satisfactory manner but also makes it possible for me to spend many week ends motoring with my family into the lake region of the Fox river country to the north and north west."

One commuter replied, "I enjoy the fresh air and clear sunshine here." "Why," said he, "Arlington Heights is situated on one of the highest points in Cook county." Another commuter said, "I like to live out here away from the smoke, dirt, grime, and noise of the city." Another one replied, "I like to live here because it is such a good place for fruit trees, vegetables, and chickens." Another said that he liked the home atmosphere of the place. "The people

are real neighborly," he remarked. Another one liked Arlington Heights because it had enabled him to get a good home at a very reasonable price and to "beat the rent hogs in Chicago," as he put it. Still another one referred to the good schools and churches and the high type of citizenship.

One commuter had quite a story to tell and we repeat it in the hope that it may help other homeseekers to make the right decision. This commuter had moved with his family to Arlington Heights in the summer of 1923 and, at the time, had done so against his wishes. It was this way. When he and his wife came out to look over Arlington Heights, he thought it was too far out to establish his home there and that he would not like to commute. He voiced his objections but his wife took things in her own hands. She reminded him of the fact that three years before they had gone out to Edison Park to look over a proposition and at that time, he had



**ONE OF THE NEW HOMES JUST COMPLETED.**

made the same objections as being too far out and his dislike of commutation. This was his wife's turn and she insisted that they locate in Arlington Heights. "Since coming here," he said, "I have found out that my objections against distance and commutation had no basis whatsoever. I get to and from my work in the city quicker and with more comfort than I formerly did over street car transportation. Now, as I sit in a clean comfortable car on the Northwestern reading the papers with satisfaction, I often think of the times when I have stood on some transfer corner in the rain or cold during rush hours, waiting for the privilege of fighting my way into badly ventilated cars where strap hanging space was all taken and where my corns have often been badly bruised. What a loon I have been for not becoming a commuter and owning a home years ago! I like Arlington Heights better every day."

**REASONS FOR THIS EXCEPTIONAL GROWTH OF  
ARLINGTON HEIGHTS.**

In an article, appearing in the Daily News, dealing with the general suburban growth of Chicago, the statistician pointed out the fact that on the Wisconsin division of the Northwestern, commutation at Norwood Park for a typical month showed an increase of 6 per cent over the same month of the previous year; Des Plaines, 5 per cent; while Arlington Heights showed an increase of 13 per cent.



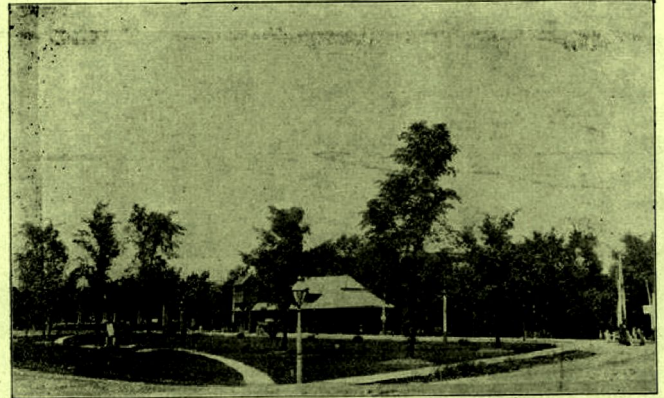
A PUBLIC DEMONSTRATION OF CITIZENS.

There are many reasons for this rapid growth of Arlington Heights. One of these reasons is the ideal location of the suburb, on a high ridge in the northern part of Cook county, fourteen miles north of the line with Madison street, Chicago, and about fourteen miles from the lake front, approximately half way between Wilmette and Kenilworth on the east and Elgin and the Fox river environs on the west.

Besides such a splendid natural location, Arlington Heights has first class transportation facilities. The Northwestern gives "The Best in Everything" in the way of suburban service furnishing rapid transportation in clean comfortable cars.

**HIGHWAYS.**

Arlington Heights enjoys also the distinction of being a radial center of highway transportation. No suburb has a better system. Rand road intersects Euclid avenue immediately to the east; Northwest Highway runs through the heart of the suburb; Arlington Heights road leads north and south, being paved from the northern limits of the city to Higgins road on the south and improved from Dundee road on the north to Lake street road on the south. This north and south highway, besides intersecting with Dundee road, Rand road and Northwest Highway, also intersects Central road paved eastward from the point of intersection through Mount Prospect and on into Rand road, thence improved eastward to Milwaukee avenue; also with Algonquin road, improved from Des Plaines to Algonquin and Crystal Lake; also with the Chicago and Elgin road, improved from Mannheim to Elgin.



A PARK SCENE.

Living in Arlington Heights is a delight to the suburban motorist and is attracting an ever increasing number of such residents who enjoy suburban life while being within easy access to every point of interest in the metropolitan zone.

**FOREST PRESERVES**

Arlington Heights is, indeed, fortunate with reference to Forest Preserves. For the growth of a community it is best to have them a few miles away in the outlying sections and not so close as to obstruct development. Arlington has them just right. Four miles northwest is the Deer Grove Forest Preserve, containing 1,102.03 acres; three miles south is the Elk Grove Forest Preserve, containing 1,273.4 acres; while to the east is a perfect chain of beautiful Forest Preserves along the Des Plaines river.



### PUBLIC SPIRIT

Another invaluable asset which Arlington Heights possesses to an unusual extent is the public spirit of its citizenship which, under wise leadership, is working as a unit on the statesmanlike policy that what is best for the community as a whole is also best for each individual unit in the community.

Imbued with this ideal, Arlington Heights is wide awake to all the needs and requirements of modern times and is forging ahead in all public service and improvement projects. Under this head may be mentioned —

### WATER AND ITS SUPPLY

Arlington Heights has an abundance of the best quality of water without being disturbed with the vexatious question of lake levels. The water is artesian and wells up from old limestone formation.



A SCENE IN DEER GROVE FOREST PRESERVE

Mr. Arthur L. McElhose, the village clerk, in speaking of the water said that a specimen of the water taken from the new well put down three years ago was sent to the state laboratory at Urbana and that the water not only passed every test as being wholesome but won the endorsement of the state chemists as being of exceptional quality. As a result of good water and splendid climate, the local health department has established the fact before the State Board of Health that the mortality rate of Arlington Heights is lower than any other community in Cook County.

As to the new sections being added to the village limits, Mr. McElhose assures all newcomers that the present water supply is adequate to extend service into these new subdivisions and that the village authorities are anxious to make these extensions as soon as possible to supply the needs of the rapidly growing community, and, when more water is needed, all the authorities have to do is to run another well down into old limestone rock for gushers of the purest water in Cook county. The present supply will be adequate for a population of 20,000.

### LIGHTING SYSTEM

The village has recently installed a new system of lighting for the business district which is known as "The Great White Way." The current for this system is supplied from a municipally owned and operated plant. The community is, also, served by two electric currents from the Public Service company, one line coming from the northwest out of Barrington, the other from the east out of Evanston. Gas is also supplied by the Public Service company.

### TELEPHONE SERVICE

This service comes from the Illinois Bell Telephone system and the suburb has the added advantage of a special toll line into



ST. JOHN'S EVANGELICAL CHURCH.

Chicago over which there is no communication except that between Arlington Heights and Chicago.

### POST OFFICE

The local office was recently advanced to the second-class and the community has free delivery of mail, once daily to the residential sections and twice to the business houses. The postal business is growing very rapidly.

### PAVED STREETS

Already Arlington Heights has fourteen miles of paved streets and plans are on foot for much additional paving to serve the newer sections.

### SYSTEM OF PARKS

Arlington Heights has a flourishing Business Men's Community Club. This club has extensive plans for the welfare of the suburb and is now aiding several specific programs. One of these is the creation of a beautiful park system. Arlington Heights has now a ten acre park in the heart of the village, intersected by Northwest Highway. The Business Men's Club in connection with the authorities have determined not only to make this park unusually attractive, but create a SYSTEM OF PARKS with reference to future requirements. For this purpose they were fortunate in being able to secure the services of Mr. Henry Klehm, one of the best landscape gardeners of the country, to supervise the work. Mr. Klehm is a brother of George Klehm, whose nurseries are known all over the United States.



FIRE TRUCK NO. 1

### GENERAL LANDSCAPING PLAN

With large beautiful elms, many of them over half a century old, lining every street, Arlington Heights might very appropriately be called "The Village of Elms." In order to keep the standards of the future up to the present in this respect, George Klehm, with public spirited generosity, has announced that he will donate, free of all charge, young elm trees out of his nurseries, to every lot buyer in the new subdivisions, who will take these trees and plant them in front of his lot along the street. Every lot buyer will, doubtless, be glad to avail himself of this unusual offer of Mr. Klehm and as a result of this action, Arlington Heights in a few short years will be known as the "The City of Elms."

### PATRIOTISM OF HER CITIZENSHIP

If true patriotism be an ornament and safeguard to a community, then Arlington Heights must stand in the first rank in this

respect. Not even the merest outline of this enviable patriotic record can be attempted here but attention will be called to two things which are indicative of the high patriotic spirit of the village. Scarcely had the armistice been signed, ending the World War, when the movement for the erection of a monument was inaugurated and the memorial, placed in the city park, was unveiled in 1919, with appropriate ceremonies in memory of her sons who died "over there." The other fact to which attention is called is, that Arlington Heights won The Daily News flag last year for the Best Fourth of July Celebration.

### FIRE DEPARTMENT

Careful homeseekers are always interested in knowing the kind of protection against fire that is given to the community in



FIRE TRUCK NO. 2

which they are to establish their homes. Arlington Heights has an exceptionally efficient fire department. A few months ago this department commemorated its thirtieth anniversary. At this anniversary the Fire Department could report in these words: "It has been 20 years since any building within the corporate limits of Arlington Heights has fallen before the flames. Our memories do not tell us of a single building within the water works zone of the village that has ever been destroyed by fire since the installation of a water works system." Consequently Arlington Heights has the greatest protection against fire and most favorable insurance rates.

### TAXES AND THE COST OF IMPROVEMENTS

Taxes are just about three times lower in Arlington Heights than in Chicago, due to a lower ratio of assessed values. At the same time the cost of improvements is very decidedly less than in the city, due to smaller overhead expense, absolute freedom from graft, efficient labor, and rigid economy.

## THE FUTURE OF ARLINGTON HEIGHTS

Although the past of the village holds a splendid record and the present abounds with notable progress along all modern lines, much greater things are in store for this community in the immediate future.

The Chicago Regional Planning Association, composed of representatives of all the towns and villages within a radius of fifty miles of Chicago, clearly foresee the not distant day when 12,000,000 people will be living in this fifty mile belt around Chicago. A glance at the map will show that Arlington Heights is within the half way circle of this fifty mile belt and must, by the very nature of her location, play a most important and very rapidly increasing part in the predestined growth of metropolitan Chicago to the immense proportions of the world's greatest city.

Accurate surveys show that while the population of Chicago increased about 25 per cent between 1910 and 1920, the suburban sections increased more than 50 per cent during the same period. And this suburban movement is on a rapid increase as only about 2 per cent of Chicago's area is zoned for single family residences, which is forcing homeseekers into the suburbs.

### STRATEGIC LOCATION

There is no suburb of Chicago that has a more strategic location with reference to the Chicago metropolitan area than that of Arlington Heights. Keeping in mind the highway outlet referred to above, if one will encircle Arlington Heights with a radius of sixteen miles, one cannot but realize its extraordinary location in relation to this Chicago metropolitan zone.

Within this circle will be included Evanston, Wilmette, Kenilworth, Winnetka, Hubbard Woods, Glencoe, Ravinia, Highland Park, Fort Sheridan and Lake Bluff, lying along the shore of Lake Michigan; immediately to the west of these lake shore town will also be found such villages as Niles Center, Morton Grove, Glenview, Northfield, Northbrook, and Deerfield; in the northerly direction will be encompassed such centers as Wheeling, Libertyville, Area, and Diamond Lake; in the northwesterly segment of this circle are located Lake Zurich and Wauconda, Barrington, Cary, and Algonquin; the circumference to the west will run through Dundee and Elgin, and on the south side will intersect the Wheaton, Glen Ellyn, Lombard, Villa Park, Elmhurst, Maywood, River Forest and Melrose Park

For All Kinds of

## INSURANCE

FIRE, ACCIDENT, WORKING MEN'S COMPENSATION,  
AUTOMOBILE, AND ORDINARY LIFE

See

**BEYER AND BOEGER**

OFFICE ON DUNTON AVE., NEAR STATION

district; touching Chicago, this circle with a radius of sixteen miles will cross North avenue near Austin boulevard and Irving Park boulevard near Crawford avenue. Could any suburb have a better location?

It is the publicly expressed belief of technical experts in the service of the Chicago Regional Planning association that the fifty mile belt around Chicago will include some forty or fifty outlying centers to be connected with Chicago by radial routes for motor and electric intercommunication and linked together by circumferential routes, covering the entire zone with a perfect network of transportation. And, in a recent address on "Chicago's Future," Mr. Samuel Insull, one of greatest public utility experts in the world, if not the greatest, said: "It would seem to be of vital interest to this community to link up the outer ring of the Chicago district with the center of the city." There is no question but that Arlington Heights bisects this fifty mile radius of the outer ring around Chi-



ONE OF THE GRAMMAR SCHOOLS.

cago and must, by the very nature of her strategic position, become in the near future one of the great radial magnetic centers in this network of transportation, visioned by the Chicago Regional Planning association and evidently sanctioned by Mr. Insull.

### BIG INTERURBAN LINK

It has been asserted recently in such papers as the Daily News that plans are under headway by the Insull interests for the creation of this big interurban chain of electric transportation. The Niles Center extension is believed to be merely the first link in this chain. What could be more logical than to extend a line west from Niles Center tapping such centers as Park Ridge, Des Plaines, Arlington Heights, and the Fox River sections? Such an extension would supply a strategic service in suburban growth and would

prove a splendid investment for public utility capital. Such a real potentiality is too alluring not to be realized in some such way in the near future. From whatever angle one may look at the future of Arlington Heights, one must come to the conclusion that, in a very few years Arlington Heights, already a hustling young city, will grow to be a community of, at least, 50,000 population.

**MISCELLANEOUS FACTS**

Arlington Heights has an elevation of 149 feet above the level of Lake Michigan; a population of 3,500, being a conservative estimate from a recent school census; three schools with two more in process of establishment, one on the south side and one on the north side; twenty stores; five churches; and one movie theater.



**A TYPICAL RESIDENCE.**

Among her industries may be mentioned the Creamery Package Manufacturing company; the Magnolia Metal company; Klehm's Nurseries; Soda Water manufacturing plant; Arlington Seating company; Rowles Manufacturing company; five garages; and one newspaper, The Cook County Herald, edited and published by H. C. Paddock & Sons (This firm has such a well equipped plant that Arlington Heights has become the publishing center of the north central and northwestern part of Cook county, bringing out five papers for other communities, in addition to a large job printing business).

**TRANSPORTATION**

**Motor.**

Two competing bus companies have now applications before the Illinois Commerce Commission for a franchise to operate a line of busses from Arlington Heights to Jefferson Park. A decision in regard to this matter will soon be rendered and, in the near future, Arlington Heights will have motor bus service down Northwest Highway into Chicago.

**Steam.**

Between Chicago and Arlington Heights, the Northwestern suburban service runs 34 trains daily. Some of these trains make the distance of twenty-two miles between Arlington Heights station and the Madison street terminal in 40 minutes; some in 35 minutes.

**NEW MOVIE THEATRE**

Arlington Heights will soon have in full operation a new movie theatre known as "The Arlington." It is now under construction, being centrally located on Miner and Evergreen streets. It will

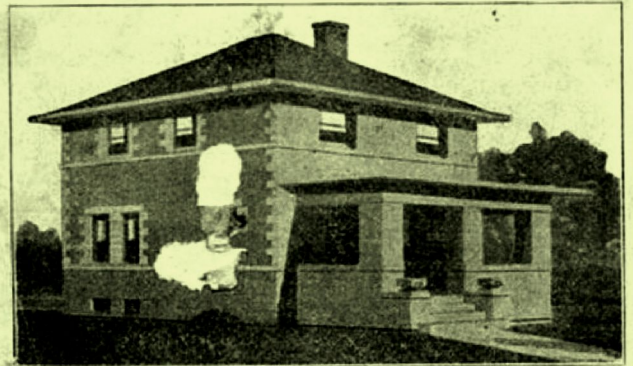


**PEOPLES' STATE BANK**

PHONE 18

ARLINGTON HEIGHTS

ILLINOIS



**BUILD WITH CONCRETE!**

If Planning to Build, Investigate Our  
**NEW PROCESS GRANITE BLOCKS**  
Dry, Durable and Beautiful.

Our Motto: "Lowest Prices and Highest Quality."

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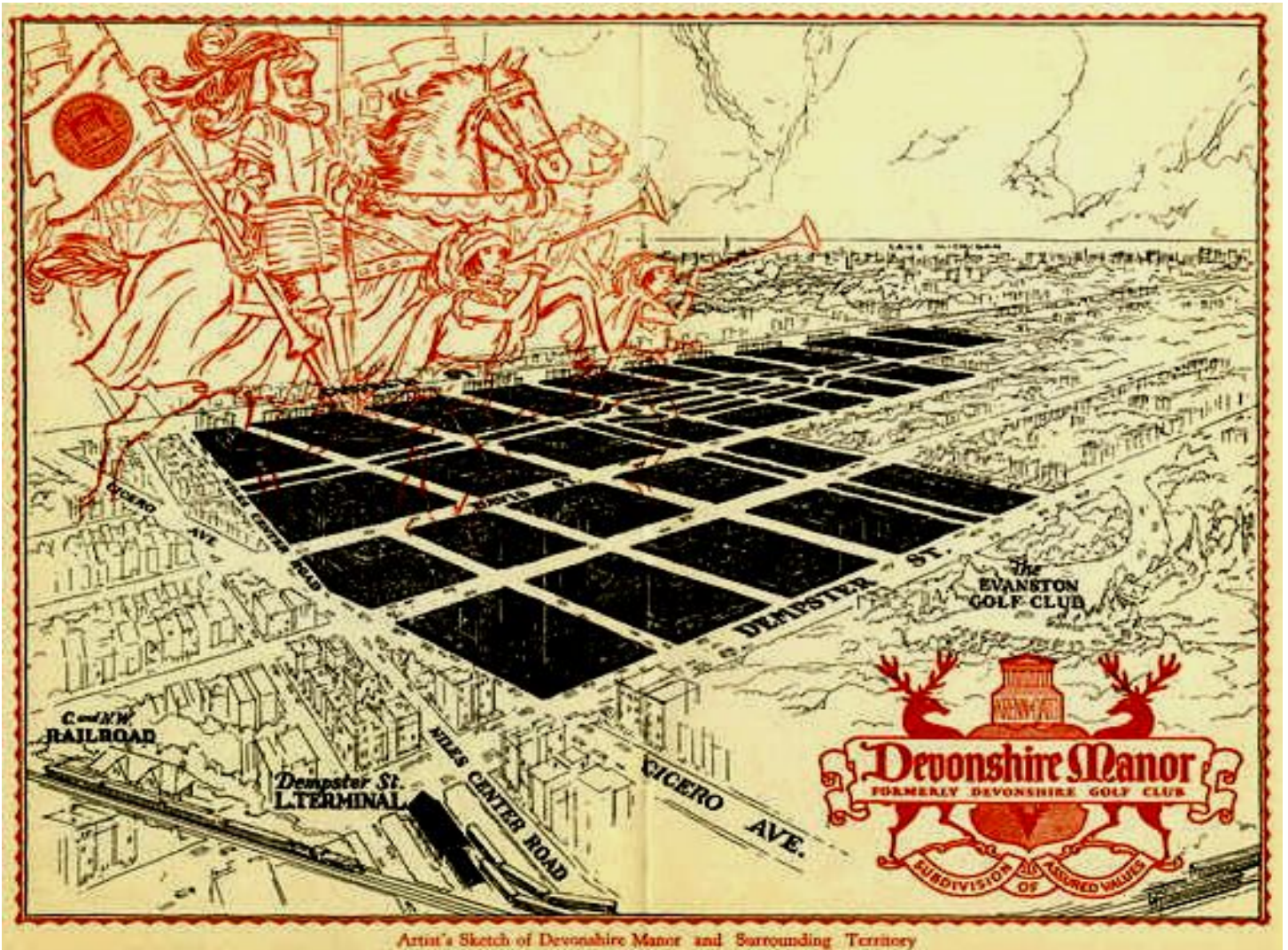
**Concrete Products and Construction Company**

[NOT INC.]

5510 Norwood Park Ave.

CHICAGO, ILL.

Phone Kildare 5544



Artist's Sketch of Devonshire Manor and Surrounding Territory

Krenn and Dato (1924). Devonshire Manor Formerly Devonshire Golf Club: The Last Word in Subdivision Development.

Skokie Historical Society  
Skokie Public Library.

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## FOREWORD

**I**N presenting Devonshire Manor to the Chicago public, Krenn & Dato feel that again they have the opportunity to combine business enterprise with meritorious public service.

For the facts which substantiate the above statement we beg the reader to carefully study the pages that follow.

In doing so he will also uncover an investment opportunity, which if he acts upon promptly will bring him pecuniary profits beyond the average measure.

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**KRENN & DATO, Inc.**  
*Exclusive Agent for Mrs. Rockefeller McCormick Properties*  
936 N. MICHIGAN AVENUE  
CHICAGO, ILL.  
TELEPHONE SUPERIOR 7046

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# Devonshire Manor

FORMERLY DEVONSHIRE GOLF CLUB

## CHICAGO THE WONDER CITY

CHICAGO, the youngest of the world's great cities, has developed from a wilderness to a metropolis of world prestige. In less than a century it has sprung from a small frontier trading post to the third largest city on the face of the earth.

Primarily what is this miraculous growth due to?

Above all to its keenly strategic location. Chicago holds the Keystone Commercial position of America. It stands supreme at the headway of the Great Lakes, at the entrance to the Mississippi Valley and at the meeting point of east and west bound traffic.

It is the very heart of our great country and the pulsation of its trade, commerce and business enterprise is felt not only in the remotest corner of the United States but also around the entire globe.

But Chicago's growth has just begun and its great past is but a criterion of an even greater future.

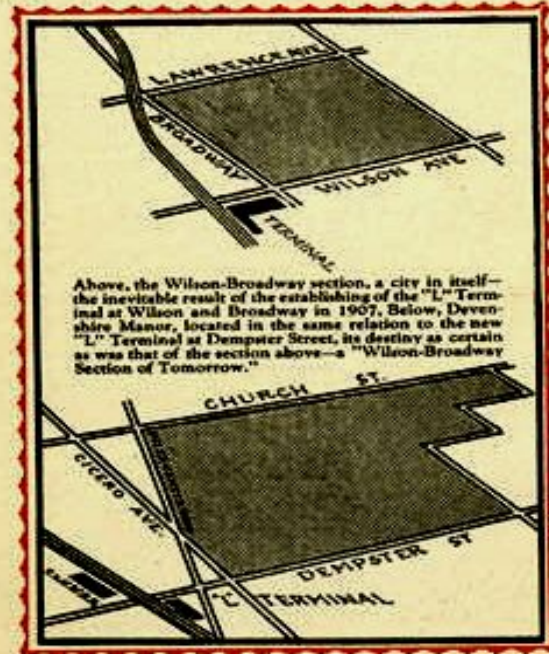
Authorities predict that metropolitan Chicago will inside the next 50 years embrace all the territory within a radius of 40 miles, and its population will reach 10,000,000.

As Chicago grows the ground up which it stands becomes more valuable. Today Chicago Real Estate has become one of the world's most prized commodities. Not only that, but Chicago Real Estate is now recognized as the soundest security in existence, for it is an investment in the fastest growing city in the world—an investment in Chicago's great future.

## DEVONSHIRE MANOR

DEVONSHIRE MANOR is located at the intersection of Dempster St., Niles Center Road and Cicero Avenue. Cicero Avenue and Dempster Street are two full section lines which bound the property to the west and south respectively.

Devonshire Manor, formerly the Devonshire Golf Club, is located in that section of Niles Center which is destined to become a center of population and business activity as great as the present Wilson Avenue district.



Above, the Wilson-Broadway section, a city in itself—the inevitable result of the establishing of the "L" Terminal at Wilson and Broadway in 1907. Below, Devonshire Manor, located in the same relation to the new "L" Terminal at Dempster Street, its destiny as certain as was that of the section above—a "Wilson-Broadway Section of Tomorrow."

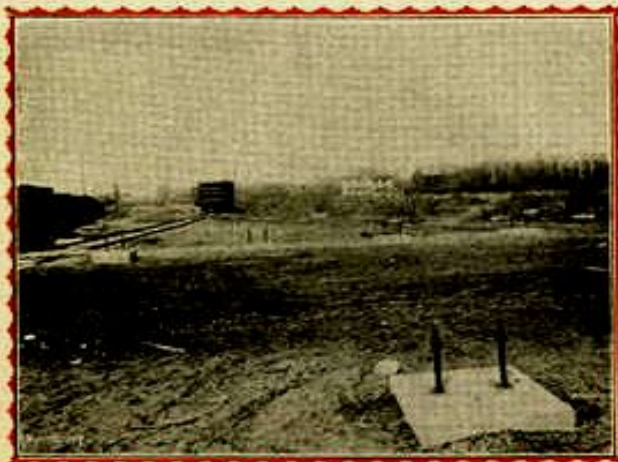
The striking similarity of this new section and the Wilson Avenue District both in transportation facilities and relation to surrounding development is shown in the chart above.

## THE STRATEGIC LOCATION OF DEVONSHIRE MANOR

**T**HE strategic importance of Devonshire Manor is even greater than the Wilson Avenue District.

Directly east of Devonshire Manor lies prosperous and rapidly growing Evanston. This, the greatest of all North Shore Towns, is now passing through a period of building activity and increasing population that is rapidly bringing Evanston real estate values to unheard of high levels.

Evanston is right now breaking its bounds. Wilmette makes it impossible for it to expand northward. It cannot grow eastward on account of the lake. On the south it is being hard pressed by Chicago. Its only outlet is to the west towards Devonshire Manor. Soon the finest high grade apartment section in greater Chicago will spring up here and Devonshire Manor will be the very heart of it.



Wilson Avenue of Yesterday.

## EDUCATIONAL AND RECREATIONAL ADVANTAGES

**D**EVONSHIRE MANOR will enjoy the advantages and conveniences of Evanston. It is but a short distance from the famed Evanston High School and quickly accessible to Northwestern University.

In the vicinity are also to be found many fine Golf and Country clubs, beautifully wooded and park areas and fine roads for motoring.

All of these recreational facilities are but a few minutes away from Devonshire Manor by bus transportation and residents here already have rapid elevated transportation to the Loop.

The Dempster St. "L" Terminal brings Devonshire Manor closer to downtown Chicago than was Wilson Avenue when the elevated was first extended to that now prosperous district.



Wilson Avenue of Today.



## TRANSPORTATION A FORTUNE BUILDER

**I**t is transportation that made the Wilson-Broadway section what it is today and it is transportation that will build Real Estate fortunes in Devonshire Manor.

The Chicago Rapid Transit Company provided this excellent transportation. The Dempster Street "L" is only 1½ blocks from Devonshire Manor and its frequent fast and clean trains bring you to the loop in 39 minutes.

This transportation is making Devonshire Manor a vast, rich apartment and business section of tomorrow and it is this transportation that will make profits for every investor here.

Today Devonshire Manor presents even greater possibilities than the now famous Uptown section. This district is not on the outskirts as Wilson Avenue was in 1900, but it is already teeming with activity. Profits, enormous as they were, which took 25 years to accrue in the Wilson Avenue District, should be realized in Devonshire Manor in a much shorter time. Substantial increases take place here every year and already surrounding property has increased 800% in 4 years' time.



Howard Avenue of Yesterday.



Howard Avenue of Today.

Again, as recent as 1908 Howard Ave. was an outpost of Chicago. In May of that year the Elevated was extended to Howard Ave. At this time choice lots were sold here as low as \$20.00 per front foot. Today the same property sells from \$2,000 to \$6,000 per front foot—an increase in value of 10,000%.

Howard Ave. today is the center of one of the most populous apartment districts in Chicago. It is the great middle point between the Wilson Ave. district of today and the still greater Niles Center section of tomorrow.

Devonshire Manor faces an unprecedented and rapid growth and development of a nature and extent which has taken other sections years to accomplish. Profits which have accrued to property buyers in other localities will soon be out-stripped by the profit possibilities of the great business and apartment district soon to rise here. Devonshire Manor is sure to make money for every one of its investors for no other such value exists in the Real Estate market today.

Not only that but every purchaser of a lot in Devonshire Manor is assured of the co-operation of the entire Krenn & Dato organization in developing and making this property more and more valuable. With such as-

sistance and such great economic forces all working towards one goal, there is only one ultimate realization for you and that is profit.

## RESTRICTIONS

**T**O insure the beauty and desirability of Devonshire Manor as a place to live in, rigid architectural and selective restrictions have been established. Every precautionary measure has been taken to maintain it as a beauty spot. These measures will assure a uniform development of high character and will prevent the property from being degraded by cheap and unsightly buildings.

Restrictions call for brick, stone, concrete, or tile construction and all architectural details and plans are subject to approval. Niles Center Road, Cicero Ave., Dempster Street and Church Street are restricted to business buildings of no less than two stories. The residential restrictions call for apartment buildings of no less than two stories in some parts and no less than three stories in other sections of the property. Where single family residences are permitted (Church Street excepted) the cost is to be not less than \$18,000.



## IMPROVEMENTS

**A**N unusual feature of the Devonshire Manor development is that all improvements such as paved streets, curbing, sidewalks, sewers, water, gas and electricity are now being put in by Krenn & Dato and will be included in the selling price. Buyers in Devonshire Manor will pay only the original purchase price. There will be no extra assessments for these improvements, work upon which is rapidly being completed.

## TRANSPORTATION

**U**NLIKE any other outlying section about to be developed, Devonshire Manor already enjoys metropolitan transportation service. The Dempster St. "L" Terminal is only a block and a half away. It provides clean and rapid transit to the Chicago loop and it takes only 39 minutes to bring you to the heart of the city's business and shopping district.

The Chicago, Milwaukee and North Shore High Speed Line is now being completed and will connect up this section with the entire area as far north as Milwaukee.

A station of the Northwestern Railroad is just across the street from the Dempster St. "L" Terminal and its fast, clean trains bring you to downtown Chicago in even less than half an hour. Other forms of transportation, such as busses and street car extensions, are being planned here which will make this section one of the most easily accessible in the entire Chicago area.



## AN OUTSTANDING INVESTMENT OPPORTUNITY

Business Frontage

Apartment Sites - Home Sites

**N**EVER before has there been a more valuable, local offering for builders, home seekers and investors, interested in high grade business and apartment house property.

Authorities predict that this area will even outstrip the development of the Wilson Avenue section. Already indications are that this district will see the most spectacular development in the Real Estate history of Chicago. For instance, it took the Wilson Avenue section 15 years to do what Niles Center has done in a few months. Property near the Dempster St. "L" Terminal will reach the values of the Wilson-Broadway district in just one-third the time it took the latter section. This has already been proven by property increases, near the Terminal in the last few months. Already corners near our property on Dempster Street have more than trebled in value and restricted apartment house property in this same location has more than doubled. And so down the line. Every day brings greater proof of the opportunities here awaiting those who will only take time to investigate and then act on the strength of the facts they find self evident.



## DEVELOPMENT

**I**T is planned to make Devonshire Manor one of the finest developments of the Middle West. To that end Krenn & Dato has taken advantage of every natural beauty of the property. Landscape architects and engineers have drawn up careful plans so that nothing is left to chance. The center of the property has been set aside for a Community Park. This park is made accessible from all parts of the property by beautiful and winding driveways. The sites laid out are all spacious and front upon broad streets. A building line is also provided, which assures the maintenance of uniformly deep lawns and parkways.

## OUR LIBERAL PAYMENT PLAN

**P**URCHASERS of lots, either business or residential in Devonshire Manor will have the advantage of the liberal Krenn & Dato payment plan and terms, and by purchasing in this easy way the original investment of a few hundred dollars does the work of four to five times as much money. While you are paying for your lot your property is increasing in value and its percentage of increase brings profit to you upon the entire cost of the lot and not only on your original payment. As a result you profit while you pay, and in great proportion to the amount invested.

Investigate this opportunity while this choice property at Devonshire Manor is still available. It will sell fast, for it is indeed the greatest investment chance ever offered to Chicagoans.





## HOW TO GO TO DEVONSHIRE MANOR

**B**Y "L". Take a Howard Avenue or Evanston "L" and transfer at Howard St. to a Niles Center train. Ride to the Dempster St. "L" Terminal which is only a block and a half from Devonshire Manor.

**By Auto.** Drive north on Sheridan Road to Dempster St. then west on Dempster Street to the entrance of Devonshire Manor.



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## CONCLUSION

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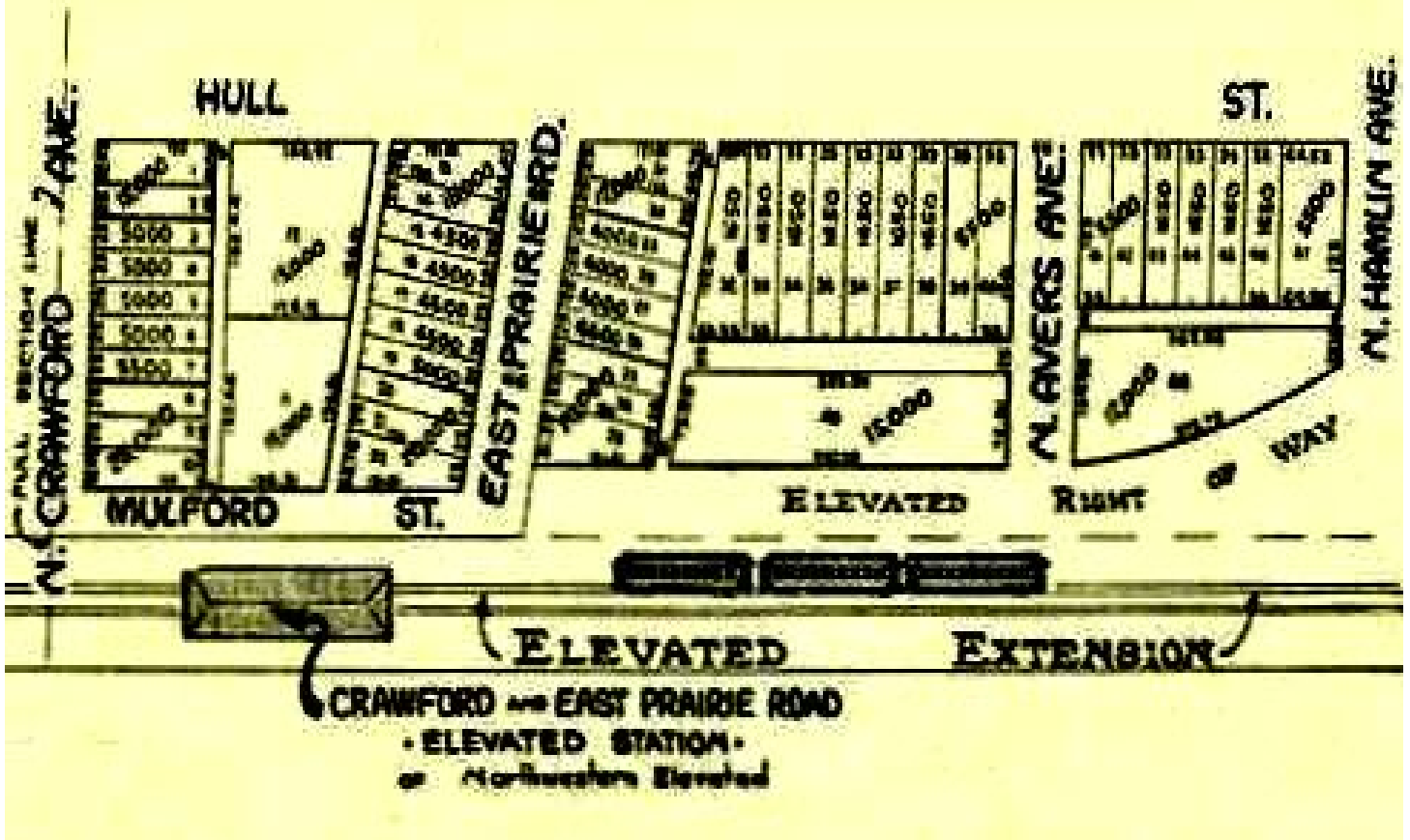
**T**HERE are many people who think that it's too late now to make profits in Chicago Real Estate. They feel that the city has already grown up.

In 1915 people said Chicago was overbuilt and that Real Estate values were due for a slump. Still, people who bought real estate then, at prices which were considered high, have made enormous profits.

Here is one fact to be remembered about Chicago Real Estate investments. Real Estate here is never subject to sudden fluctuations in value. Its value trend is ever upward, because the demand for it is constantly increasing, while the supply remains limited.

There is also this to remember. Yesterday's prices are gone never to return. Today's prices are going fast and if not taken advantage of, they too will never again be duplicated. It is true that Chicago's Real Estate values are constantly undergoing rapid change. Still every change brought a tremendous increase in value and clear sighted investors have been buying and profiting from the very birth of Chicago. Right today profits are being made and will continue to be made tomorrow and ever after. But remember that you must invest today in order to profit tomorrow, and since Chicago's past is only an indication of its even greater future, it is not yet too late to make money in Chicago Real Estate.

KRENN & DATO'S  
Crawford Ave. & East Prairie Road "L" Terminal Subdivision



Silander, A.I. (1924). Krenn & Dato Plat Map of Crawford Ave. and East Prairie Rd. 'L' Terminal Subdivision with all the lots indicated. The subdivision mapped is bound by Crawford Ave. to the North, Hamlin Ave. to the South and Hull St. to the East. Streets included in the subdivision are: Mulford St., East Prairie Rd. and Avers Ave. To the West of the Subdivision, the proposed 'L' Terminal is indicated on the map.

Gift by John Puetz.  
Skokie Historical Society; 1980.005.040  
Skokie Public Library.

[http://cdm.digitalpast.org/cdm4/item\\_viewer.php?CISOROOT=/skokiep002&CISOPTR=592&REC=17](http://cdm.digitalpast.org/cdm4/item_viewer.php?CISOROOT=/skokiep002&CISOPTR=592&REC=17)

# KRENN & DATO'S CRAWFORD AVE. & OAKTON ST. "L" SUB'DN

**"BUILDING RESTRICTIONS"**

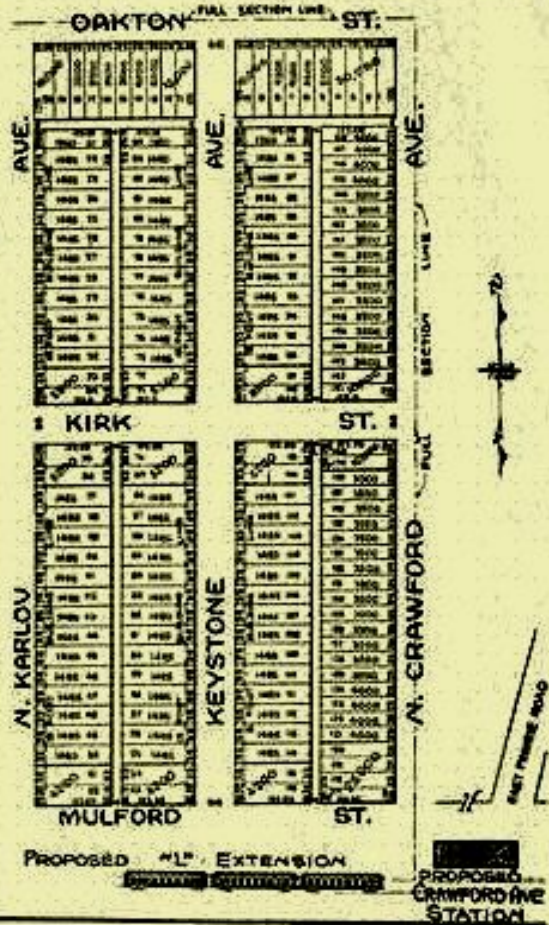
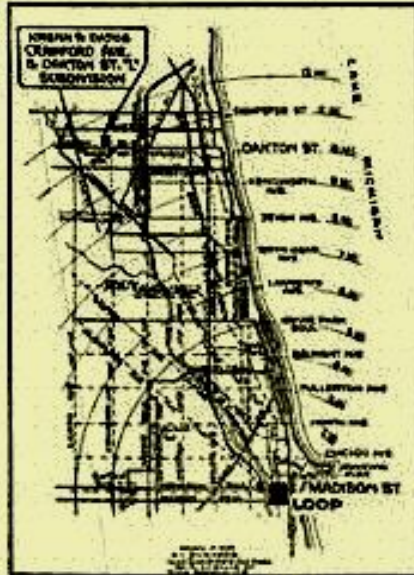
A 3-Foot Building Line all ways, but Residence Lots fronting on A. Oakton and Keystone Avenues.  
Lots fronting on Oakton Street and A. Crawford Avenue have no Building Line and may be used for houses.  
All Buildings in this Subdivision must cost at least \$5,000.00 after or during construction of main building, necessary substructure may be placed at least 100 ft.

**"STREET IMPROVEMENTS"**

Frontage price includes General Subdrain in front of each lot and sewerage of front corner lot.

**"TITLES"**

Each Purchaser will receive a Transfer Deed from the Company, The B. & N. Co., TRUSTEES, and an Overage Certificate from the Government, No. 1758.



Silander, A.I. (1924). Krenn & Dato Plat Map of Crawford Ave. and Oakton St. 'L' Terminal Subdivision with all the lots indicated. The subdivision mapped is bound by Crawford Ave. to the East, Mulford St. to the South, Karlov Ave. to the West and Oakton St. to the North. Other streets included in the subdivision are: Keystone Ave. and Kirk St. The proposed Crawford Ave. 'L' Station (Terminal) is indicated on the map to the South of the subdivision on Mulford St. Also included on the map are building restrictions, improvements to the area, and title information. The inset map included is of the Northside of Chicago and suburbs. It ends just North of Dempster St.

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