VILLAGE
ON THE COUNTY LINE


OUR NEIGHBORHOOD DURING PIONEER TI
GENERAL SCOTT MADE PEACE HERE AFTER THE BLACK HAWK WAR
WHEATON
DUPAGE CENTER (GLEN ELLYN)
WARRENVILLE
NAPERVILLE
BEAUBIEN TAVERN
LISLE OLDEST TOWN IN DUPAGE COUNTY
NAPERVILLE
WEST BRANCH DUPAGE RIVER
EAST BRANCH DUPAGE RIVER
PIERCE HAWLEY HOUSE 1830
DUPAGE'S TRADING POST-1800
CHICAGO & PLAINFIELD TRAIL
CHICAGO PLAINFIELD & JOLIET TRAIL
DUPAGE RIVER
SCALE OF MILES
0 1 2 3 4
LEGEND
PLANK ROAD
INDIAN VILLAGE
INDIAN TRAIL
CHIPPING STATIONS
INDIAN MOUNDS
SIGNAL STATIONS
MORAINE
SCOTTS ROUTE
RIVERS-CREEKS
EARLY SETTLERS
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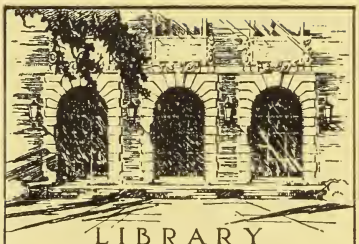
S
CORINA MELDER-COLLIER 1949


ADDISON
TT'S ARMY CHASING BLACK HAWK IN 1832
SALT CREEK
ARLES TRAIL
INDIAN SIGNAL STATION
MAMMOTH SPRING
THURSTON
TALLMADGE
JACOB FULLER
TORODE
WAGNER
SALT CREEK
DES PLAINES RIVER
KENNICOTT MOUNDS
INDIAN MOUND
HORACE ALDRICH
NK ROAD
GRAUE'S MILL
KING & GRANT BROWN'S STORE
BRUSH HILL
LAUGHTON'S INN
THOMAS COVELL
LYONS
BUCKHORN TAVERN 1830
GEN. SCOTT & OFFICERS
FOX
COE
CASS STREET
WALKER'S FARM
SETTLEMENT
LAUGHTON'S TRADING POST 1828 OLDEST SETTLEMENT WEST OF CHICAGO
FLAGG CREEK
JOHN MONELL
MUD LAKE
VIAL TAVERN
LACE
MARQUETTE & JOLIET IN 1673
LA SALLE IN 1682
FIRST WHITE MEN TO NEGOTIATE PORTAGE
DES PLAINES RIVER
ILLINOIS - MICHIGAN CANAL FINISHED IN 1848
SHABBONA



VILLAGE ON THE COUNTY LINE

VILLAGE
ON THE COUNTY LINE

A HISTORY OF HINSDALE, ILLINOIS

HUGH G. DUGAN

PRIVATELY PRINTED

1949

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FOREWORD

THROUGHOUT the past few months I have had an occasional inquiry from Hugh Dugan about some phase or incident of Hinsdale's early life. There is no topic upon which I would more readily or agreeably discourse—dealing as it does with a period that in retrospect has become more precious to me with the passing of each succeeding year. Thus when I learned that his inquiries were part of a material gathering prelude to the writing of a Hinsdale history under the sponsorship of the Friends of the Library, my first reaction was one of unmixed gratification that so worthy a project was being undertaken, and by such an eminently constituted and well-qualified group. Upon further reflection however, this initial enthusiasm gradually gave way to skepticism and apprehension. The more I pondered the matter, the more convinced I became that no one less than a Dickens or a Hawthorne could produce a portrait of that beloved Hinsdale of by-gone days, that would satisfy the critical and exacting demands of all those who had had the great good fortune to have been a part of it. Hence it was not long until I found myself hoping that the attempt would be abandoned rather than carried through to what I feared would be an inadequate and disappointing result.

But to convey these reservations to Mr. Dugan without appearing unpardonably presumptuous, posed a problem that I shortly decided I had neither the skill nor the temerity to undertake. And now that he and his colleagues have all but completed their work and I have just had the privilege of reading a final proof of the manuscript, how glad I am that I so refrained. My misgivings are dispelled and though many of the older natives could, like myself, cite countless experiences whose inclusion might add flavor to the story, I feel confident they will agree with me that a remarkable job has been done of recreating the Village as we knew it in our youth as well as recording its less familiar but equally interesting earlier history back through the first settlers even to the glacial age.

Hinsdale's more recent residents as well as those of the future may find compensation from these pages only to the extent of their explora-

tory interest in community background but to the "old timers" the book should be an exciting adventure in reading and also a nostalgic one. At least it was for me.

Venerable landmarks and institutions, most of them long since gone, come alive again together with many all but forgotten names and faces. A notable example is the old Garfield School before it was enlarged, where a succession of tolerant and kindly teachers—bless them all—accorded me twelve hectic but happy years of education, beginning with kindergarten and ending with high school graduation. Another fond memory that the book awakens is that of the water tower on the school grounds that someone was always climbing to its precarious one hundred and fifteen foot summit largely because it was unlawful to do so; likewise the skating at Beckwith's Pond and the more extensive skating as well as the swimming and fishing and boating on Salt Creek—particularly before its waters were contracted so greatly in 1916 with the breaking of the dam. Still others were the gay parties at the Club; the coasting on the Garfield and the Sanitarium hills; the hay-rides and the sleigh-rides; the morning paper routes traversed on the run by high school athletes and incidentally, the medium through which more than one young man, myself included, made his debut into America's system of free enterprise; the Saturday afternoon football and baseball games at the "end of Washington" where Hinsdale's "Town Team" usually vanquished its visiting opponent; and finally, the village rendezvous at any and all hours—Evernden's Drug Store and its beloved proprietors, William Evernden and Nelson Webster.

How many more such recollections could be recounted—recollections of events and places all inextricably woven into the daily existence of a community not yet so grown that its population wasn't individually known each to the other and a newcomer seldom remained a stranger more than overnight.

The particular period of which I reminisce was the decade just before and after the turn of the century and even though the Village had been chartered perhaps some twenty-five years previous, I believe that the adults of that period—my parents who came to Hinsdale in 1886 and their contemporaries—could properly be classified among the pioneers of the community. At least they were the later pioneers. These families included prominent Chicago business men who preferred the country, particularly Hinsdale's wooded and hilly regions, to either

the city or the flat expanses of its more immediate surrounding suburban areas. They were cultured as well as capable and the Hinsdale that they encountered during its formative years and that developed under their influence could hardly have resulted other than in a community of character, charm and distinction. They took over their rich inheritance from the founders—the Robbins, the Stoughs, the Walkers, the Ayres—they planted more trees; they paved the streets; they put in the utilities; they established churches and schools—and most important of all, they enacted ordinances to preserve Hinsdale as a superior residential community. With land relatively low in cost their own roomy houses were surrounded by ample grounds. Every home had its vegetable garden and many had cherry and apple orchards in addition to tennis courts and croquet grounds. And the Village abounded with open fields for baseball, football or any other form of athletics. There was in consequence, vastly more out of door living.

It was essentially a pedestrian community. Nearly everyone walked to the train or to market or to school and thus individuals met frequently if not daily. A community on foot is a gregarious community and such was the Hinsdale of that day—a warm-hearted, sociable and gracious one.

Differences in degree of material wealth existed, of course, then as now. There were those who were always referred to as the "well to do" and perhaps there was envy at times and small bitternesses here and there. Yet there was very little class society. If someone was ill my mother or some other mother faithfully visited that home with things to eat. My father's diary frequently records an all-night vigil that he would keep at the bedside of some sick friend. None of this was charity —none condescension to ease the conscience—it was neighborliness. I don't mean to imply that human kindliness doesn't abundantly exist in our society today. There are undoubtedly many Hinsdaleans who presently are giving as much if not more of their time and energy to public service than did those earlier ones of whom I write, but our welfare efforts of today are largely supervisory and impersonal. They are performed primarily as institutional officers or trustees whereas the ministrations of those days were direct and intimate. And as such, they were symbolic of the compassion and simplicity and wholesomeness that characterized the age.

Half a century has elapsed since those days—a half century that has

brought probably as many changes as have ever occurred in a similar period of history. Hinsdale is much larger—therefore less "homey." The strange faces I see these mornings on the station platform far outnumber the familiar ones. But the character that the pioneers gave to the community has changed but little. Its citizens of today impress me as evaluating life much as did their predecessors—sharing their love of country and believing staunchly as they did, in Christian living and in the American principles of individual freedom and democratic government.

I count myself as singularly fortunate to have lived in both eras—to have had my entire life unfold in this beloved village. This book is an authentic and for me a stirring story of its background—bridging the span between those who made it and those who are keeping it. It deserves an important place in every local library and all Hinsdaleans —past, present and future—will be enduringly grateful to Mr. Dugan and his collaborators for the prodigious effort and skill and vision that its production so manifestly reflects.

PHILIP R. CLARKE

February 3, 1949

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INTRODUCTION

WHEN, at the request of Mrs. Paul Burt, a history committee of the Friends of the Library was assembled, it was decided that we could serve best by collecting information about Hinsdale's past so it could be made available to all who cared to peruse it. Toward this end a fairly large number of pamphlets, books, personal memoranda, and pictures relating to the subject have been accumulated over many months, and this book is mostly a compendium of those data.

The book makes no attempt to boost the town, or to eulogize anything or any person. It carries no banner for a cause. Its only purpose is to relate, as they happened, those events and circumstances which seem especially pertinent to Hinsdale's origin and growth. It is our hope that this has been done in readable form.

It has been the committee's desire to present as complete a story as possible, but it soon became apparent that there would be restrictions on the size of the book, owing to its limited circulation. So it was decided at the outset to make it a story of Hinsdale the Village; a story beginning with the reasons for its being here, and continuing on through the stages of settlement, early, and mid-period growth, but leaving off at the threshold of modern times; at that point where the interests that are purely historical begin to fade. It seemed especially desirable to record those happenings of bygone years that otherwise might be lost to the memory, never to return.

This plan of procedure has served its practical purpose, that of confining the history within the bounds of a single, medium-sized volume, but it leaves much to be desired; for a great deal of information, that is of interest concerning Hinsdale, has necessarily been omitted. It has been impossible, for instance, to do justice to the service records of those who took part in World War II. Perhaps some day those records will be preserved in another *Memorial War Review,* such as the one compiled after World War I. Similarly, it is suggested that supplemental data might be prepared dealing with Hinsdale organizations, proceedings of the Board of Trustees, or other phases of village life that are worthy of more detailed treatment.

Certainly some committee of the future should undertake a compilation of the town's history following 1930, at about which year the present story terminates. So many people have arrived in Hinsdale since that year, people who have done much to make the village what it is; and interesting events are occurring daily. Modern homes and buildings would take their places among the illustrations. In view of the possibility of such a future undertaking, the preliminary chapters of the present book are somewhat more comprehensive than might be called for by a single volume.

My parents moved to Hinsdale as recently as 1908, so this history has not been written by a genuine old-timer. This shortcoming has largely been ameliorated by the assistance that has been had in the book's preparation. The writer is most grateful to members of the history committee, and to others who helped furnish the data.

H. G. D.

May 2, 1949

VILLAGE ON THE COUNTY LINE

CHAPTER I *Land, Stream and Native*

HINSDALE, ILLINOIS, lies within the Desplaines River Basin, in which Salt Creek forms a tributary, as do Flagg Creek and the two stems of the Du Page River to the west. The Desplaines originates in southeastern Wisconsin. Its confluence with the Kankakee above Ottawa marks the beginning of the Illinois River.

During a past age, so many years ago that it is difficult to comprehend such a span of time, the area now designated as Du Page, Cook, and their adjacent counties was submerged. A shallow sea extended this far inland. Much of the bottom of this body of water became rock, largely through the formation and deposition of marine fossils, and it now comprises the belt of bedrock beneath the surface of our county. The belt extends from New York state to points in Iowa, and the rock has been called Niagara Limestone. It is the only massive rock found in Du Page County.

For reasons that appear obscure in the reference works on the subject, the bottom of this inland sea, which covered the central part of the continent, slowly emerged. The land thus formed became subject to erosion, the accumulation of soil, and to the furrowing and billowing action of glaciers that repeatedly visited the upper Middle West, over eons of time, and through cycles of climatic changes.

Owing to their tendency to flow, as water flows, these mountains of ice moved, down from the north, carrying much of the land surface with them. Movements of earth have determined local topography, and this, in turn, has influenced the economic and social trends of particular areas. Climate, land formations, and the location of lakes and water courses, formed by the past movements of ice and land masses, have influenced the flow of commerce, and this has had much to do with the location of towns and cities.

The glaciers brought to this district a heterogeneous mixture of drift, or soil, much of which is stratified, representing the different periods in which it was deposited. Stratified gravels and sands are visible in artificially cut embankments at Lemont, Willow Springs, and Joliet. Old strip mines near Joliet have yielded agate, jasper, and

other semi-precious stones. The high banks of Salt Creek reveal no layers of drift, but glacier-borne rocks and boulders are scattered along both sides of the stream.

Along the line where the last glacier stopped in this district, about 25,000 years ago, it left a well defined ridge or moraine, roughly parallel to the shore line of Lake Michigan and from five to thirty miles inland, through northern Indiana, Illinois, and southern Wisconsin. This ridge has been named the Valparaiso Moraine, because of its prominence at Valparaiso, Indiana. Hinsdale is situated on the lakeward border of this moraine.

We are told that the Great Lakes were formed by the glaciers, and that after the last ice sheet had receded, Lake Michigan extended as far west as La Grange. Its shore line at that time has remained as a clearly defined but lesser ridge running north and south along the eastern edge of La Grange. "Chicago Lake," as the older Lake Michigan has been designated for geological reference, receded at progressive intervals eastward to its present shore line, and the progressive recedings have left other, smaller ridges or "beaches." There is the Glenwood Beach which touches La Grange, the two Calumet Beaches, and the "old" and the "new" Tolleston Beaches. These irregular heights of land seem to converge in a general way, in the area between Riverside and Summit.

While Chicago Lake was contracting, the Desplaines is said to have emptied into the lake, possibly through a juncture with the Chicago River. "The Desplaines seems to have had a free choice between a course to the Mississippi or to the St. Lawrence. Its present course (to the Illinois and the Mississippi) appears highly accidental."

The aberrations of that river seem to have been duplicated in a way by two of its tributaries. Most Hinsdaleans are not aware of the fact that the two small streams, Salt Creek and Flagg Creek have been of interest to geologists, especially regarding the directions they have taken, and why they do not join. Both streams occupy a north-south depression within the eastern ridge of the moraine, but Salt Creek makes an abrupt turn to the east, along Spring Road in the Forest Preserve, and cuts through the eastern ridge to join the Desplaines, instead of continuing to flow southward with Flagg Creek. (See map in front of book.) A state geological survey, made in 1909, devotes several paragraphs to this unusual expression of nature.

Originally, Salt Creek was known as the "Little Desplaines." Later, during the era of hauling goods by wagon, when bridges over streams were few, a wagon load of salt became mired in its muddy bed. The wagon sank deeper, the salt melted, and so the stream got its name, "Salt Creek." The teamster was one John Reid, and his load of salt was destined for Galena. Flagg Creek was named for Reuben Flagg, an early settler at Walker's Grove, now called Plainfield.

Another geological survey says the glacial drift at Hinsdale is less than 100 feet deep, and that the underlying limestone contains water-bearing crevices, conditions that are favorable for a large water supply at shallow depths. Untreated, the water is hard, made so by its content of calcium and magnesium bicarbonates.

There were many natural springs in this vicinity. Western Springs, the neighboring village to the east, derives its name from them, as does Spring Road, north of Fullersburg. As the artesian water table of the region has lowered, the springs have become less numerous, but as late as 1862 a "gusher" spring was recorded, one which broke out suddenly through the earth's crust. This occurred three miles north of Fullersburg. The crater, formed by the eruption, was so large that it was called Mammoth Spring. Salt Creek is partly spring fed, as were some of the ponds that were found on the site of Hinsdale.

This village lies within a soil belt indicated on the maps as "fine type clay and loam." It consists of these parts: decayed residue of original rock layers, formed before the first ice sheet arrived, and weathered material brought by the glaciers. With the addition of humus formed by the decay of organic matter, the black prairie soil was developed. Although, in spots, its clay content is high, it is especially suited to the growth of corn, wheat, hay, and small grains, the vine crops, potatoes, fruit and vegetables. Flowers of course should be added, as all Hinsdaleans well know. Through many centuries this vital substance accumulated, aged, and matured, to be ready for the arrival of man, both red and white.

* * *

Mr. Charles S. Winslow in his *Indians of The Chicago Region* says this area was first occupied by the Illinois tribe "as far back as history records." As he points out, Lake Michigan, during the era of French exploration, was called "Lake of the Illinois," and its later name

"Michigan" was derived from the Metch-i-ga-mi branch of the Illinois nation. The name "Illinois" in the Indian language means strong or capable men. Both Father Marquette, during his short sojourn with the tribe in 1673, and La Salle a few years later, according to the historian Francis Parkman, were impressed by the uprightness, intelligence, and friendliness of these Indians.

The principal village of the Illinois was situated on a large flat tract of land on the north bank of the Illinois River just east of the present town of Utica. It was there Marquette visited and preached among them. It was also there that La Salle arrived in the autumn of 1680 and found the village deserted, the tribe being far away on its annual hunt. This village too was the objective of various parties of maurauding Iroquois from what is now New York state, one of which Tonti, La Salle's faithful lieutenant, and his small party of French attempted in vain to divert, a year or so later.

It was undoubtedly the Iroquois who eventually reduced the Illinois to a minor position in the region. They made numerous forays against the Illinois, the Fox, and the Winnebagoes, sometimes in the middle of winter, and their audacity and cunning were always the prelude to torture and inhumanities of various sorts, a kind of warfare with which the comparatively peaceful tribes of the Midwest were unable to contend. This wearing down of the Illinois did not come suddenly. It took a long time. After Pontiac's war of 1764 came to a close, the remnants of the Illinois tribe were practically exterminated by enemy tribes here in the west, on Starved Rock, near Ottawa, and following this episode a few scattered members of the tribe were seen living on the western side of the Mississippi. Thus one of the best of the native groups, intellectually, gave way to superior physical force.

After the Illinois, the Miami temporarily became influential in the Chicago region. The Miami were originally an Algonkian tribe from farther East. They had led the fight against northwestward expansion of the white people following the American Revolution, defeating our Generals Harmar and St. Clair. But they finally gave up the fight after they were badly beaten by Anthony Wayne at Fallen Timbers, in northwestern Ohio in 1794.

From then on, the Pottawattamie predominated around the foot of Lake Michigan, with the Ottawas and Chippewas as their con-

federates. Eventually, by treaty, most of these Chicago area natives were removed beyond the Mississippi, in 1835, and the Indian influence in this neighborhood had vanished.

As far as the vicinity of Hinsdale is concerned, we know little of the part it played in the lives of the Indians. An archeological map of Chicago and vicinity drawn by Mr. Albert F. Scharf forty-nine years ago for the Chicago Historical Society indicates an Indian signal station on a hill in Proviso Township, in Cook County, a little east of York Road, and 3½ miles north of Fullersburg. He also shows three Indian camps, one Indian village, a flint chipping station, and a small mound along the banks of Salt Creek. These points are indicated as lying north of the bend in the creek, except for one village located on the north side of Ogden, east of York Road. (See map in front of book.) The evidence on which Mr. Scharf based his conclusions concerning the location of these Indian sites is not revealed, but there is no reason for questioning the authenticity of his chart. The Indians were nomads, and their villages were not permanent. It is well established that the last one in this neighborhood was on ground that is within, or near, the St. Francis Retreat, or Mays Lake property. It was there during the years 1835-40. Also during that same period, a few wigwams and huts were located in the area north of Salt Creek, on both sides of York Road.

Indian relics of the neighborhood have been found mostly in the Salt Creek areas. Arrow heads and other flint implements continue to be uncovered in the vicinity of the creek.

Ogden Avenue and Plainfield Road are believed to have been well worn trails before white people arrived here, so perhaps the natives of many tribes passed by the site of Hinsdale. Local tradition implies the existence of one or two former Indian trails traversing the Fullersburg and Salt Creek area. The "Black Hawk trail" referred to by old-time residents of Fullersburg, and which formerly could be traced over the hill from which Brush Hill got its name, probably was a part of the old southwest trail. When the trail was developed into a road it was made to go around the hill instead of over it. Indians, however, preferred to mount hills in their travels, in order to obtain a view of the surroundings. They were ever alert and on guard. Mr. T. E. Clark old-time resident of Fullersburg said: "The old Indian trail to the Mississippi River was right in front of my house

and ran directly across the Mays Lake property. . . . . About the year 1860 some of the Indians from the west used to come on their ponies to visit the graves of their forefathers along the Desplaines River. Old settlers told me of seeing them occasionally."

Very likely, one or more of the secondary roads of the Salt Creek area was formerly an Indian path, and one of these could have been Spring Road. According to County records, Spring Road was one of the first in this area to be surveyed, and early roads often followed Indian trails. The natives could have needed that route along the creek, the same as the pioneer farmers needed it, as a way of travel between the hinterlands and the main East-West trail. Flowing springs are found along Spring Road, and this further is suggestive of an Indian path.

* * *

A pleasant, though rigorous, healthful climate; a rich soil; both flat and rolling ground; forest and prairie; and an altogether favorable location for enjoyable living, the pursuit of industrial progress, and of happiness; that was the setting for Hinsdale's origin, growth, and prosperity. Only a brief three hundred years ago, amid the heavy quiet that must have enshrouded this rolling countryside, broken only by the raucus call of a crow or the eerie whine of a cougar, this setting was in its primeval state. Eventually the paddle of a white man's canoe made little whirlpools in the still, autumn waters of the Desplaines, and this region began to stir from its long slumber.

CHAPTER II *White Pioneers*

LOUIS JOLIET and Father Jacques Marquette, after exploring the Mississippi, returned north by way of the Illinois River. At the large village of the Illinois Indians, mentioned previously, the natives told them of a short route by which they could return to Lake Michigan. This was in the month of September, 1673.

After paddling up the Illinois to the Desplaines, they ascended the latter stream, traversing the southeast corner of this township, to the mouth of a small creek emptying into the Desplaines at a point about midway between the present towns of Riverside and Summit. Paddling eastward up this creek a distance of two miles, they found themselves on a muddy lake. Pushing on, they crossed the lake to its eastern end, from where the party carried its canoes one and a half miles over a stretch of prairie to another stream, which is now known as the west fork of the south branch of the Chicago River.

The lay of the land which made this portage possible is most unusual and has proved of far-reaching significance to Chicago and to all of its suburbs. For it is there that a slight ridge, the old Tolleston Beach, one of the shore-lines of the ancient Lake Michigan, forms a low continental divide, which was the shortest land barrier to a complete water route from the St. Lawrence to the Gulf of Mexico, with all the water courses and their tributaries in between. On one side of this ridge, rainfall flowed to the east; on the other to the west. At times, following the summer rains or the spring freshets, the water levels on both sides of the ridge would meet, enabling the crossing to be made entirely by canoe or batteau. In the drier seasons a portage was required, but at all times, until the railroads came, this was the most direct route between Canada and the Mississippi Valley.

It was largely the importance attached to this avenue of commerce that led the United States Government to build Fort Dearborn, at the mouth of the Chicago River in 1804. For many centuries the portage had been used by the natives in their travels and migrations. For over a hundred years it was crossed by Indians and whites in the fur trade, by both individual traders and representatives of large fur

companies. During and after this time, the agriculturists made use of the route. After the middle of the nineteenth century, better and more direct forms of transportation outmoded the old portage, but its place in history is legibly inscribed as the channel through which Chicago's commerce first began to flow.

Had it not been for this shorter portage, the large center of population known as Chicago probably would have begun its growth near the longer portage between the St. Joseph and Kankakee Rivers, possibly at Michigan City, and Chicago now would be just another of the small cities along the lake shore, with no suburbs of consequence. Forts Miami and St. Joseph on the St. Joseph River in Michigan, and Fort Dearborn at the mouth of the Chicago River, were all built to guard portages. The portage has been called the "efficient" cause of Chicago.

A part of Portage Creek, which connects the Desplaines with Mud Lake and the portage, is still in its natural state, although in recent years the surface of the land on both sides of it has been altered considerably by bull-dozer and power shovel. A section of the creek that is still in its primeval condition can easily be seen by driving east on 47th Street to Harlem Avenue. Turn south on Harlem. A little south of the Santa Fe viaduct, on the west side of the road, there is an entrance to a small forest preserve. Within this entrance a broad lawn leads south about two hundred yards to Portage Creek. The trees along its banks have never been cut, and probably it now looks much the same as it did to Marquette and Joliet 275 years ago.

In 1920-23 Robert Knight and Lucius H. Zench, for the Chicago Historical Society, made a painstaking investigation of the chronicles and maps of various explorers and surveyors, from Marquette on down through the 19th century, in order to locate the exact route of the portage, and various points of historical interest in the vicinity. Their findings were presented in a paper read before the Society in 1923, and are now available in a book entitled *The Location of the Chicago Portage Route of the Seventeenth Century.*

* * *

If any spot in "Chicagoland" can be called the first "community," probably it is Lyons; or at any rate Lyons was born simultaneously with Chicago. For Lyons was situated at "le portage," mentioned in

early French writings, not as a town or hamlet, but as a way-station, a meeting place, where roads converged. Here was the western end of the portage, and here also the main trails from the southwest came together, continuing on eastward into another well-traveled way to Lake Michigan, known in later pioneer days as the Barry Point Road, running diagonally from Lyons to Fort Dearborn, and now corresponding roughly with Ogden Avenue in Chicago. It was at Lyons that taverns and trading posts were later built. Indian chiefs gathered here for their "pow-wows," among themselves and with the traders. We can imagine that this also was a way-station, where travelers met; an exchange point for news from distant places, such as political and military news, and news about the prices of pelts, trapping grounds, and the prevalence of game.

At Lyons a British military force encamped during the American Revolution. In 1779 Charles de Verville, a French Canadian in the English service, recruited a company of whites and Indians at Mackinac for the purpose of harrying the American settlement at Peoria. He camped at Lyons on the way down and possibly on his return.

Origin of the name Lyons is unrecorded. The romantically inclined might like to connect it with the city in France of the same name, but the early French always referred to the place as "le portage." *The Chicago Tribune* of February 12, 1900 has this to say of the community after white settlement of this area had begun:

"Lyons is the oldest suburb west of Chicago, so old in fact that all its first settlers have long passed to their reward, and with them has gone memory of the identity of the sponsor of the place, if it ever had one. Lyons it was in 1830 when the old Buckhorn Tavern was a noted hostelry on the stage road from Fort Dearborn to Joliet, and Lyons it has persisted in being through all the vicissitudes of time and expansion."

"David and Bernardus Laughton are known to have settled on the site in 1827 or 1828. Elijah Wentworth, who was Chicago's first letter carrier, bringing the mails from Fort Wayne before there was any post office in Chicago, went to Lyons in 1830 and kept, if he did not build, the Buckhorn Tavern."

This tavern was on the Plainfield Road, southeast of Hinsdale. David Laughton had a trading post on the east bank of the Desplaines a little south of the Chicago-Joliet highway bridge, and according to S. S. Fuller, historian of Riverside, his brother, Bernardus, operated

an inn on the same side of the river within the present boundaries of Riverside. There is some doubt concerning the exact location of these buildings, excepting David Laughton's trading post. A depression in the ground still remains as evidence of its excavation, in the forest preserve south of Lyons. As far as we know, these were the first, and the nearest, buildings to be erected by white men within the vicinity of Hinsdale.

* * *

Aside from Lyons, the towns in Cook County, before Du Page was set apart, were Chicago, Naperville, Desplaines, Brush Hill, Warrenville, Keepataw, and Thornton, according to an early map. The area now known as Du Page County is said to have passed through a series of political alignments; to have been a part, in turn, of St. Clair, Madison, Crawford, Clark, Pike, Fulton, Peoria, and Cook Counties, before those counties were reduced in size.

Furthermore, Du Page County and Hinsdale came very close to lying within the state of Wisconsin, instead of Illinois. When Wisconsin was formed in 1805 its southern boundary passed westward from the southern tip of Lake Michigan. Organization of the state of Illinois in 1818 brought this boundary line into legal dispute, which finally resulted in its movement farther north. The case of the state of Illinois was based on the circumstance of Chicago serving as a juncture of waterways; the Great Lakes to the north and east, and the Desplaines and Illinois Rivers to the south, and with a new canal in this direction in contemplation. This incident is further reflection of the significance of the old Portage, and of Chicago's importance as a center of transportation.

The year 1830 is not so very long ago, and yet it was only then that the land of this area began to be used for farming. Prior to 1830 northern Illinois was engaged solely in the fur trade. It was a hunting and trapping ground, with some lead mining done on the side, around Galena, in the northwest corner of the state. The fur trade, from its beginning to its end, was big business. During the period of French occupation it was administered from Quebec, through a system of highly prized outposts, privileges, and concessions, among the most desired sources of supply and markets. These were a frequent cause of dispute and intrigue between the Jesuits of France and her empire builders.

When the British influence spread westward, starting about 1760, the Hudson Bay Company, the Northwest Fur Company and the Mackinac Fur Company, all English controlled, for a brief span of years took many pelts from our neighboring woods and ravines. Then came John Jacob Astor with his American Fur Company. Astor was instrumental in obtaining the passage of an act through Congress which prohibited foreigners from engaging in the fur trade within the United States, and this gave him a virtual monopoly. It is no figment of the imagination to say that many a beaver, otter, and bear, trapped along Salt and Flagg Creeks went toward the purchase of Astor real estate in New York City. The transition from furs to farming was not an abrupt one. Gurdon Hubbard, the well remembered pioneer trader and Chicago business man, was hauling pelts to his warehouse on the Chicago River when Du Page became a county in 1839, and for several years thereafter.

* * *

Here, as in other parts of America, exploration and trade preceded settlement. The early French crossed the southeast corner of Du Page County many times in their journeys to and from the Chicago Portage, as did hundreds and thousands of traders who followed them, through the Portage, and over the early trails now known as Ogden Avenue, the Plainfield Road, and the old Joliet Road. Even La Salle, in his notes, mentions a few traders and voyageurs he met in the Illinois country who had preceded him to this region, men who passed through, perhaps many times but left no record of their journeys.

Among these adventurous commercial travelers, but a man who came long after La Salle, was one Du Pazhe now spelled and pronounced "Du Page," a trapper and trader who set up his establishment at the forks of the two branches of the river that bears his name, a few miles south of Naperville, just over the present Will County line. We know little of Du Page other than the facts of his having been here, and of the county having been named for the river near which he settled. He is said to have been an agent of the American Fur Company, giving cutlery, gunpowder, trinkets, and cloth to the natives in trade for bear, deer, beaver, and other pelts which were carried to Mackinac or St. Louis for European destinations. Du Page's post, in 1800 consisted of a number of buildings surrounded by a stockade, around which gath-

ered the Kickapoo, the Pottawattamie, and the Fox, ready to make their trades. Du Page, as most of the traders, was influential with the Indians and they did not resent his presence.

With the homesteader, the agricultural settler, it was a different story. Thirty years were to pass before the first venturesome farmers began to erect their cabins along the Du Page, the Desplaines, and on Salt and Flagg Creeks. A massacre occurred at Fort Dearborn in 1812 and the Indians remained hostile toward permanent settlers. A handful of prisoners who had survived the Fort Dearborn fight had been brought out to Indian villages along the Fox. English and French trappers, the "Sauganash," and the Couriers du bois, were still free to come and go, as they always had been, but the homesteader was not wanted, and he was slow to arrive. Around Fort Dearborn a hamlet began taking shape, and mention has been made of the accommodations for travelers at Lyons and along the trail to Ottawa. West of Lyons and throughout what is now Du Page County, there was no inhabitant of whom there is a record until the year 1829.

In that year Bailey Hobson, looking for a new home, came to the Du Page River district from North Carolina, on horse-back. He chose a plot of land along the southern reaches of the Du Page River, and a year or two later brought his family there. In 1831 Joseph Naper came from Ohio by boat through the Great Lakes. Where the city now bearing his name has grown, he built a cabin and a trading house. His brother John followed soon after. Hawley, Blodgett, King, Strong, Murray, Butterfield, Stewart, Landon, Sweet, Rogers, and Paine are among the names of those who arrived in this neighborhood within weeks or months after Bailey Hobson, and who formed the first community of settlers within the present boundaries of Du Page County. This was known as Naper's settlement, but it was a part of the County of Cook, and it soon fell within the political designation of "Scott's General Precinct, Flagg Creek District, Cook County, Illinois." *

Mrs. John H. Kinzie, wife of the well known trader of early Chicago, in her book *Wau-Bun,* meaning "the early day," has left a picture of this countryside as it was in the winter of 1830. She and a small party were just completing a journey from Detroit through the lakes to

* Some local historians, and the pioneer map in the front of the book, indicate Lisle as being the "oldest town" in Du Page County. This is because most of the first arrivals built their cabins within what is now Lisle Township. In the early 1830's, however, that area was considered as being a part of Naper's settlement.

Wisconsin; down the Fox River to a point south of Aurora, and from there across country to Chicago by horse-back. Here, let Mrs. Kinzie tell of this last lap of her trip:

"A long reach of prairie extended from Piche's to the Du Page, between two forks of which, Mr. Dogherty, our new acquaintance, told us we should find the dwelling of a Mr. Hawley, who would give us a comfortable dinner.

"The weather was intensely cold; the wind, sweeping over the wide prairie, with nothing to break its force chilled our very hearts. I beat my feet against the saddle to restore the circulation when they became benumbed with the cold ———. Not a house nor a wigwam, not even a clump of trees as a shelter, offered itself for many a weary mile. At length we reached the west fork of the Du Page. It was frozen, but not sufficiently to bear the horses. Our only recourse was to cut a way for them through the ice. (The Du Page ordinarily is a shallow stream but its depth varies considerably.) It was a work of time, for the ice had frozen to several inches thickness during the last bitter night. Plante went first with an ax, and cut as far as he could reach, then mounted one of the hardy little ponies, and with some difficulty broke the ice before him until he had opened a passage to the opposite shore.

"How the poor animals shivered as they were reined in among the floating ice! And we, who sat waiting in the piercing wind were not much better off. Probably Brunet was of the same opinion: for with his usual perversity he plunged in immediately after Plante, and stood shaking and quaking behind him, every now and then looking around him as much as to say, 'I've got ahead of you this time.' We were all across at last, and spurred on our horses, until we reached Hawleys, a large commodious dwelling, near the east fork of the river.

"The good woman welcomed us kindly, and soon made us warm and comfortable. We felt as if we were in a civilized land once more. She proceeded immediately to prepare dinner for us; and we watched her with eager eyes, as she took down a huge ham from the rafters, out of which she cut innumerable slices, then broke a dozen or more of fine fresh eggs into a pan, in readiness for frying—then mixed a johnnie cake, and placed it against a board in front of the fire to bake. It seemed to me that even with the aid of this fine bright fire, the dinner took an unconscionable time to cook; but cooked it was, at last, and truly might the good woman stare at the travellers' appetites we had brought with us. She did not know what short commons we had been on for the last two days.

"We found, upon inquiry, that we could, by pushing on, reach Lawton's place on the Aux Plaines (Desplaines) that night. We should then be within twelve miles of Chicago. Of course we made no unnecessary delay, but set off as soon after dinner as possible.

"It was almost dark when we reached Lawton's. The Aux Plaines was frozen, and the house was on the other side. By loud shouting we brought out a man from the building, and he succeeded in cutting the ice, and bringing a canoe over to us; but not until it had become difficult to distinguish objects in the darkness.

"A very comfortable house was Lawton's, after we did reach it—carpeted, and with a warm stove—in fact, quite in civilized style. Mr. Weeks, the man

who brought us across, was the major-domo, during the temporary absence of Mr. Lawton.

"Mrs. Lawton was a young woman, and not ill-looking. She complained bitterly of the lowliness of her condition, and having been 'brought out there into the woods; which was a thing she had not expected when she came from the east.' We did not ask her with what expectations she had come to a wild unsettled country; but we tried to comfort her with the assurance that things would grow better in a few years.

"We could hardly realize, on rising the following morning, that only twelve miles of prairie intervened between us and Chicago le Desire, as I could not but name it."

The house in which the party stopped for dinner was the home of Pierce Hawley, one of the earliest arrivals in this area. It must have been located near the east branch of the Du Page River, on the west bank, and roughly east by north of Oswego. "Lawton's" place, on the Desplaines, where the party spent the night, was the tavern of Bernardus Laughton, trader and innkeeper, who, with his brother David, was mentioned previously. They had formerly conducted a trading post at Hardscrabble, the pioneer name of a district near the forks of the south branch of the Chicago River. It is probable that the furnishings of the establishment in which the Kinzie party spent the night, including "carpets and a warm stove" were unusual for the frontier of that period.

Although the gathering of homesteaders around Naper's settlement was the first in the area to be denominated politically, undoubtedly there were many other persons who had arrived during or prior to 1831. In those frontier days when the fundamental requirements of existence occupied so much thought and energy, and before county governments were functioning, the keeping of statistics was altogether secondary. With so much desirable land between the Desplaines and Naper's settlement, it is likely that a dozen or more settlers, such as Thomas Covell, mentioned by Harley Mitchell in his *Early Chicago*, had chosen scattered sites in the Salt Creek-Flagg Creek area at about the same time, registered with no precinct and with no record of their arrival having been kept.

CHAPTER III *Black Hawk's Threat*

IN 1831 rumblings along the Rock River were heard in Cook County; and it wasn't thunder. A year later the western part of the county was to be touched by war.

Black Hawk, sometimes called Black Sparrow, was a chief of the Sac, or Sauk, tribe having its principal village and lands on the Rock River, near its confluence with the Mississippi. He had fought with the British in 1812, and rose to his position of authority with the Sauks largely through his ability as a warrier.

A disagreement arose between the Indians and Whites concerning the site of the Sac village, which culminated in the tribe being ejected and removed to the west bank of the Mississippi, where it remained for several months. During this time Black Hawk made plans for recapturing title to his home territory and for regaining other rights which he believed due his people.

It is generally conceded that he wanted to avoid open conflict if his purposes could have been realized through conference with the white authorities, but failing in this he was ready to fight, in which event he looked for support from other tribes. His strength in fighting men, among the Sacs alone, was not formidable enough to win in a long struggle, but if reinforced by the comparatively large population of Pottawattamie of the Chicago region, their confederates the Chippewa, and by the Fox and the Winnebagoes, a full scale conflict, during which scores of isolated settlers would have been killed, could easily have resulted. The settlers were scattered, out-numbered, and inferior in armaments to the Indians, who had become well equipped with small arms over the years.

So Black Hawk counted heavily upon support from the other natives. (He had been assured of these increments to his forces by a sly old Indian named and known among the tribes as the "prophet," who lived at the place now called Prophetstown.) No doubt the rank and file of these neighboring tribes, having nursed their real and fancied grievances against the whites over many decades, were eager to fall in line. It was not a pleasant outlook for the settlers along Flagg Creek.

At this point in our story there enters a character who appears to be unique in the annals of the American frontier, an Indian Chief named Shabbonee, or Shabbona, as he was called by the whites. A number of years after the Black Hawk uprising, General Lewis Cass introduced this chief to President Van Buren, in Washington, with these remarks:

"Shabbona is the greatest red man of the West; he has always been a friend of the whites, and saved many of their lives during the Black Hawk War."

Born in 1775 on the Kankakee River, the son of an Ottawa who had fought under Pontiac, Shabbona joined the Pottawattamie tribe, became a chief, and was closely allied with the famous Tecumseh, until the latter's death at the battle of the Thames in 1813. From then on, Shabbona displayed traits of character most uncommon for an Indian. He visioned the day when the whites would be supreme in the land and he saw the futility of resistance to white expansion. He urged his tribesmen, for their own good, to adopt the same view. Thus as monitor, as well as commander in chief, he was the leader and spokesman for all the Indians of the Chicago region, at the time these events were taking place.

It was in this spirit that he had argued with Big Foot at Lake Geneva to dissuade that chief from war in 1827. Big Foot was so incensed, he threatened Shabbona's life and drove him from the village. Five years afterward, and again in the role of conciliator, Shabbona called his chiefs together.

Early in the month of May 1832, when, according to the frontier "grapevine," war appeared imminent, the Pottawattamies held a meeting on the banks of the Desplaines for the purpose of deciding on the stand the tribe should take in the event of hostilities. Although the exact place of this meeting is not given by historians, probably it was held at Lyons because so many trails converged there. It was attended by Shabbona, chief of the Pottawattamies, by Billy Caldwell and Alexander Robinson, two half-breed chiefs of the same tribe whose names are mentioned frequently in the history of this region, and by the wife of David Laughton who was a Pottawattamie squaw.

A full report of this council would be of considerable interest now, but like so many happenings of the past, a mere statement of the fact of the occurrence is nearly all we have. Nehemiah Matson, an Illinois

historian, says that "after some deliberation it was decided to remain at peace. But many of these Indians had ill feeling toward the settlers and were ready to raise the tomahawk as soon as the Sacs and Foxes commenced hostilities." Mrs. Laughton is reported to have remarked to some of those standing by that some of her people were with Black Hawk and would begin to raid the settlements as soon as he gave the word.

While this meeting on the Desplaines was in progress, the first move of the uprising was taking form. Out on the west bank of the Mississippi, Black Hawk was gathering his followers, his warriors and their families around him, to lead them back to their homeland on the Rock River, and to re-establish themselves on their former lands, peaceably, or by force. When his band landed on the east bank of the Mississippi, the alarm quickly spread. Governor Reynolds decided the regular army contingents in the state, under Brigadier General Henry Atkinson, were insufficient to cope with the situation, and quickly called for volunteers. Black Hawk did not stop at his former village. At the head of his band he marched on, up the Rock. At Dixon's Ferry (now Dixon, Illinois) the Indians crossed the river, and camped a few miles beyond.

By happenstance, Major Isaiah Stillman, with 240 volunteer militia, out on a reconnoitering expedition, was likewise encamped in the same vicinity, at White Rock Grove, in Ogle County. Black Hawk became aware of his enemy's proximity, but he was not intent on a fight if battle could be avoided. Instead, he sent three envoys of peace toward Stillman's camp. These messengers, while on their way, and carrying a flag of truce, met a platoon of Stillman's soldiers, who were either extremely "green," drunk, or both. The soldiers opened fire, killing two of these emissaries of peace.

This incident infuriated the Indian Chief. He ordered an immediate attack on the white force, and in the running fight which followed, Stillman's battalion was practically annihilated. The Black Hawk War had started.

News of this event spread rapidly throughout the frontier. Perhaps the first to hear it were the other Indian tribes and their leaders. In the jabbering native dialect it must have traveled quickly from campfire to village, through the woods and over the prairies. The news reached Fort Dearborn, and it was heard at the scattered settlements, including

those along the Du Page and the Desplaines. According to one writer, "The story of Stillman's defeat inaugurated a reign of terror between the Illinois and Wisconsin Rivers, and great consternation throughout the entire West." Probably the Indian victory had given the settlements an exaggerated impression of Black Hawk's immediate numbers and strength; but if his anticipated allies were to join him, as many thought they would, the consternation was well founded.

Events of the next few days did nothing to allay the general apprehension. On Indian Creek, a stream which empties into the Fox River about ten miles above its mouth, forty-five miles south-west of Hinsdale, fifteen members of three families were slaughtered in that fiendish, exuberant spirit of barbarity of which the American Indian was so adept. Rifle, tomahawk, hatchet, and club were used in this attack. After the victims fell they were hacked and butchered. Some were strung up by their ankles to trees or cabin roofs. Two daughters of one of the families, Hazel and Rachel Hall, were taken captive and carried away to a Winnebago village in Wisconsin, where several months later they were ransomed and returned to their friends. A few Pottawattamie were with the Sauks in this massacre at Indian Creek.

Reverend Hawley, a brother of Pierce Hawley, at whose house Mrs. Kinzie's party had stopped, was tortured and murdered by roaming Indians, not far from the Hawley home. A mile or two from Plainfield Adam Payne was dragged from his horse and beheaded. Possibly there were other, similar depredations near by that have gone unrecorded.

(Interestingly enough, the name of Girty appeared on the Illinois frontier of these times. During the earlier Indian wars, in Kentucky and Ohio, the name of Simon Girty, the renegade American who helped the British incite the Indians against the settlements, was a household word used by parents to keep their children quiet at night. According to Matson, a Mike Girty was similarly active among the natives of this region during the initial phase of the Sauk uprising. He is said to have been present at the torture of Reverend Hawley, but to have been a friend of Adam Payne. Unfortunately, Mike was with a group of Indians who found Mr. Payne's head a few days after it had been removed, south of Plainfield.)

Black Hawk was not sure of Shabbona, but he thought the latter's sub-alterns, together with the general war-like sentiment that permeated the tribes, would win him over. Then too, he of course was

encouraged in this belief by his recent victory. At the first opportunity, he sought and obtained a council with Shabbona.

Never since then has Illinois seen a meeting such as this one that took place at Paw Paw Grove, near the head of Indian Creek. According to P. A. Armstrong, one of the chroniclers of the uprising, "Black Hawk, mounted upon his favorite milk-white pony, clad in the red coat and epaulets of a colonel of British cavalry, with ponderous sword and belt, came trooping into the Pottawattamie village, followed by Neapope, Pashepaho, and other Sauk chiefs, at the head of the entire band of braves and warriors, accompanied by the beating of tom-toms and the singing of their war songs." On the other side of the council circle, the chief of the Pottawattamie sat with his lieutenants Wauponsee, Shemenon, Shaata, and Meaumese.

Shabbona flatly told Black Hawk that his people would not join in the fight against the whites, "because the palefaces will raise an army whose numbers are like the leaves on the trees" against which the Indians no longer could contend. And this was the decision, not of a pacifist, but of a shrewd and calculating warrior; the one who had taken over command at the Battle of the Thames, after Tecumseh had fallen. Shabbona could not speak for the Fox or the Winnebago, but the Pottawattamie, the Ottawa, and the Chippewa would not join in the uprising. And needless to relate, from that time on, Shabbona and Black Hawk were implacable enemies.

There still was danger that malcontents among the Pottawattamie would attack the settlers, if they had not already done so. In view of this possibility and of the uncertainty of the next move on the part of the Sauks, Shabbona, his two sons, and two or three of his lieutenants set out on their ponies to warn the settlers of their danger. Up the ravines, across the prairie, and to the cabins fringing the woods and along the streams rode these Mid-Western Paul Reveres. They called at Ottawa, at Holderman's, Hollenbeck's, and Walker's Groves; at the Big Woods settlement (Aurora), at Naper's settlement, and as far east as the Desplaines and Fort Dearborn. Shabbona's pony gave out, and he obtained another from a settler, but finally the mission was accomplished.

Immediately, volunteer companies were formed; one under Joseph Naper, called the Du Page Company, and another was recruited at Fort Dearborn. General Atkinson ordered a company stationed at

Joliet to proceed to Naper's settlement, to build a fort there. It was called Fort Paine, in honor of the captain of that company. A few miles south of there, at Walker's Grove, a rough stockade was thrown up around the cabin of one Reverend Beggs, and Beggs became the name of this "fort."

The women, children, and the elderly at Naper's and at Walker's settlements were transferred to the fort at Chicago, and according to one historian some of them were almost intercepted, near the site of Hinsdale. Out where the old Plainfield Road crosses Flagg Creek, about a mile and a half southeast of the village, the land reaches to considerable heights on both sides of the tiny stream. Thick woods and underbrush at the bottom of that vale would make it an excellent spot for an ambush. According to the legend, it was there, where the trail crosses the creek, that a band of Indians lay in wait for the refugees from Fort Beggs. When, however, the Indians saw the settlers approach under military escort, they decided not to attack, and not to reveal their presence.

While Fort Paine was under construction, two young soldiers of the Joliet company, named Brown and Buckley, were sent with a wagon to Sweet's Grove near by for a load of shingles. As they approached their destination, Buckley jumped off the wagon to make an opening in a rail fence through which the wagon could pass. At that moment Brown was killed by three rifle balls fired from a nearby thicket. Buckley ran back to the fort for aid. When the soldiers arrived at the scene of the shooting, they found Brown's body, but the two horses were missing. A stone in the Naperville cemetery now marks the grave of young Brown.

An intermixture of tragic and amusing events took place in this neighborhood during that spring and early summer of 1832. In the midst of planting their crops, the farmers had to choose between abandonment of their lands, or remaining and running the risk of massacre. They were faced with both the imminence and the doubtfulness of war. Dispatch riders frequently passed between Fort Dearborn and points to the west, carrying warnings, pleas, and other messages.

Those days in this neighborhood are clearly pictured by Mrs. Caroline Strong, wife of Robert Strong, a member of the Naper settlement, in a letter she wrote to her sister back East. Her letter follows:

Fort Paine, July 12th, 1832

My dear Venilea,

Our box which our kind friends in Ogden sent us was brought to this place last Monday. It came safe and uninjured. We were very glad of & thankful for the contents; they are *very dear* on account of their being sent to us such a distance by very dear friends. We were disappointed to see so few letters. We think it a pity so good an opportunity was not better improved. I did *indeed* laugh on seeing some *particular* things which you in your *extreme kindness* & thoughtfulness provided for me. I *assure* you I have no present use for them but I will keep them a while & if they continue to be useless to me I will give them to some of my *richer* neighbors. You know strange things happen sometimes & I am not *sure* but you may want such before I do. I expect before I see you (if I ever have that pleasure) you will be as (word illegible) as (word gone) light can make you. I hope you will make a good choice and not be disappointed or deceived. I hope you will be as happy and contented as I am, then I will be *satisfied.* Married or not *do come* to see me. You who are constantly surrounded by intimate friends, can have no idea how I (who have seen but one for more than a year) do long to see you.

I was glad to hear that you continued to have protracted meetings and that exertions are making for the conversion of sinners. O, that a faithful devoted missionary would come into this dark corner of the earth! I wish this for my own sake and for the sake of the wicked wretches around me. You cannot imagine how sin and iniquity doth abound here. It is enough to make one shudder to see how the Sabbath is spent here, particularly by the soldiers stationed here (to whom we have given about one hundred tracts this week). Surely here the "Harvest is great but the labourers few". Here is a wide field for some missionary to labour in. 'Tis true there are *preachers* here, but they are not the *right kind.* A man who would do good here must be one who is willing, for Christ's sake, to deny himself many of the comforts of life, the pleasures of society, meekly and cheerfully to submit to the derision and scoffs of a mocking multitude. We want just such a man as Mr. Sedgewick here. It is thought that if there is not a Protestant church formed at Chicago very soon there will be a Roman Catholic one. There are some good people here & some *very bad ones.*

I suppose by now you hear much said of the present affliction of this State. How eagerly must you search for and listen to all the news concerning us! How your affectionate heart must beat with anxious and tender solicitude for the fate of your far off R. & C. who are really in the midst of trouble! I tell you I am tired of *war times* & war *fare* & I guess you would be too if you had to live as I do. For four days after we came to this place we had to live *entirely* out of doors 'tho we were permitted to *sleep* under shelter. Since then we have had a comfortable house. There are 2 small rooms & six families to occupy them. There are twenty-two children. There are five or six *crying,* two or three *scolding* almost constantly besides all the rest of the confusion naturally expected in such a place as this. And here I am in a crazy chamber (in the midst of this confusion) sitting on my feet, with my paper on a chair, scribbling to you. I tell you this, not as *troubles* but to let you see how *pleasantly* I am situated! We stayed at Chicago nearly four weeks when thinking we should be as safe at home as there we ventured to return. A day or two after we got home

General Atkinson sent forty of his men, commanded by Captain Paine, to build a fort & to remain at this place which is four miles from our house. The day after they arrived here one of their men was killed by hostile Indians. The wretches after scalping him escaped with a span of horses. They had lurked about the place a number of days watching the road. We passed within a few rods of them on our return from Chicago. If we had had horses we should probably have lost our lives as these animals seem to be their first object. Where they find two or three men alone with horses they are sure to kill the men and take the horses. Where there is no danger of discovery they mangle them in the most horrid manner. Some were found, their heads in one place and bodies in another. Some with their eyes picked out & noses cut off. One man's body was cut to pieces, his entrails taken out and wound around his neck. One's heart was taken out & cut and chewed to pieces. But our unworthy lives are still spared, our Heavenly Father has delivered us from dangers seen and unseen whilst our neighbors (literally speaking) have fallen victims to the blood thirsty savages. Two months ago we were quietly pursuing our labours, thought not of danger or interruption, especially from such a quarter. But what a contrast! What before was peace & prosperity was suddenly reversed into scenes of fear, distress & poverty. Homes were deserted, farms left uncultivated, large droves of cattle left to range unmolested their *boundless* fields. Now, people are just beginning to creep out of their hives & tremblingly take a peep at their old homes which I assure you do not look as though they had ever been inhabited by human beings. Some houses where the unfortunate owners were providentially permitted previously to escape, were visited by Indians & everything destroyed. It was not carried off or burned but left in the house to aggravate and distress the now destitute owners. Good furniture, iron ware, crockery *smashed to atoms,* clothing and bedding torn and cut to pieces. Murdered cats, dogs & hogs lay about the house. Other houses with their contents were burned. I never before realized the uncertainty of life so much as at present. Never before did I feel the importance of living every day as though it were our last to be so spent. I never felt so little desire to accumulate *worldly* riches as at present. I look abroad upon the earth covered with all that is lovely & inviting to the eye. It looks mournfully pleasant but emptiness & vanity fear & danger seem to be inscribed upon everything I behold. In imagination I visit all parts of the earth. I find war, pestilence, famine or discord of some kind raging throughout the whole of this sin abounding world. I cast my thoughts upward where there is such infinity of bliss, such abounding *never ending* happiness awaiting those who live as they ought to & *then* I wonder why poor shortsighted mortal *I* am anxious to have her days lengthened out. Yet, there is one tie, one strong tie which binds me to earth. There is one, a frail worm like myself for whom & with whom I would wish to live still longer. Here is human nature! With this desire would a *mere nothing* in the shape of a man wish to hurry his Maker, counteract His Own Almighty Plans & stoop to the gratification of his desires & wishes? O, pray for me all my praying friends that I may be enabled to say from the heart "My Father, Thy Will be Done." If I am not deceived I feel that it is good to be in the hands of the Lord—I feel sweet confidence in commending myself to him. I wish to put all my trust in him.

It is thought there is little or no danger about here at present. The two young ladies who were taken prisoners by the Sac Indians were ransomed by the Winnebagoes & assisted by them in getting to their uncles. Their parents, brothers & sisters fell victim to the tomahawk & scalping knife. The young ladies said they were well treated. A young Indian Chief was calculating to marry one of them as soon as the war was over.

Tell your Ma that since she has sent me some "certain small furniture" I would like to have her remember a promise she used to make to me when I took care of her children in her absence. If she remembers it she had better select one or two of the best nurses out of the family & send them along. I would be willing to make her think it was time to fulfill her promise if I knew that would bring any of you here. Tell F. I thank her for her letter. I will answer it in a year or two if I have an opportunity to send it. I must bid you good bye & say a few words to Fidelia in answer to her diverting letter. Write again & do not forget your sincere friend & sister

CAROLINE STRONG

On the margin of the letter, is a post script written by Robert Strong:

"P.S. Gen. Scott is expected to march with his troops, in the course of a day or two from C. against the Indians. His soldiers are recovering of the cholera. Two steamboats have arrived loaded with troops."

Mrs. Strong, like Mrs. Kinzie, was better schooled than most of the pioneer folk of their times and her letter is the only one found in Chicago or vicinity giving a first hand personal impression of those days along the Du Page.

* * *

President Andrew Jackson evidently considered the Black Hawk uprising sufficiently serious to warrant the services of one of his best commanders, for in the early summer of 1832 he ordered General Winfield Scott, with a suitable force, to the scene of hostilities. The contingent came West by steamboat, an innovation in that day, though the boats carried sail as auxiliary power. While on their journey through the lakes, an unexpected and violent attack of the Asiatic cholera broke out among the troops. This was a new disease in America, which had filtered down from Canada, where it first appeared. While contending with this epidemic, the force landed at Chicago, on July 9.

In regard to this sojourn into the West, Winfield Scott, the hero of Lundy's Lane, Queenstown, and later one of the commanders of our

expedition into Mexico, makes the following remarks in his memoirs: "In 1832, Indian hostilities of some magnitude broke out against the then frontier settlements of the upper Mississippi. Brigadier General Atkinson, a dear friend of the autobiographer - - - collected such forces as were at hand—regulars under Colonel Taylor, with a much greater number of Illinois volunteers—and marched against Black Hawk and his - - Sacs and Foxes, who were supported, not only by the sympathies, but material secret aid, of their neighbors the Winnebago tribe. As the example of Black Hawk was likely to become infectious among many other Indians in that quarter—Sioux, etc., Scott, who commanded at the time in the eastern half of the United States, was ordered to the northwest, with a respectable number of regulars." He goes on to tell of the cholera, the landing at Chicago, and of subsequent events.

The troops, considerably reduced by disease, soon were moved to an encampment on the Desplaines at the site of Riverside, for convalescence, and with orders to proceed northwestward as soon as the men were able to travel. Scott, with three members of his staff, immediately proceeded in two wagons over the road we call Ogden Avenue. They arrived at Fort Paine (Naperville) by sun-down. While spending the night there Scott wrote a letter, of which this is an excerpt: "I am hastening via Dixon's Ferry and Galena to Prairie du Chien, or, with three officers, to join Brig. Gen. Atkinson. Colonel Eustis and all the well men will follow nearly in my route in three or four days. The cholera had, on my leaving Chicago this morning, nearly subsided." (Note the trip from Chicago to Naperville, with doubtless a stop at the encampment on the Desplaines River, was made in one day.)

When the main body of troops was able to move, it marched northward on the east side of the Desplaines to a point corresponding with present-day Maywood. There it forded the river and took a trail through Wayne and on to Beloit, Wisconsin. A few young farmers in the Du Page district served as teamsters for Scott's force. One of these was Robert N. Murray, who, fifty years later was Judge of Du Page County.

Over the years we have heard the legend in Hinsdale of "Scott's army passing through Fullersburg," and possibly some of it did pass this way on the return journey after Black Hawk was defeated; but the force did not return as a unit. As often happens after military opera-

tions, Scott's army came back in disconnected groups. In fact, a few of the soldiers who retained their health did not return at all. They decided to settle in Wisconsin or in Illinois.

Those families from the Desplaines valley who went to Fort Dearborn for protection had a disagreeable time of it. The Fort was so crowded that most of them camped out, in the vicinity. The Clybourns, a pioneer Chicago family, and others, furnished the refugees with food while they were there, but as time went on, the refugees began returning to their settlements, especially when Scott's troops arrived with the cholera.

The question might be asked: "How did General Scott know, in those days before the telegraph, what the situation was out on the frontier, and what direction he should take in pursuit of the enemy?" The answer is found in a small group of fleet-footed scouts who surveyed the field for the General, way beyond the Fox River, and returned to headquarters before the army began to move.

The news they brought was most reassuring. Black Hawk's band was in full retreat, and was in fact crossing the Wisconsin border, with Generals Dodge and Henry in pursuit, at the time Scott's force began its march. On August 2nd at the battle of Bad Axe in southern Wisconsin, which almost degenerated into a massacre, the last serious obstacle to white settlement in the Middle West was voided.

Thus the Black Hawk uprising, for this neighborhood, was a threat rather than a war. The conflict is remembered for the turmoil it caused, and for certain participants who were, or later became, prominent. Aside from Winfield Scott and Henry Atkinson, there were these among the Federal troops and volunteer militia: Abraham Lincoln, Jefferson Davis, Zachary Taylor, Robert Anderson, and Henry Dodge. A resident of Brush Hill, (later called Fullersburg, and now a part of Hinsdale) was a member of Joe Naper's volunteer Du Page Company. His name was Sherman King. A relative of General Scott now lives in Hinsdale, in the person of Mrs. Willis L. Blackman.

Before leaving that episode, which had its bearing upon the history of this locality, there is one tribute that cannot be over-looked, a recognition of the services of the Indian Shabbona.* Let the tribute be given by Gurdon Hubbard, one who knew him well: "- - - From my

* But for him, Black Hawk's threat could have been a stark reality, especially for those in this neighborhood where the Pottawattamie dwelt in such large numbers.

first acquaintance with him, which began in the fall of 1818, to his death, I was impressed with the nobleness of his character. He was ever a friend to the white settlers, and should be held by them and their descendants in grateful remembrance."

Chicago Historical Society Photo

He kept trouble away from Robert Strong, Thomas Covell, and their neighbors.

Evidently the photographer thought it appropriate for Shabbona to be holding a bow and arrow, a weapon his generation had discarded.

CHAPTER IV *Settlement Under Way*

To this new land, like a new sun
They came in days now long since gone
And like the silver spears of light
That drive the sable hosts of Night
They ushered in Du Page's dawn.

—From *Ode to Old Settlers of Du Page County*

AS MIGHT BE EXPECTED, the close of the Black Hawk uprising heralded a flow of migration to Cook County, including as it then did, Du Page, Will, and Lake counties. The danger had gone, the land was fertile, climate agreeable, and Chicago was just beginning to give indication of its commercial potentialities. An inviting land finally was opened to eager immigrants.

At first the newcomers arrived mostly from other states, largely from New York, Pennsylvania, Ohio, Indiana, and Kentucky, in the order given. Soon, this interstate migration was supplemented by those coming from foreign lands. The foremost countries from which they came were Germany, England, France, Ireland, British America, Sweden and Norway, Switzerland, Scotland, and Denmark.

The first settlers to be recorded in Downers Grove Township, the township in which Hinsdale is situated, were, according to Richmond's History of Du Page County, Pierce and Stephen Downer, a Mr. Wells, a Mr. Cooley, and Horace Aldrich. In addition, there was John J. Monell, "a land speculator and settler" who purchased from the Government in 1830 the original tract that now comprises most of Clarendon Hills.

With a rapid increase in population from this time forward, the economy of the area, its centers of population, and its political alignments began to take form. Soon after Naperville, the settlements of Warrenville, Brush Hill (Fullersburg), Downers Grove, Winfield, Du Page Center (Glen Ellyn), Babcock's Grove (Lombard), Addison, Cass, Cottage Hill (Elmhurst), and Bloomingdale, in the approximate order of their settlement, came into being. Then Itasca, Western Springs, Hinsdale, Roselle, Clarendon Hills, and Bensenville started to grow. Each little community had its reason for being there, these

reasons relating to fertility of the soil, attractiveness of the surroundings, or transportation facilities. Proximity to transportation in most instances, however, was the locus casus of nearly all these towns. Brush Hill and Naperville were on the southwest highway. Bloomingdale and Addison found the northwest highway convenient. Elmhurst, Lombard, and Glen Ellyn grew up on the old St. Charles Road. When the railroads were built, the four lines, now running suburban trains through the county, roughly paralleled old highways, serving villages already established, and brought new towns into being along the rails.

For many years the first settlers to arrive here, and throughout northern Illinois, were plagued with troubles concerning the claims to their land. Most of the land had not been surveyed before the homesteader arrived and the survey at the time of making claim often was crude and inaccurate. So many a family found, after having lived on the property for a year or two, that its claim overlapped the claim of another, or vice-versa. This state of affairs was further aggravated by the presence of numerous speculators or "land sharks" throughout the frontier. Claim protection societies were organized in the county in order that their members might protect themselves in their claims until the Government surveys were completed. The foremost of these was the Big Woods Claim Society. These groups did much to bring order out of chaos in the matter of title to the surrounding land.

Later, a county agricultural society was formed, "to promote a friendly intercourse among the citizens, as well as improvement and enterprise in the cultivation of the soil, the raising of stock, and the manufacture of useful farming and household utensils." This organization sponsored county fairs, the first two of which were held at Naperville, the third at Wheaton. Its minute book now rests in a glass case in the Wheaton Court House.

The first arrivals built their cabins along the fringes of the woods, and near a stream too, wherever such combined advantages could be found. Timber was useful as fuel, for fence building, furniture, and many other purposes. The sinking of wells was not easily accomplished during those early years, and water was needed for both the household and the live stock. Prairie land was the least wanted, but it too was claimed, after the more desirable sites had been occupied. The first settlers in this county were representative of the typical American pioneer; honest, hard working, close to the soil. The frontier for many

years was rugged, unpoliced, and lonesome, but not entirely devoid of amusements and community events.

The year 1835 saw a mass exodus of the Indians from this area. By treaty, and by persuasion in one form or another, the Pottawattamie and their tribal associates agreed to leave this part of Illinois for lands beyond the Mississippi. On the appointed day, they gathered in large numbers in the vicinity of Lyons. There Colonel J. B. F. Russell met with Chiefs Caldwell, Robinson, and La Fromborse to make final arrangements for the journey. The long procession passed through Brush Hill, and after several days, the new home at Council Bluffs, Iowa, was reached. It is interesting to note that these tribes later were removed from there to Kansas where they prospered better than most Indians do on the reservations. Shabbona eventually returned to his grove near Ottawa, and Alexander Robinson to his farm on the Desplaines.

Preoccupation with settlement, the establishment of farms, means of transportation and markets for their produce probably was the cause of a delayed interest in politics and political subdivisions on the part of Du Page and Salt Creek settlers, but as the population increased, these additional precincts were formed:

NAPERVILLE	DEERFIELD	DU PAGE
WEBSTER	WASHINGTON	BIG WOODS
	ORANGE	

The area of Brush Hill fell within the Washington Precinct.

It was at about this time, before 1840, that the proposal arose of separating this area from Cook and of creating a new county. But there was opposition to the move, in one of the local Precincts at least, as indicated in the following story found in the *Daily Chicago American* of December 5, 1835:

"A meeting of the citizens of Cook County, convened at the house of Capt. Joseph Naper on the 21st. day of Nov. 1835, for the purpose of considering and acting upon the proposed erection of a new county, to be composed in part from a portion of the territory to be taken from this. Capt. Joseph Naper was called to the chair, and William Smith and George W. Lard, chosen as Secretaries. The object of the meeting having been stated from the chair, it was———

Resolved, that a committee of three be appointed by the chairman, to present to the meeting, resolutions expressive of their sense of the proposed division of the County of Cook—when Nathan Allen Jr., Stephen J. Scott, and William Smith, were appointed such committee.

The committee, by their chairman, reported the following preamble and resolutions, which were adopted unanimously,

Whereas, a new attempt is now making to divide the County of Cook, with the view to the erection of a new county, by which the interests and convenience of many of the good citizens of our said County would be seriously and injuriously affected: and whereas the period has not yet arrived, when the important business sites are sufficiently developed to designate the permanent location of the public buildings required by such new organization: and whereas most of us are but planted upon the soil, and upon unsurveyed lands, very illy prepared to contribute beyond the current expenses of our families: and whereas, the public interest does not, in our judgment, in any sense require any new seat of justice in this section of our State, nor any new corps of public officers to administer our laws, or fatten upon our property: and whereas, we are so connected with our present seat of justice by the common and necessary business relations of life, as materially to mitigate the inconveniences and lessen the expenses incident to the discharge of public duties in infant communities: and whereas we cannot but view this renewed attempt to divide our territory, and draw us away from our chosen and convenient channels for the transaction of public business, to places unconnected to us by any natural or important business relations, to be premature, and prompted by a spirit of selfishness, alike regardless of the public good or general convenience. Therefore Resolved, That we firmly and unyieldingly oppose said project by every lawful and honorable weapon in our power.

Resolved, that we will protest against the passage of any law setting off any part of Cook County, as at present impolitic and uncalled for.

Resolved, that we recommend to our fellow citizens of the different precincts, to express their views upon the subject before us.

Resolved that the proceedings of this meeting be published in both the newspapers printed in Chicago."

JOSEPH NAPER, *Chairman*

W. SMITH, G. W. LARD } *Secretaries*

Editorially, the *Chicago American* pronounced the conclusion drawn at the meeting as being "just and satisfactory." The necessity of dividing Cook County was deemed not yet to exist, and it was thought that Cook County, undivided, would have a stronger representation in the Legislature.

About a year after this protest meeting at Naperville, the Democratic party of Cook County held its first convention. The location of this gathering, remembered as the Flagg Creek Convention, was on the Plainfield Road, near Flagg Creek, at the combined tavern and post office operated by Joseph Vial. It was not far from another tavern, the one owned by Elijah Wentworth, brother of Chicago's first mayor. Delegates came on horseback and in wagons from all over the vast

territory then comprising Cook County. The taverns could not have held them all, so it must have been partly a camp meeting. This event serves as evidence that there was quite a settlement to the southeast of us at that time. The settlement later gave rise to the Lyonsville Church, still to be seen at the juncture of Wolf and Joliet Roads. Descendants of Joseph Vial now reside in La Grange.

Although there was local sentiment, as well as sentiment in Chicago, toward retention of the status quo, as far as county boundaries were concerned, we know that four years later, in 1839, Du Page County finally was set apart as a separate political entity. The reason for this rather quick change of opinion is not clear unless it merely reflected the growth of the region, which was more rapid than had been expected. Whatever the cause, the local people did change their minds, and the petition for division was granted by the Legislature. *The Chicago American* of May 8, of that year published the result of the first county election, and had this to say editorially concerning the new division:

"We sincerely hope that the new county will learn somewhat wholesome lessons from its *mother Cook,* and shun its follies, while it emulates (if any it can find) its virtues. let it avoid if possible, its debts and embarrassments; let it strive to keep its orders in good credit and at par. The law which creates it, secures a good fitting out for public buildings. Under the management of faithful and intelligent commissioners, we wish it all desirable prosperity."

The first county election soon followed, and the political parties which presented their candidates to the voters were the Whig Party and the Loco-Foco Party. The offices voted upon were those of Sheriff, County Commissioners (6), Clerk of the Court, Treasurer, Probate Justice, Surveyor, and Coroner. The Whigs were completely victorious, carrying the majority for every office. The term "Loco-Foco" was applied to what later became the Democratic Party, or, initially to members of that party. The name had its origin in New York. The Whigs were the forerunners of the Republicans.

News from the surrounding counties was given considerable prominence in the Chicago newspapers of those days. Then, there was not so much difference in size between Chicago and other towns, and the telegraph had not arrived to bring news quickly from more distant places.

Another event in the lives of the pioneers was the "general" wolf hunt, participated in by large numbers of people. Richmond, in his

history of the county, quotes an early citizen of Downers Grove, giving a description of a hunt which occurred during the 1840's. Parts of the description follow:

"Until within a few years this part of the country was infested with wolves, which were a source of great annoyance to the whole community. The farmers, however, were the principal sufferers by their depredations; for sometimes whole flocks were destroyed and scattered by them in a single night. To rid the country of these mischievous animals it was the custom for all who were able to 'bear arms', to rally once every year for a wolf hunt, which was usually a scene of much amusement, and oftentimes of most intense excitement. These expeditions were conducted in various ways. The general hunt, which was perhaps the most common, was conducted upon the following plan:

"Notice of the time of starting, the extent of country to be traveled over, and the place of meeting, which was usually at the common center of the circle of territory to be traversed, was first given to all the participants in the hunt. At an early hour on the morning of the day appointed the hunters assembled and chose a captain for each company, whose duty it was to station members of the company at short intervals on the circumference of the circle alluded to, and then the game was completely surrounded. At a given time the line of hunters began their march, and when they had approached near enough to the center to close in and form a solid line, they halted and remained stationary, while the captains advanced with their sharpshooters to ascertain whether any game had been surrounded."

We are told that as many as sixty wolves were known to have been ensnared in this way during a day's hunt. Unfortunately, deer too were often among them, and usually were shot, along with the wolves. These hunts were conducted on foot or on horse-back.

No American custom has its roots more thoroughly entwined in our history and tradition than is found in the Fourth of July celebration; and no American locality has observed this day more faithfully or more appropriately than our immediate neighborhood from pioneer times to the present.

The celebrations were different in the earlier period. Fireworks, as we know them, were not manufactured; addresses broadcast over the air were a long distance off; parades, with decorated floats were confined to only a few of the larger cities. There were no carnivals with booths and amusement devices. But the frontier Fourth of July was none-the-less an institution for the people who engaged in it, and they gave up the greater part of the day for the observance, because it often involved a journey of several miles to the farm of some neighbor where the celebration was held. Invitations were issued to relatives and

friends. Speeches were prepared; and so was a large home-cooked dinner, to be eaten out of doors.

Mr. Horace Aldrich, one of the earliest settlers in this township held such a celebration at his farm house out on Ogden Avenue in the year 1839, and it was reported in the *Chicago American* on July 19 of that year. This newspaper account is given here almost in full because in its quaint way, it paints such a clear picture of the Fourth celebrations of that era:

FOURTH OF JULY
DU PAGE COUNTY CELEBRATION

"A numerous company of ladies and gentlemen assembled on the 4th of July, at the house of Horace Aldrich to celebrate that eventful day; and although the notice given was short, the number attending, their smiling faces, the spirited ceremonies, and the cheer of our host, left nothing to be desired.

The company walked in procession to a neighboring grove, where the committee had made arrangements for their reception. The Declaration of Independence was read, in a style peculiarly fitting that important document, by John W. Walker, Judge of Probate. The oration was delivered by James C. Hatch, Esq., in which he enforced the propriety of commemorating the 'Glorious Fourth' by pointing out the lessons it should teach, the advantage gained, and by contrasting and showing our celebration of that day to proceed from causes and principles, to which the celebrations of the most enlightened nations, ancient or modern, ought not be compared.

The ceremonies being completed, the company returned in the same order and sat down in the garden to a dinner, the excellence of which was acknowledged by the ample justice done by all to the abundance of good things produced. S. M. Skinner, Esq., was President, and N. B. Moreton Vice-President. The following toasts, among others, were proposed.

REGULAR TOASTS

1. *The day we celebrate*—Consecrated by the noble daring of gallant hearts, in defense of Freedom, Home, and Country, may it ever be observed 3 *cheers.*
2. *The fifty-six Signers of the Declaration of Independence*—The heaviest *fifty-six* the world ever saw; the whole strength of Great Britain could not move them. 6 *cheers.*
3. Washington the *father of his country.*
4. *The President of the United States.*
5. *The Congress of the United States.*
6. *The heroes of the Revolution.*
7. *Our Country.*
8. *The State of Illinois.*

9. *The Internal Improvements.* The vessel of State, though a staunch bark, and emulous to outstrip some of her elder sisters, has evidently more sail than ballast; let her reef, her top-sail and gib- keep her main-sail to the wind trim ship- have a good hand at the wheel, and there is nothing to fear; she will steer between the Scylla and Charybdis. 6 *cheers.*
10. *The Northeastern Boundary Question*—May Queen Victoria not undertake to jump Uncle Sam's claim till she is out of debt. (This referred to the state of Maine's boundary dispute).
11. *The Press.*
12. *The County of Du Page*—Divided in politics, subdivided by interest; may she add virtue to patriotism, subtract envy from interest, multiply unity of sentiment by a desire for the public good, and reduce the whole to practice; the result will be peace and prosperity. 6 *cheers.*
13. *The Fair America.*

The Chicago newspaper reported each of the foregoing toasts in full. Only enough of them have been quoted here to indicate the nature of the celebration.

Judging from the general tone of this gathering and from the known population of the county in 1839, friends must have been invited from far and wide. Can we not picture the scene as the celebration came to an end: as the sun went down and the shadows lengthened, the

Chester C. Bratten Photo

The Horace Aldrich house as it appears today.

"A numerous company of ladies and gentlemen assembled on the Fourth of July."

guests bid good-bye, walked out to a neighboring grove where they had hitched their horses; mounted, or climbed back into their wagons, and were off for home, to arise early the following morning.

See page 36 for a picture of Horace Aldrich's house as it looks today. It is situated on the north side of Ogden Avenue four miles west of York Road.

* * *

Throughout the history of the Chicago region there was a continuous need of more and better transportation. From 1835 onward, the westward migration of new settlers was a continuous procession. They came, they departed, and many remained. In Chicago, during thirty or forty years of the middle 1800's, the Post Office handled such a large volume of mail for transients, that the newspapers were called upon to publish long lists of persons passing through, or who had not yet settled down, for whom letters had arrived at the Post Office. There were "ladies' lists" and "gentlemen's lists," and these continued until after the Civil War.

This influx of new people meant growth—of towns, farms, factories, and all phases of life. This expansion had to be served by the transport of people and goods from one place to another.

Steamboats were introduced on the Great Lakes and the navigable rivers in the 1830's, but aside from these natural water courses Chicago had poor transportation in all directions. The first major attempt toward the betterment of transportation facilities was the Illinois-Michigan Canal. In 1816 a treaty between the United States and the Indians had ceded a strip of land twenty miles wide, running diagonally from the southern end of Lake Michigan to the Illinois River. This tract was set out for the purpose of digging a canal to connect the lake with the river, thus improving upon the natural Chicago portage. The canal was begun in 1835, completed in 1848, and served until 1910, during which time it had a useful and romantic existence, carrying a great deal of traffic from the south branch of the Chicago River to the Illinois River at LaSalle.

During those years, the call of the canal-boatman to his mules, and the crack of his long whip were familiar sounds in Willow Springs, Summit, and Lemont. Business reached its peak in 1865, when 275 barges were in operation. Several travelers of the period, some of them

Chicago Historical Society Photo

Scene along the Illinois—Michigan Canal in the 1880's.

Travelers of the period have left written accounts of their trips along this waterway.

from distant lands, have left written accounts of their trips on this water-way.

The dry bed of the canal is still there, also the tow-paths, and some of the locks along the way. The canal company's office building still can be seen at Lockport. As far back as 1673 Louis Joliet had envisioned this canal, cutting across the portage, and some of the great-grandparents of present-day Hinsdaleans helped to make it possible by investing in the company's shares. Although the State Legislature attempted to protect those investments by prohibiting the early, paralleling railroads from carrying goods at rates lower than those charged by the canal boats, the canal was doomed to a slow demise. The rails, and another canal; the present Sanitary & Ship Canal, dug and maintained by the Government, put it out of business.

The growth of farms in number and productivity, and the growth of centers of population, was accompanied by further extension of roads for wagons and coaches, and a rapid increase in the number of those vehicles. This, in turn, called for taverns and hotels. One of the most colorful phases of life in early Chicagoland, and one which

touched the immediate neighborhood of Hinsdale, was the era of the stage coach. Hinsdale is situated between two of the best traveled routes over which those cumbersome vehicles lurched from Chicago to Galena and to Ottawa.

Prior to 1831 the old southwest highways, Ogden and Plainfield Roads were in their "natural" state, having been beaten down through the centuries by the passage of Indian and trapper. For travel by foot, they probably presented an agreeable surface, but the coming of wheeled vehicles brought ruts and mud holes.

At a meeting of the first court of the newly organized Cook County, in 1830, a resolution was adopted for improving the road leading from Chicago to Plainfield, and of Ogden Avenue as far west as the Desplaines River. These are the first recorded instances of road improvement in this region, but the work consisted mostly of straightening and widening, without much betterment of the surface. During all the years before the Civil War, the highways of this district were rough, muddy, and dusty, and often treacherous, especially at those points where inadequate bridges were thrown across the streams. Little skill went into their construction and they were quite unsafe, especially at night.

The first stage coach line from Chicago to the southwest is said to have been opened by Dr. John L. Temple. In 1834 his line ran to St. Louis, using the Plainfield Road for the first leg of the journey. The next line to pass through here, or at any rate the first to advertise a regular service, after 1834, was a line operated by John D. Winters. The following advertisement was inserted by him in the *Chicago Morning Democrat,* Sept. 11, 1841:

STAGE LINE
CHICAGO TO GALENA
VIA DIXON'S FERRY
FARE THROUGH TO GALENA $5

Leaves Chicago
Sunday, Tuesday and Thursday
at 4 O'clock A.M. via
Brush Hill, Downers Grove
Naperville and Aurora.——

Mr. Winter's line had only a brief tenure, because it was soon superseded by the line of Frink and Bingham, later known as Frink and

Walker. This firm operated stages over both of the southwest highways and within a few years had obtained Government contracts for carrying the mails throughout several of the mid-western states. The company was highly regarded for its service under the trying conditions then existing on the frontier highways. According to its advertisements, $12 became the charge between Chicago and Galena.

Judging from everything we read about the roads of those days, and traveling accommodations in general, the chief impression to be gained is how bad they were. These included crowded coaches, deep depressions in the roads filled with mud, highwaymen, delays, dirty taverns, poor food, and long periods of waiting between connections.

Milo Quaife in his *Chicago Highways, Old and New* makes these observations concerning early travel by stage: "The traveler who embarked upon an extended journey by stage committed himself to a venture whose outcome no man could foresee." In the taverns there was little privacy, the beds were likely to have been slept in by various guests and without a change of sheets, before the traveller arrived. Flies and insects shared the accommodations. "If a generalization may be attempted," says Mr. Quaife, "it would be that the food served in pioneer taverns was abundant as to quantity; commonly, however, there was little variety in the menu, and both quality and manner of service left much to be desired. Charles Cleaver, a prominent citizen of Chicago, who came West in 1833, records that the staple bill of fare of the typical tavern was bread, butter, potatoes, and fried pork, but variations, both seasonable and otherwise were occasionally encountered." The traveler who could spend the night at a private home was fortunate, even though the home were only a cabin. All the early taverns were not uncomfortable, of course. Then, as now, each place was operated according to the attitude and ideas of its proprietor. But the general run of stopping places on the stage routes were below par, even for those times when modern conveniences were unknown.

Taverns of those days, in this neighborhood, were the Laughton's, previously mentioned, the Buckhorn and Vial establishments on the Plainfield Road, Castle Inn and the Grand Pacific at Brush Hill, the Tremont operated by Thomas Andrews in Downers Grove, Mark Beaubien's Toll Gate Inn, a few miles east of Naperville, the Preemption House in Naperville, Grave's Tavern in Lisle Township, and Mong's Tavern in Elmhurst.

"Engineers," continues Mr. Quaife, "were scarce in the western country, and the early bridges were rude structures, oftentimes of wonderful architecture. Some were known as 'shaking bridges,' others as 'floating bridges.' One of the latter type spanned the Desplaines on the Chicago-Elgin road in the early forties. It was composed of planks, laid down on stringers which floated in the water." When wagons passed over this bridge it sank beneath the surface and rested on the bottom of the river, there preventing the wagon wheels from sinking into the soft bed of the stream. But the planks often came loose and floated away, increasing the difficulties for the next team of horses, or oxen.

In 1857 a piece of nostalgic fiction appeared in the *Chicago Magazine,* which has long since discontinued publication, describing an easterner's journey by stage from Chicago to Ottawa in the 1840's, and revealing incidentally something of the story writing style of those days: ". . . He left in the night in one of John Frink's stages, on the *route* toward Ottawa; to say *road* at that time would be trenching on the veritableness of history. He paid his fare to the good Mr. Stowell, the stage agent, and while he looked into his face and saw his honest good nature standing out, he felt as if the light of Massachusetts had fallen upon him. The old coach had much of a home look about it; it seemed the very same thing, the red body and green stripes, that twice a week came down over the hill, rolling and pitching like a ship on the waves, down by the old homestead (back east) . . . . Daylight sprang upon him and revealed to him the bright green of the prairies, twenty miles south-west of Chicago . . . ."

The carriage and delivery of mail, and express packages, during the stage coach era is a most fascinating subject, one that could make up a book of its own. In the newly settled districts, letters were taken to the main centers along the highways by stage. From there they were carried by men on horseback to the more remote settlements. To obtain these letter carriers the Post Office Department inserted in the newspapers long lists, in fine print, under the heading: PROPOSALS FOR CARRYING THE MAIL, between different points. Persons desiring the work would then put in bids for the various routes that were open.

The transportation of boxes, chests, and packages was accomplished by no established system or service until express companies such as Adams and Wells Fargo came into being. Even then, the sizes and

weights of the packages carried were closely limited, and many were the hazards and uncertainties of delivery.

Roads were a serious problem in the 1830's and 40's, as attested by the various discussions and complaints on the subject that appear in the Chicago newspapers of the period.

"So far as our experience has extended," says one paper, "we have never seen worse roads than that to Barry's Point and five miles west to Doty's on the Naperville Road. (This was approximately Ogden Avenue as far west as Riverside.) In an enterprising community like ours, such obstacles to commerce and inland trade ought to be removed. . . . If the Commissioners of this county will not do it, let them authorize the city to make the road. But in all events *let the road be made*." It was the deplorable condition of the city approaches to the southwest highway that accounts for Ogden Avenue, both in and beyond Chicago, having been the first road to be covered with wooden planks.

The idea of building plank roads came from Canada where many

Chicago Historical Society Photo

Bull's Head Tavern was the eastern terminus of the southwestern plank road, which extended to Brush Hill on the west. The building was located at Ogden Avenue and Madison Street in Chicago. Later, it was moved to the corner of Ogden and Harrison, where it stood until 1910.

stretches of marsh land had been made passable by this means, and after it was introduced to the United States the idea spread rapidly. The Southwest Plank Road, as it came to be known, extended from Bull's Head Tavern at the corner of Ogden and Madison Street in Chicago, to Brush Hill (Fullersburg) reaching the latter point in 1850. It was a one lane road, eight feet wide, made of planks three inches thick placed crosswise on parallel log stringers which were embedded in the ground.

It naturally followed that this first plank highway, which ended at the Cook County boundary line, would be extended on to the west. So we find that in 1847 Morris Sleight of Naperville was authorized by the "Commissioners Court" of Du Page County to "establish a plank causeway from Naperville to the east and west lines of said county, 20 feet wide to connect with a plank causeway to be built in Cook County, the following schedule of prices to be charged for use of the plank road":

Carriage, cart, or buggy (one horse)	25¢
Carriage and two horses	37½¢
Horse	10¢
Head of cattle	4¢
Hog	3¢
Sheep	3¢

These fees were collected at toll gates.

The southwest plank road was built and maintained as a private stock enterprise and was such an immediate financial success that five other plank roads were soon under construction leading in as many directions from the city. Good transportation between Chicago and points West, for a few years at least, was assured.

Better roads were a commercial necessity, quite aside from any consideration of the traveler's comfort. Produce from the farms, mines, and timberlands had to be taken to the towns and cities. There was no way of doing this except by wagon, and these vehicles became extremely numerous, especially on the main roads, before 1855. The towns of this neighborhood were not known as "suburbs" in those days. This district was out in the country, and farming was the principal occupation.

A Mr. Hunt of Naperville, who remembered the plank road from there to Chicago wrote, some years ago—

"Yes, we thought that we had a good thing when we got the plank road. Our town was always crowded with farmers on their way to Chicago. They came from miles around. This was the only good road into the city. The string of teams never ended. It was like the belt of a great pulley, with its sheaves at Chicago and Naperville, the full wagons going up on the right, the empty coming back on the left (the drivers vice versa). In the busiest seasons the wagons had to keep their places as exactly as a rope. If a kink got in the line anywhere, the whole machine was stopped."

This most celebrated of the plank roads, the "Southwestern," was so called from Chicago to Fullersburg. From there to Naperville it was the "Oswego" plank road. It ended at Naperville and was never extended to Oswego, but extensions were completed to Warrenville and to St. Charles. For about ten years the plank road boosted traffic between Naperville and Chicago. It was just a day's journey between the two places, and Brush Hill was a convenient stopping point, about mid-way.

Deacon Horatio N. Field, an ancestor of the Walter Fields of Hinsdale traveled through Brush Hill on the plank road many times from Galesburg. When Knox College was being built there, wagon owners were asked to go to Chicago for loads of brick for the college buildings. Horatio Field offered his services and "many a trip was made over the plank road with a load of brick to help erect the new college."

A notice in the *Chicago Journal* February 5, 1850 said: "The whole amount of stock of the Naperville and Oswego Plank Road has been taken." This venture was, for a while so popular, and so many of Naperville's leading citizens had stock in the enterprise, that Naperville refused to allow the Chicago and Galena Union Railroad to build through their town. So when the plank roads deteriorated, Naperville was isolated for a time, until the building of the Chicago Burlington and Quincy.

The plank roads did not last, for obvious physical reasons. They wore out, and periodical replacement of the planks was found less economical than the surfacing of the roads by other means. Rock crushers were coming into use. And there was a good deal of talk about a new means of transportation that was meeting with considerable success in South Carolina, Massachusetts, New Jersey, and Pennsylvania. It was called the "rail road."

CHAPTER V *Brush Hill (Fullersburg)*

CLASSICAL POEMS have been written about such commonplace transitory objects as a daisy, or a butterfly; and enduring passages of prose retain for posterity an autumn landscape, or the sound of a running brook. Brush Hill, too, is such an object. Not for its accomplishments, not for its affluence or grandeur, will it be remembered, but just because it was a picturesque little hamlet with a character so representative of early America. That is reason enough for a place in history.

It was settled by sturdy homesteaders from the east who first built their cabins on prairie and timberland surrounding the site of the village that was to grow there. Then a tavern was built, to lodge the newcomers until they could make up their minds where to stake their claims, and the transients who decided to move on, in hope of finding a more likely spot. After a while the tavern keeper was made Postmaster to handle letters to and from the neighboring settlers. Gradually there was felt the need of a store, a church, a blacksmith, a shoemaker, a doctor, a carpenter, and the town came into being. Yes, there were thousands of Brush Hills throughout the length and breadth of our land.

But there are some features of its history that are unique in this hamlet: for one, various notable persons passed this way even before Chicago was large enough to boast of many such of her own, for the community straddles one of the ancient southwest highways, the origin and beginnings of which go back so far as to be unrecorded. For centuries perhaps, this road was traversed by leading Indian chiefs, their squaws, warriors, and couriers, from the first habitation down to 1835 when most of the Indians of the region were removed. There were the chiefs Checagou during the French era, and later such Indian notables as Keokuk, Black Partridge of Fort Dearborn massacre fame; Wanata "the charger," grand chief of all the Sioux; Mahaska, chief of the Ioways; Red Wing, Big Foot, and Black Hawk, principal enemies of our first settlers, and many others who came out of the West to the foot of the big lake.

Three small armies, and other military detachments, marched past the site on which Brush Hill grew. In 1730 there was De Villiers, with 50 Frenchmen and 500 Indians on their way to battle with the Fox at Maramech, near Plano, 35 miles west of here. During the Revolution, Charles de Verville and his band marched from Lyons to Peoria over the Ogden or the Plainfield Road. The Black Hawk uprising saw several of the locally recruited companies pass and re-pass the site. Winfield Scott and members of his staff drove through. Some say he named the place, but this probably never will be known for sure. The prairie schooners of countless Forty-Niners and others, whose deeds now are inscribed across the histories of the far West, passed here too.

There were statesmen and soldiers who used the road, between Chicago and western points, during both war and peace: Lincoln, during his residence in Springfield, and before the Illinois Central Railroad reached there; Stephen Douglas, Zachary Taylor, during his Mid-Western army service, also Albert Sydney Johnston, and Henry Dodge; Ulysses Grant, while he was a resident of Galena, and Governor Lewis Cass of Michigan very likely were among those who passed through on Ogden Avenue at one time or another, before the rails came. So the main road through Fullersburg is a well-worn street over whose dirt, plank, macadam, and concrete, in their turn, have traveled many of the great, the near great, a host of the unknown, and undoubtedly many a frontier reprobate.

This also was the birthplace of Loie Fuller, a dancer of international reputation. It was the site of a grist mill which served the farmers over a wide area for many years. And it is now a part of Hinsdale.

We do not know who was the first man to settle on farm land adjacent to the town, or who was the first to occupy a lot on the town site. Elisha Fish could have been the first, or Jesse Atwater, John Talmadge, Orente Grant, or John Rieder; it makes no great difference, but we do know that these were the first five to settle on or near the site of Brush Hill. Probably the next was Sherman King who moved there from Naperville, and who had been a member of Joe Naper's mounted volunteer company in the Black Hawk War. Soon afterward, the Fullers and the Torodes arrived. Orente Grant very likely was the first to set out a lot and build within the town, because it was he who erected Castle Inn, the first hotel, and this occurred before the town was platted. The others established farms near by, mostly north along Salt

Photo lent by Mrs. Pearl Dumphy

Jacob, the father of all the Fullers, built his house west of Spring Road, north of Thirty-First Street.

Creek. There probably were no dwellings within the present village boundaries when Castle Inn was built. There were no surveyors around as yet, so these people, and many of those to follow, simply drew the boundary lines of their property between certain designated trees or rocks. Mostly the land was "preempted"; that is, it was settled on with the intention of establishing exact boundaries later. Legally, this was permitted.

Benjamin Fuller, one of those many progressive young men of New York State who was able to anticipate Horace Greeley's well known piece of advice, came West, riding a horse, in the year 1834, seeking a likely spot to make his home. This survey led him to Brush Hill, with which place he was so well pleased that he went home for other members of his family. He convinced his wife, Olive, his father, Jacob Fuller, his mother, and his five brothers and six sisters, of the attractions of this locality, so they all packed up and moved, sight unseen, but with utmost confidence in Benjamin's judgment. Time has shown their confidence to have been well placed.

Three of the daughters came overland with the family by wagon,

the other three girls preferring a steamboat through the lakes. These new boats in those days were popularly known as "propellers," and it took the girls six weeks to reach Chicago from Buffalo by this novel means of travel. Mr. and Mrs. George E. Ruchty, from whom most of these facts have been gathered, do not know how much time was occupied in the overland journey, but most of the pioneer treks by wagon from eastern states took well over a month. After completing the final lap through the swamps west of Chicago, they finally reached high ground in what is now York Township where they settled, in 1835, on land that Jacob purchased from the Government. This land comprised most of the area afterward known as Natoma Farm.

The sons of Jacob and Candace Fuller were Benjamin, Morell, Ruben, Lewis, George, and David. The daughters were Mary, Louise, Tammy, Ann, Harriet, and Katherine. Mary, the third daughter soon became the first school teacher, the first in this vicinity in fact. She went by foot from the house of one pupil to that of the next, always accompanied by two large dogs, Pedro and Nero, for protection against the wolves that often roamed through the high prairie grass that grew in the fields at that time. Mary married Barto Van Velzer, who came here from New York State. He purchased land that is now the Mays Lake property, helped in laying out the plank road, and became toll-gate keeper at Brush Hill. Barto and Mary had ten children, and their house is still standing where the toll gate spanned the highway, east of Cass Street (York Road). See page 53.

Benjamin Fuller platted the original town, and purchased land on both sides of the main highway. Morell served as drum major in the Civil War, and all of the sons and daughters became good citizens of the growing village. Their numbers increased until many of the people in the town were either a Fuller or a relative, and so it has been through the years.

Following the earliest settlers of the Salt Creek area, there came the Thurstons in 1837, the Coes in '39, Marvin Fox in '50, the Wagners in '55, and John Hemshell in '59. "The folk tales of the 1830's and '40's mention few women, but undoubtedly there were women, who were mostly busy with the family chores . . . ." All of the Pottawattamie Indians did not leave with the main body of the tribe when it was removed from this region, and some of them lingered on the north bank of the creek, both east and west of York Road, at the time the

neighborhood was being settled. "They were good and kindly neighbors, and the children of the Indians and those of the white people played together. Benjamin Fuller showed the Indians how to shoe their horses." It is said that the Indians, as an expression of their gratitude, presented his son with a pony. Mrs. Levi Pease, an early arrival, remembered seeing Indians in their canoes on Salt Creek.

The late Mrs. Harvey Brookins, daughter of Morell Fuller, in her notes alludes to this small community of Indians and tells of her father having had Indian playmates as a child. Among the Brookins family antiques are a deer gun, candle mold, spoon mold, and harvesting cradle, brought to Brush Hill by her grandparents when they came West.

The first school house in Brush Hill, according to Mrs. Brookins, was built by Lieutenant King in the early 1850's. The Hinsdale Public Library's historical collection contains several of the original papers pertaining to the building and the administration of this school, among them being minutes of the school director's meetings, cost accounts relating to construction, and a check-sheet which records the attendance of each student throughout the year.

These papers recall the names of many Brush Hill residents of that period. Among them are: Richards, Bedell, Parker, McInder, Sackett, Carpenter, Couch, Porter, Cable, Hanson, Huchins, Pitts, Sucher, Winchop, Sutherland, Ketcham, Kinyon, Avery.

Just before the opening of the school, the directors invited the School Commissioner of Du Page County to come over for an inspection and to give them a talk. The Commissioner replied as follows:

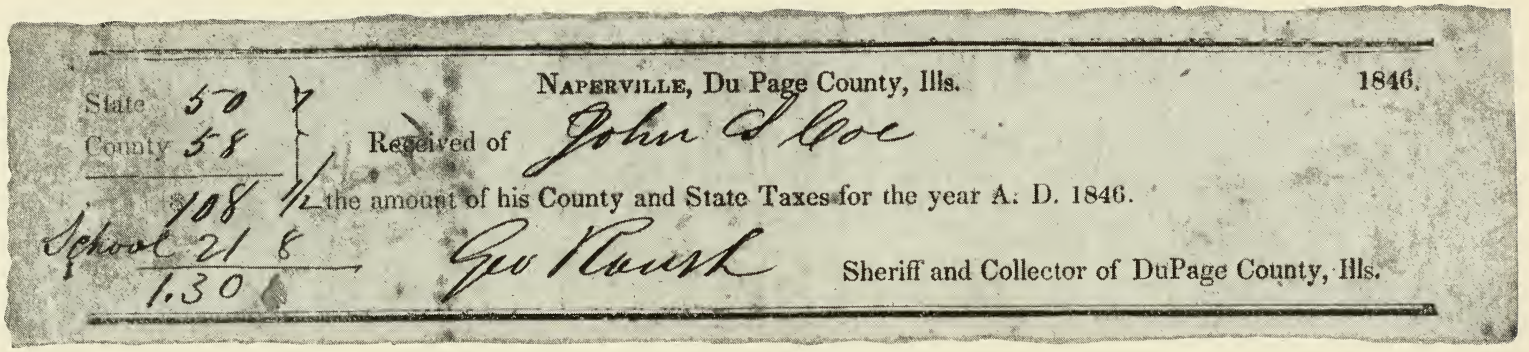
Naperville Dec. 6, 1853

To G. M. Fox, M. D.
My Dear Sir:

In compliance with your request I will endeavor to be at Brush Hill on Friday the 16th inst. to address the people of your neighborhood in your new school house. The meeting I suppose will be in the evening, somewhere from six to seven o'clock. If the weather shall be stormy you will not expect me.

Yours respectfully,
H. Brown

On Page 50 the certificate appointing Miss Caroline Bates as the teacher is reproduced.



NAPERVILLE, Du Page County, Ills. 1846.

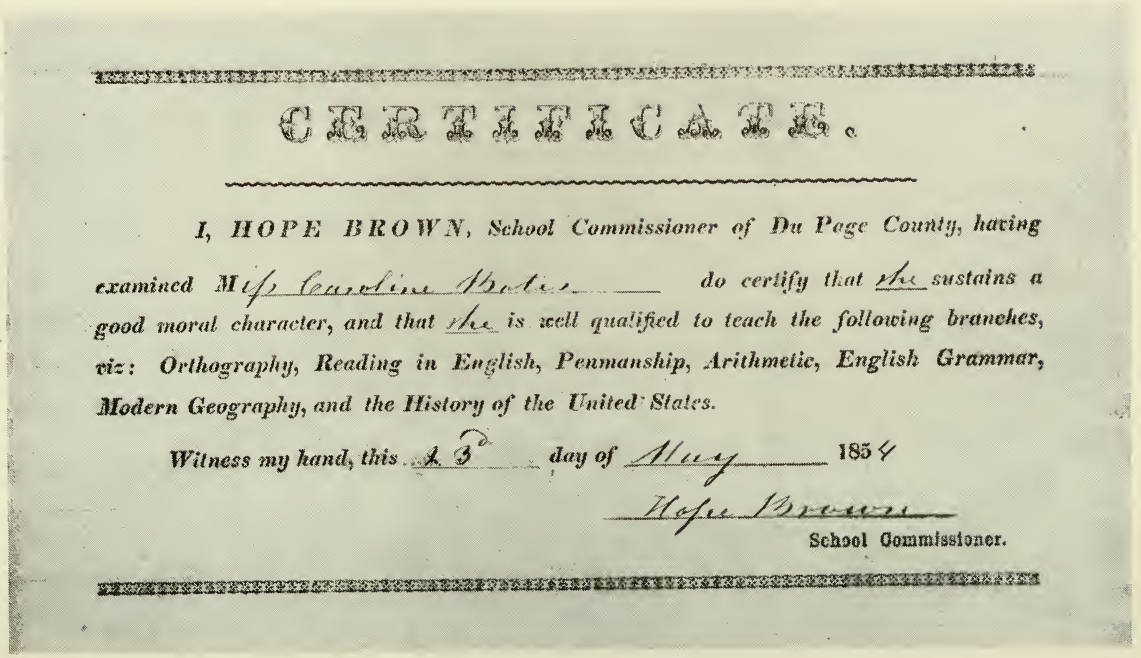
State 50
County 58
108
School 21 8
1.30

Received of John Coe

the amount of his County and State Taxes for the year A. D. 1846.

Geo Rowell Sheriff and Collector of DuPage County, Ills.

John Coe's tax receipt, 1846.



CERTIFICATE.

I, HOPE BROWN, School Commissioner of Du Page County, having examined Miss Caroline Bates do certify that she sustains a good moral character, and that she is well qualified to teach the following branches, viz: Orthography, Reading in English, Penmanship, Arithmetic, English Grammar, Modern Geography, and the History of the United States.

Witness my hand, this 13th day of May 1854

Hope Brown
School Commissioner.

The certificate appointing Caroline Bates as teacher at the Fullersburg school.

How did these early farmers around Brush Hill live? They brought with them a good heritage from their New England or German ancestors, a few hand tools, utensils, and small pieces of furniture. Fertile land was easy to obtain for a comparatively low price. There was plenty of game in the woods, also crab apples, berries, and fish in the creek. Clothing was more of a problem; also certain required manufactured articles were scarce, but taxes were low, and farm life was healthful.

Here, as elsewhere on the frontier, currency was not plentiful so farmers did much bartering, with labor, goods, and produce. Certain manufacturing of a crude sort, mostly in the form of wagons, small implements, and shoes, took place in settlements such as Brush Hill. These articles were used or consumed near the place of their manufacture. After 1845 it became increasingly easy to obtain manufactured goods in Chicago, only a day's journey, one way, weather and road permitting. Salt, tea, and coffee also were purchased there; that is, until John Coe and others opened their general stores.

The Du Page Historian, a publication of the Du Page County Historical Society, gives us these glimpses of life on the early local farm:

"The first cabins were constructed of logs fitted closely together and mortised with mud. . . . . Nails were scarce so wooden pegs were used instead. The stone fireplace . . . . was used for both cooking and heating, except in warm weather when much of the cooking was done out of doors. Candles afforded the only illumination. Flint and steel were used to start the fire. (Matches, patented in this country by Alonzo Philips in 1836, were long a luxury).

"Hospitality was warm, and the traveler was given the best in the house and invited to stay as long as he liked. The newcomer was given assistance if he needed it, his hosts helping him to build his cabin and even donating live stock if he had none. Only one rule the new settler might not transgress and remain popular with his fellows. He must not criticize the new country, complain of its disadvantages, or talk of the superiority of the place from which he had come.

"Every blacksmith with an inventive turn of mind was tinkering with plows. Sometimes mold boards of cast iron were tried on the plows by way of improvement. (The Oliver plow, the first factory-made plow in the United States, was not manufactured until 1855).

"Livestock was allowed to wander freely over the fields. Hogs fed themselves on roots and acorns. Cows strayed for miles on the open prairie and were identified by the tones of bells placed around their necks. The settlers had to fence in their crops to keep the animals out." Rail fence, ditches, sod embankments, and osage hedge were used for this purpose. Barbed wire was invented much later.

Chester C. Bratten Photo

Castle Inn as it appears today.

"A tavern was built, to lodge the newcomers until they could stake their claims."

These families had some time for reading, around their candles or lamps in the evening, especially in the winter. The newspaper was the chief dispenser of news, and probably, then as now, newspapers from Chicago, though often a day or two late, were the dailies read by Brush Hill citizens. Eventually there were a few county papers, such as the *Naperville Observer* and the *Lockport Courier,* but these were confined mostly to the towns in which they were printed.

Chicago newspapers of the 1850's and 60's had larger pages than the papers of today, though not so many, and the type was smaller. They carried many special dispatches "by telegraph" from distant places and much space was given to happenings of a general nature throughout the world. Advertisements were mostly small and very numerous. Many of them extolled the virtues of remedies of one kind or another such as:

BUCHAN'S HUNGARIAN BALSAM OF LIFE
The great English remedy for colds, coughs, asthma, and consumption.

(1846)

Or, from a paper of an earlier period:

> Dr. L. B. Crane's Vegetable Ointment for the prairie itch.
>
> (1839)

In the same year a state lottery, called "a brilliant scheme" was advertised. This was authorized by the legislature to raise money for the purpose of draining swamp lands.

In 1864 C. H. De Forrest was notifying the public of his hoop skirt manufactory and sales room at 84 Lake Street in the city.

Nor was the press of that day lacking in bits of wit and wisdom. In issues of 1854 these are found:

> No man can avoid his own company, so he had best make it as good as possible.
>
> Spell murder backwards and you have its cause.

For entertainment in the city there were announcements of the Lyceum, the Athenaeum, and exhibits such as *Napoleon's Funeral,*

Toll Gate House was built during the 1840's.

shown in the evening at the City Hall, besides *The Sea of Ice* and other performances at McVicker's Theatre, and at the Coliseum on Clark Street.

And if you would like a sample of pioneer food, here is a recipe for corn bread that appeared in *The Chicago Democrat* August 3, 1842:

"Take corn meal, a sufficient quantity to make a stiff batter with 3 pints of sour milk; 3 eggs well beaten; 2 oz. of shortening; 1 gill of beet molases; a little salt and saleratus; grease pan well and bake quick."

The Brush Hill folks had neighbors at Cass, Lyonsville, and Summit to the south, Pierce Downer's settlement to the west, Lyons on the east, and Addison up north. In those days the people of these surrounding towns were looked upon as close neighbors. A wagon trail that is now York Road led north to Addison, another now called the County Line Road, led south to the Plainfield and Joliet Roads. Cass usually was reached over the southern extension of what is now Garfield Street, or over the route of the present Highway No. 83. Ogden led east to Lyons and Chicago, while Downer's Grove was reached by another set of wagon tracks, which later became the road cutting through the course of the Hinsdale Golf Club.

The main east-west road through Brush Hill was improved some as early as the 1840's, and it became known as a "turnpike" with toll gates at intervals to help defray the cost of improvement. These toll gates lingered on through the era of the plank road bubble.

Before the building of the Graue grist mill, on the south bank of Salt Creek at York Road, Mr. Torode erected a saw mill on practically the same site as early as 1845. The house opposite the present mill, on the north side of the creek, is said to have been constructed of lumber sawed there. (A recent remodeling of the building, now a tavern, revealed the original timbers of black oak) . The Torodes built a house in 1842, using stone from a nearby quarry bound with mortar made of native clay and straw. In that same quarry many youngsters have gone swimming during the past seventy-five years. In 1844 John S. Coe opened his blacksmith shop, using an anvil he had hauled all the way from his former home in the East. Later he operated a general store.

A second tavern was built, this one on the north side of the road, a little east of the Cass Street intersection. It became known as the Grand Pacific, and later, as Fullersburg Tavern. There was also a corral for transient live stock in town over night while being driven

to the city. The fact of two taverns being required in such a small town is ample evidence of the density of the horse-drawn, and oxen-drawn traffic that must have passed through. At one time John F. Ruchty, father of Mr. George E. Ruchty operated both of these inns.

As far as we have been able to determine, Brush Hill "just grew" from this time forward. People came through continuously, the flow of traffic being mostly westward for a number of years, and every so often a man or a man and his family, would pull up at one of the inns in his prairie schooner and "anchor" for a while, then settle down on a piece of land. Prior to 1855, especially after the plank road was constructed, the travel through Brush Hill was heavy, both to and from the city. But for this it would have been a quiet little town indeed, with the only other sounds coming from the blacksmith shop, a few boys, girls, roosters, and dogs. The population in 1855 was 200.

It must have been less than that in 1839. That was the year in which Du Page County was formed. In that year also, a political convention was held in the county, at which a "Committee of Vigilance" was appointed for each of the precincts, and to serve on this committee for their precinct, these men were appointed from Brush Hill: Levi C. Aldrich, William Fuller, Sherman King, and J. G. Yorrick.

The Chicago newspaper in which this announcement was found gives no hint of the purpose of the "committee of vigilance," nor do either of the two histories of the County. The committees could have been appointed for police protection, but in as much as they emanated from a political party, perhaps we are safe in assuming that they were the pioneer counterpart of the modern "ward heeler."

Here is another of the rare items of news about Brush Hill found in Chicago papers of the day. This one appears in an issue of August 13, 1847:

"A man died at Brush Hill, in Du Page Co., on Saturday night last. He had left Chicago that day, arrived at Brush Hill in the evening and put up at a tavern for the night. Being unwell he got some medicine of a doctor that lived there, and died during the night. On Sunday he was boxed up and buried in a pasture. The people there do not know his name, or where he belonged. The fact of his having a load of crockery may lead to the discovery of his name and residence. Not having got his load at Mr. Burley's Crockery Store it is probable that he got it from some of the warehouses."

This announcement adds a touch of color to our picture of the town in those times, and it implies that taverns of the day kept no

register books for guests. Concerning the doctor's medicine, there is no comment.

The hotels had various proprietors and owners as time passed. Grant, Fuller, Walker, Ruchty, and a man named Lugin are the names usually seen in connection with the ownership or operation of these inns.

The war with Mexico started in 1846 and a meeting was called at the county seat in June of that year to raise a company of volunteers. Perhaps a few men from Brush Hill attended, and it may be that some of them enlisted. Possibly we never shall know. The service lists for that war indicate the recruit's place of enlistment, but not his place of residence, and none of the living old-timers remember having heard of any Mexican War veterans among the villagers.

* * *

In April 1854 a Vermonter, Alfred L. Walker arrived in Brush Hill. With him were his wife Fanny Ann, his mother Sophia Pettigrew Walker, and a son Clifford. This family came out by stage coach to Chicago, then west over the plank highway to a house on York Road, where they remained for some time while looking for farm land.

From Benjamin Fuller, Mr. Walker bought more than 300 acres, also the tavern and Castle Inn, and moved into the latter, where the family remained until their house was built. This was to be a commodious farm house. Placing it according to present-day landmarks, the house stood east of Garfield, at the eastern end of Ayres Avenue. Remnants of the house now are incorporated in the home of Mr. W. F. Price at 429 N. Garfield. Thus Mr. Walker's house was the first to be erected within the boundaries of Hinsdale as they were before Fullersburg was annexed. The Lane was so named by Mrs. E. F. Hines, Mr. Walker's grand daughter, because it actually was the lane through which the cows came up to the barn when the place was a farm. A patent for the Walker property was issued originally to one Grove Lawrence of New York State and signed by Martin Van Buren Jr., Secretary to President Van Buren. This document has been preserved in the Edward Hines family. Later the land was deeded to one Joseph Battells, then to Benjamin Fuller, and finally to Alfred Walker.

A progressive farmer, coming of a long line of New England agriculturists, Mr. Walker experimented with various farm produce, the

Test & McQuarrie Photo

Household articles brought from Vermont by the Walkers, and flax grown on their Hinsdale farm.

1. Ink Well, 2. Flax, 3. Mr. Walker's Spectacles, 4. Spatula, 5. Spoon, 6. Carpet Bag, 7. Cheese Tester, and 8. Wooden Chopping Bowl.

preparation of meat, and the manufacture of cheese and other things. This was recognized by the Federal Government as a "model farm," to which it assigned a Japanese, Ineye Katsumasa, to be educated in American agriculture.

According to Blanchard, one of the County historians, there was not a dwelling house within several miles, to the south, when the

The Walker farm house stood at the eastern end of Ayres Avenue.

Walker home was built, in 1857. The wolves were numerous then, and a bear occasionally was seen poking its nose through the rails of the pig pen. The farm proper was north of Hickory Street; south of there it was partly wooded, which gave the name Walker's woods, or Walker's grove to the wooded area at the northern end of Elm Street.

Mrs. Hines now has various articles her grandparents Walker brought with them from the East. Among these are the ones pictured on page 57.

At this point let us turn to a state of Illinois business directory for the year 1854. For Brush Hill it gives the following names and occupations:

Josiah B. Dodson	Attorney
John S. Coe	Blacksmith
Alva McDonald, Elias Ostrander	Boot and Shoe Makers
Luther Couch, Mark Davis, Franklin Packard, E. Winship	Carpenters and House Builders

F. Leonard, *Episcopal*.....Clergyman
Jacob W. and Benjamin Fuller.....Dry Goods Store and General Merchants
Frederick Graue, Wm. Ashe.....Flour and Grist Mill
John Fuller.....Hotel
Benjamin Fuller.....Postmaster
Geo. M. Fox.....Physician
Arthur Young, Fred Graue, Wm. Ashe.....Saw Mill

A flourishing enterprise, started after publication of this directory, was Henry Bohlander's harness shop which was patronized by farmers within a long radius. Henry was the father of George Bohlander, harness maker and violinist. Henry Dietz operated a slaughter house and meat market during the 60's and 70's.

A number of grist mills were erected in this region between 1830 and 1860 and one of these was built by Frederick Graue, on Salt Creek. After purchasing 200 acres of land, mostly north of the creek, Mr. Graue, in 1849, completed a mill building which had been started two years previously. This was near the site of the former Torode saw mill, which had burned in 1848.

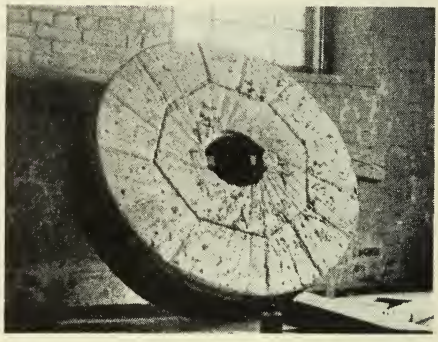
The foundation stones for the Graue mill were quarried near Lemont, the white oak for the timbers of the building was cut in that same district, the bricks were manufactured in the brick-yard back of Morell Fuller's home, from clay dug in the vicinity. Some say that Mr. Graue originally devised his own mill machinery, but that later he bought some in the East, and that a millwright came from New York to install it.

The first dam here was built of logs and brush, as the Indians used to build them, by that versatile Sherman King whose name appears so frequently in the early annals of the village. This dam was replaced by a crib-and-plank type dam in the 1870's. Originally, power for the mill was obtained from an under-shot wheel, like the one that is there now, but later, in 1868 a water turbine drive was installed, the turbine being shipped from Springfield, Ohio.

The volume and velocity of the flow of water, which was adequate for operating this mill in the early days, seemed to diminish over the years until, in the 1870's, it became necessary to supplement the water

Graue's Grist Mill

Interior, First Floor



One of the Mill Stones, Dismantled

The Mill Race

power with a small steam driven engine. At first this steam plant was on the island just north of the mill race. Later it was moved to the east side of the mill building. Apparently the flow of Salt Creek became less reliable during the mill's useful life, covering a span of 70 years.

Mrs. William Graue, grand-daughter-in-law of the original Frederick, was an old lady when she died a few years ago. She had come to the red brick dwelling south of the mill as a bride, and her husband inherited the mill in 1881.

In an interview shortly before she passed away, Mrs. Graue told how the mill ground whole wheat, white, and rye flour, and feed for farm animals. Sorghum, maple syrup, and cider also were produced there. She remembered Indians living in huts on the north side of the creek, on a clearing east of York Road; how they would wander over to the Graue's place when the syrup was being boiled down, and how the family would always give them some of it, spread over corn cakes. Today, in the parlor of the Graue home, there are various Indian implements and relics.

Her memory seemed quite clear also concerning a visit paid to the mill by the State Legislator Abraham Lincoln, one day while he was journeying through here from Chicago. Lincoln chatted with the elder Graue for a bit before continuing on his way.

Historical side-lights often turn up in unexpected places. Many years ago Mr. Graue employed one Patrick Kammeyer as foreman of his mill. Kammeyer, who not only worked there, but also made his home in the mill building, evidently was a thrifty and thoughtful individual; for in 1926, at the age of 88, he drew up a will and sent it to his brother residing in Rome, New York. In the letter transmitting this will, he said, among other things: "When I die I want you to have everything I own. I have saved more than $4,000. This money is in a box hidden in the mill. It is yours when I die." Directions for finding the money were not explicit.

Two years later Kammeyer dropped dead; and soon afterward relatives came from the East to search the building for the money. They did not find it.

In 1934, while the building was in process of restoration by the Civilian Conservation Corps, a worker uncovered some money behind bricks in one of the interior walls. The money is known to have consisted of the old-style large paper currency, because a few of the bills

were seen by others, one of them having been spent at the tavern across the stream. When interviewed, the worker said the money was only of a small amount. The exact amount has never been determined.

The settlement known as Brush Hill was incorporated as a village in 1851 and what was more natural than "Fullersburg" as a name for the newly organized town, with so many Fullers living there-about and having had such a large part in the shaping of the community. Rumor has it that sentiment was ripe for a change in name anyhow, because Brush Hill, in the olden days had been chosen as a hidingout place by certain gentry who stole horses, and that this rightly or wrongly, had left a slight blot on the town's reputation.

Fullersburg it was, when Fort Sumter was fired on in 1861, and soon thereafter the school house at the foot of cemetery hill on Ogden Avenue was serving as a recruiting station, enlisting men for the war, with Julius Kurth one of the volunteers acting as recruiting officer. Here Christian Henrick, Henry Hahn, Fred Werden, George Hoehne, Morrel Fuller, John Schultz, and Charles Gager joined the Union forces, and there the same little school house stood until about 1938 explaining the three R's to new generations of Fullersburg youngsters. Miss Alice Warren and Miss Emma Ostrum are among those of Hinsdale who attended there.

Many places throughout the northern states have, according to rumor, tradition, or fact, been designated as stations of the "Underground Railroad," that system by which "contrabands" from southern plantations made their way north, to freedom. It is a fact that Fullersburg was one of these points of slave refuge and transfer, and John S. Coe was the man, or at least he was one of those who served as station master. Activities that are conducted in secret usually go unchronicled, but in the absence of documents or personal diaries of those events, we quote this word-picture from a 1923 issue of the *Chicago Daily News:*

A REFUGE IN THE DAYS OF SLAVERY

"In the little Hamlet of Brush Hill not a light is to be seen. The two stores, the taverns, the grist mill, the half dozen houses shrink into the protecting shadows of the huge elms and maples and are hardly visible from the road. The white-painted posts at the bridge loom weirdly against the somber curtain of willows along the banks of the mill stream.

"A farm wagon, driven by an obscure figure muffled to the ears in a great coat, rattles across the bridge and continues on to the turnpike. The bed of the

wagon is covered with a tarpaulin. An hour or so later the wagon rattles over the bridge across the Desplaines near Riverside and continues northeast over the route of Ogden Avenue. Near dawn it draws up quietly before the barn at the rear of the residence of Philo Carpenter, at Randolph and Carpenter Streets. A light in a first floor window blinks a signal that 'all is well.'

"The driver pulls off the tarpaulin, and three figures crawl from the pile of hay in the wagon-bed and dart toward the cellar door of the Carpenter home, which opens to receive them and closes behind them. The driver makes his way to the Bull's Head Tavern to find refreshment for man and beast."

When Mr. Heman Fox was a boy, he saw two sleigh loads of negro slaves pass his father's house at Ogden and Lincoln one day before the war. The cargo was covered to resemble a load of live stock.

* * *

For want of better accommodations in a pioneering community, Loie Fuller was born in the little Castle Inn. It was an extremely cold night during the 1860's, and the bar room of the hotel had the only cast iron stove that gave off enough heat for such an important event. The neighbors, though perhaps not the transients, who were not aware of these proceedings, were willing to forego their use of these quarters until the new arrival and her mother were up and around.

After Loie was able to walk, her parents took her with them to several presentations of the Chicago Progressive Lyceum, that early movement toward culture which a few of the living still can remember. On one of these occasions, when Loie was two and a half, she slipped away from her parents, climbed up on the Lyceum platform and recited the prayer she had learned to say at home. There was applause, and she returned the salutation. This initiative and acumen impressed the manager no less than it surprised the parents, but most of all it was an early indication of Loie Fuller's native talents. Thereafter she did Mary's Little Lamb at the Lyceum, and not many years were to pass before she began taking parts in plays at other theatres. She had a rare gift of being able to remember pieces after one or two readings, and of giving expression through movement as well as speech.

During the gas-light era Miss Fuller, in her early Twenties, was traveling from one place to another in the United States experiencing the fluctuations between success and disappointment that are known to most of those who become prominent on the stage. In the East she created her Serpentine Dance, acquired a manager, and, accompanied by her mother, went to Germany to try her fortunes there.

In Germany she was beset with troubles. The Opera house was closed and only a music hall was available for her appearances. Her mother became seriously ill, and soon her manager quit. Despondency affected her performances; the music hall contract terminated, so, until her mother was able to travel, she was reduced to the necessity of appearing in a beer garden. This time they moved to Paris.

In that city she found her Serpentine dance being imitated at the Folies-Bergère, and Loie considered it such a poor imitation that she induced the manager of the theatre to employ the originator of the dance instead.

It was at this point in her career that Loie Fuller's fame as a dancer had its beginning. In Paris she devised other new dances: The Violet, the Flame, the Butterfly, Fire and the Lily, and others. Electric lights had arrived and Loie displayed ingenuity in the arrangement of lighting effects for her dances; lights of changing color, some overhead, others shining through glass in the floor of the stage, all of this as mere trimming, however, to her natural charm and terpsichorean vivacity.

There were more trials. A contract to appear in St. Petersburg had to be broken because of her mother's illness, and the Russians brought suit making her pay large damages for breaching the contract. She made many friends in Paris, however, and the reputation she was building there held much promise for the future. Sarah Bernhardt, whom she had first met in America, attended some of the dancer's performances and solicited her advice concerning lighting arrangements for her new play that was about to open there. An old friend Loie had met in Jamaica introduced her to Alexander Dumas, through whom she became friends of M. and Mme. Flammarion, the astronomers, and Rodin the sculptor.

Children were fascinated by Loie Fuller's dancing; the dances were so fairy-like and appealing to a child's imagination. After a certain performance for children one little girl was taken behind the scenes to meet the dancer, who by that time had changed to her street clothes. According to Miss Fuller, this tot, when she saw her, said to her mother, "No, I don't want to meet her. She's just a fat lady, not the person I saw dancing."

Royalty too (it was still in vogue in Europe at the turn of the century) liked to see Loie Fuller dance. She appeared at the palace in Bucharest for Princess Marie, the two becoming life-long friends there-

after. She danced for the Duke and Duchess of Mecklenberg at the Hague, and for the king of Senegal at the Colonial Exposition in Marseilles in 1907. Queen Alexandria of England went to the theatre to see her dance in Paris.

An appearance at the Chinese court was cancelled after the journey to China had started, because of the illness of her mother. By now she had given her interpretation of the Dance of Fear, from Salome, and had created her Dance of the Pearls, and others. One time, when she was dancing at the Athenee in Paris a group of students showered the stage with violets. After the performance they unhitched Miss Fuller's horse from the carriage and themselves drew the vehicle to her house, with her in it.

As her personal appearances tapered off with the passing of the years, Miss Fuller helped several aspiring younger artists along the road to success. She sponsored two or three Japanese theatrical companies, largely through her interest in things Oriental and in one little Nipponese actress in particular. For one of these troups she wrote the plays, and they were successful wherever they appeared. She helped a poor dancer toward a career, and other people, who were blind, or in need of one thing or another.

At a function given in honor of Kawakami, a notable Japanese playwright, who understood neither French nor English, and at which there were none present who knew Japanese, Miss Fuller acted as interpreter. How? By means of interpretive gestures, of which art she was master; and they were understood by the others at the gathering.

Anatole France, in his introduction to Loie Fuller's autobiography says, among other things: "This brilliant artist is revealed as a woman of just and delicate sensibility, endowed with a marvelous perception of spiritual values. She is one who is able to grasp the profound significance of things that seem insignificant, and to see the splendor hidden in simple lives.—not that she is especially devoted to the lowly, the poor in spirit. On the contrary she enters easily into the lives of artists and scholars. She has formulated, without desiring to do so, and perhaps without knowing it, a considerable theory of human knowledge and philosophy of art." *

* * *

* Summarizing *Fifteen Years of A Dancer's Life,* the autobiography of Loie Fuller.

The class of 1889, Fullersburg School.

By the year 1874, when an atlas of the county and its principal towns was published, Fullersburg had emerged from the frontier and was acquiring the aspects of a residential village. Where the main road ran through, it was called Main Street. York and Cass Streets joined to cross it north and south. Jackson and Washington Streets were being developed, lots had been plotted, and a few more homes were going up within the village.

Owners of the land surrounding Fullersburg at this time, most of them being resident farmers, were Marvin Fox, D. K. Foot, David Thurston, T. S. and J. W. Rogers, John Hemshell, C. Fellows, A. McAllister, David Roth, Benjamin Fuller, M. Coffin, Fred Graue, D. and H. Mayer, A. Frank, H. Bergman, F. Wegner, Winkelman, and Boerger.

Before publication of the 1874 atlas, there were three farms in particular adjacent to Fullersburg which were to be associated with the development of Hinsdale. These were the farms of Jarvis Fox, Anson Ayres, and Alfred Walker, all three of them extending southward from Ogden Avenue, to about the line of present-day Chicago

Ave. The Ayres farm was on the west, Fox in the middle, and Walker on the east. All three of these properties eventually were subdivided into Hinsdale home lots.

Have you seen that attractive little white church on the sloping west side of the northern extension of Washington Street, a little south of the Creek? The church is especially picturesque when viewed across the meadow from York Road. It was established in 1878 and called St. John's Lutheran by the eleven German families that built it. Later, the name was changed to St. John's Evangelical and Reformed Church. At first, the German language was used in its services, but this has long since been discontinued. Since the beginning, its membership has been drawn from both farm and village. Charter members of St. John's Church were Joachim Ross, Henry Heinke, Frederick Timke, William Ostrum, Charles Schmidt, J. H. Papenhausen, and John Bohlander.

We come now to 1886, a year in which the state of Illinois published another business directory. Since the first directory in 1854, there have been many changes and additions:

Reverend F. Boeber is listed as a Lutheran minister and Physician.
W. Bullerman ..... Blacksmith
C. T. Coe ..... Manufacturer of Birch Beer
W. Delicate ..... Painter
H. Flechtner ..... Mason
Almeron Ford ..... General Store
Adolph Frosher, William Wegener ..... Carpenters
Morell Fuller ..... Plasterer
(He was also a musician. When square dances were held it was Morell Fuller who furnished the music with his violin.)
Fred Graue ..... Miller
S. Heineman ..... General Store
W. Hix ..... Meat Market
John C. Eidam, H. Ignatz ..... Blacksmiths
C. Karnatz ..... Shoemaker
William Ostrum ..... Mason
John F. Ruchty ..... Hotel, and Ice
Paul Rudolph ..... Physician
Fred Tunk ..... Wagon Maker
Richard Wrede ..... Shoemaker
Ernest Zschack ..... Saloon, General Store and Dance Hall
Almeron Ford ..... Postmaster

The village of Cass, on the Plainfield Road southwest of Hinsdale, was an early neighbor of Brush Hill, so much so that the road leading south from Brush Hill was called Cass Street. In 1851 Benjamin Fuller, J. S. Coe, and D. W. Boyd of Brush Hill had petitioned the county to build a road between the two places. This road would have cut diagonally across the site of Hinsdale, and the route actually was surveyed, but the road was never constructed. There was talk of other developments in the same area and possibly the people of Brush Hill foresaw a day when they would have neighbors closer than those at Cass. Indeed much closer; for seventy-two years later Brush Hill was to become annexed to the village of Hinsdale.

CHAPTER VI *Coming of the Railroad*

IN THE 1840's the carriage of freight in northern Illinois cost the shipper about $10 per ton for twenty miles, a charge that was so high as to deter commercial expansion. Passenger travel was uncomfortable. So it was not long before rails were laid, running westward from Chicago. By 1850 this road, the Galena & Chicago Union, had reached Elgin and was aiming for points beyond.

Another thriving settlement to the west, Aurora, was in need of better transportation. So the enterprising citizens of that place obtained a charter from the state legislature, in 1849, to build a railroad from Aurora northward, to connect with the Galena & Chicago Union, thus giving Aurora access by rail to the city of Chicago. This juncture-point with the Galena line was Turner's Junction, later to be known as West Chicago. Over wood and strap-iron rails the new line from Aurora was soon hauling its cars all the way to Chicago, and it was named the Aurora Branch Railroad. This new road then expanded westward from Aurora to Mendota, to Galesburg, Peoria, Quincy, and to Burlington, Iowa, and eventually its name was changed to the Chicago, Burlington and Quincy.*

It was not long before the need of a direct route between Aurora and Chicago became apparent, to avoid the 12 miles from Aurora northward to Turner Junction before entering the city. Rails of its own, leading into Chicago, were advisable for other reasons also. The time could be foreseen when traffic would be heavy enough to demand double and perhaps triple tracks over the city approaches, and land for freight terminals, yards, maintenance, and switching facilities would be needed. But in addition to these requirements, the towns of Lyons, Brush Hill, Downers Grove, Lisle, and Naperville wanted a railroad to pass through their communities. Although the name of Mr. Alfred Walker does not appear on the petition of these towns (Page 70) he too was desirous of having the rails come through; so much so that he donated the southern fringe of his farm lands for road-bed purposes.

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* During this year, 1949, the C B & Q observes its "milestone 100."

To the President, Board of Directors and Stockholders of the Chicago, Burlington & Quincy Railroad Company.

GENTLEMEN:

We respectfully beg leave to submit for your consideration a few facts connected with the building of an independent track from Chicago, via Naperville, to connect with your road at Aurora.

This route, which is at present deprived of Railroad facilities, is not surpassed for diversified beauty and productiveness by any section of Northern Illinois. With these natural advantages it is not surprising that it is now for the most part thickly settled with an enterprising population.

No section of the country between Lake Michigan and Fox River affords equal inducements to the farmer and mechanic, and no part of the West, of easy access to Chicago, presents the same attractions to families in the city who are seeking residences in the country; for, while no portion of the route is too remote, it lies through a beautiful region which is proverbial for its healthfulness.

We would add, for your consideration, the following statistics of the business transacted during the past year at the different points on the route of your contemplated road.

LYONS, ten miles west from Chicago, is a point which your road would soon bring into notice for business and for suburban residences, and although it is but a short distance from Chicago, its business would be desirable to any Road. It is estimated that this would be one of the most remunerative stations within fifty miles of the city. There are inexhaustible quarries of stone here of the very best quality for lime and suitable for building purposes. The demand for rubble stone, for the city of Chicago, on this place would be immense, and could be supplied to any extent.

The Lime business, as now carried on, has furnished, during the past year, to Chicago, over 100,000 barrels, equal to 20,000,000 lbs., at a cost for transportation of more than $13,000. Your road would open a new and extensive market to this business, from the west, which could be supplied to any amount.

There is an extensive Brewery at this place, which now furnishes freight equal to one car-load per day. With Railroad facilities this establishment would more than double its present freight, for at least nine months in the year, and has capacity to supply any increased demand which the building of your road would create.

Other local freights, not enumerated above, would equal, if not exceed, any other station within the same distance from the city of Chicago.

BRUSH HILL, six miles west from Lyons and sixteen from Chicago, is the centre of a well settled and productive country, where a fair business is now transacted, and, with a Railroad, would soon grow into importance. There is a Flouring Mill at this place which keeps two teams constantly on the road to and from Chicago.

DOWNER'S GROVE, five miles west from Brush Hill and twenty-one miles from Chicago, is also the centre of a rich farming country which is well settled. This point would draw the business of a large section, the produce of which now finds a market either at Lockport or is taken directly to Chicago by teams. The grain raised in this section of country, which would make this its depot, during the last year was 397,560 bushels.

The merchandise tonnage for the same time, to and from Chicago, amounted to 250 tons or 500,000 lbs., besides Lumber. That may be safely estimated at 550,000 feet, or equal to 1,650,000. Total, 2,150,000 lbs. freight. The passenger traffic at this point would be no inconsiderable item.

NAPERVILLE, the county seat of Du Page County, seven miles west of Downer's Grove and 28 miles from Chicago, is situated in as productive and well settled a portion of the country as can be found in the State.

Its population exceeds 2,000. It is over seven miles south of the Galena and Chicago Union Railroad and three miles from the village of Warrenville, a flourishing town, with a good business, a flouring mill and a saw mill.

On the south, twelve miles, is the village of Plainfield, and on the south-east, Lockport, fifteen miles, and Joliet twenty miles. These are the nearest business points in this direction.

Naperville enjoys a large trade from the country for many miles around, drawing business from the north, south and south-east—principally from the south and south-east.

There are eighteen stores in this place, a large plow and wagon factory, and other manufactories, two lumber yards, two extensive breweries doing a large business and keeping in their employ six teams, two flouring mills and two saw mills at and within

one and one-half miles of the town. Few towns with Railroad facilities, and none without, having continued to thrive equal to this.

The produce of this section finds its way to market by the G. & C. U. R. R. and by teams to Lockport and Chicago direct, at least nineteen-twentieths of which goes to the two latter places.

The amount of grain raised during the past year, in the section of country that would make this point its depot, was as follows:

Wheat, - - - -	215,236 bushels.	Corn, - - -	239,300 bushels.
Oats, - - - -	285,960 "	Rye, Barley and Wheat,	22,436 "
Vegetables, - -	85,052 "		

The amount of Wool marketed at this place last year was 71,000 lbs. The above amount of grain was obtained by actual census, under direction of the Du Page County Agricultural Society.

The merchandise tonnage for the past year, to and from this place, was 3,900 tons, or 7,800,000 lbs. Lumber for dealers, 2,000,000 feet, or 6,000,000 lbs. Estimated amount of lumber for others, 750,000 feet, or 2,250,000 lbs.—making a total of 16,050,000 lbs. freight.

There are two lines of stages from this place to the G. & C. U. R. R., each making two trips daily to and from said road, which carried, on an average, during the past year, twenty-six passengers per day; making an aggregate of 8138 passengers per annum. It is estimated that *at least* one-third as many more go and come by private conveyance, making a total of 10,851 passengers to and from this point annually.

This town is well supplied with lime and stone for building purposes, and gravel which could be used for ballast.

The foregoing statistics, for the accuracy of which we hold ourselves responsible, founded, as they are, upon facts, show the actual business of the different points without Railroad facilities. We firmly believe that the business of all kinds, in the section alluded to, would quadruple within two years from the completion of your road.

No Railroad leaving Chicago traverses as beautiful and well settled a section of country as would your contemplated road. We confidently believe that the business between Chicago and Aurora would be as remunerative as any section of your road of equal length. The passenger traffic alone, on this route as shown above, would be very large. Not on this part of the road alone would this be increased; but by bringing Aurora in direct communication with Chicago, by a straight line, and shortening the distance *over* six miles, the number of passengers would doubtless increase. As before stated, most of the grain and other produce of this section now finds market either at Lockport or Chicago direct, which would find its way to market over your road.

As representatives of the people along the line of the proposed road, we offer you their united support and pledge you the right of way between the west line of Du Page County and the Desplaines River at Lyons,—embracing some twenty-four miles of the route,—and probably the greater portion of the distance from the last named point to the city limits of Chicago,—free of cost, provided the road is soon built.

July 28th, 1858.

MORRIS SLEIGHT,
JOS. NAPER,
JOHN COLLINS,
GEORGE MARTIN,
JAS. G. WRIGHT,
HIRAM BRISTOL,
S. M. SKINNER,
JOHN JASSOY,
} Members of Committee residing at Naperville.

H. CARPENTER,
WALTER BLANCHARD,
} Downer's Grove.

FREDERICK GRAY,
BENJAMIN FULLER,
} Brush Hill.

STEPHEN WHITE,
F. T. SHERMAN,
S. T. SWIFT,
} Lyons.

With arguments and reasons accumulating daily in favor of the new line, the die was soon cast. The following resolution, adopted at the C B & Q stockholders meeting June 20, 1862, set the machinery in motion, and it gives expression to the chief factor in determining the location of Hinsdale:

Resolved, that the Board of Directors of this company, be and they are hereby authorized to construct a branch road from the company's main line, in the city of Aurora in Kane County, to, and into the City of Chicago, by the way of Naperville, and to acquire depot and station grounds, and such other lands as may be required . . . pursuant to authority granted by an act of the Legislature etc., etc. . . . .

It will seem strange to present-day readers that the directors should have referred to the new line as a "branch road." It was, of course, so considered because the main line at that time was the one to the north of us.

Actual construction was hampered by the war between the states which made labor scarce and slowed the delivery of materials. Little mention was made of the progress of the new line in the Chicago papers of the day, owing partly to the preponderance of war news. The conflict was entering its crucial stage, and in Chicago at this time there was a flurry of excitement arising out of an alleged conspiracy to free all the Confederate prisoners at Camp Douglas, out on Cottage Grove Avenue. Moreover, there was censorship of news about railroad and industrial building. Confederate spies are known to have operated in Chicago, one having been captured there in 1862. A Railroad strike during the latter part of the war did nothing to help the project, and the winter of 1864 was one of the most severe on record.

Although Frederick Graue (spelled "Gray" in the petition) and Benjamin Fuller of Brush Hill were among the petitioners for the new road, the line was not run directly through their village, because of engineering considerations, having to do with land contours and the desirability of straight track wherever this could be achieved. Also there were difficulties in building south of Fullersburg. The "flats," that stretch of land between Highlands and Western Springs, which then was an extensive swamp where boating and skating were popular, presented a serious obstacle. Old timers remember stories of the new track and its embankment sinking into the mire. Some say that a few cars sank out of sight one night, as happened on a section of the Cana-

dian Pacific when it was building. Whether that occurred here is open to question, but in the railroad company's annual report of 1865 we find this statement: "A large amount of earth-work has been done between Lyons and Hinsdale, where the road crosses a low marsh, in consequence of the sinking of the embankment for a distance of about 700 feet." Further, the report says, "New fence has been built along eighteen miles of the Road, which completes the fencing." This was to keep the cows off the track, a problem that presented more difficulties through the suburbs than it did out in the country! These fences are noted in early sketches of scenes along the line.

It seems strange to picture a railroad construction crew at what is now the center of town, when there was nothing else here at all, other than temporary quarters for the track workers and Mr. Walker's farm buildings a quarter of a mile to the north, with perhaps a path and a wagon trail here and there.

Finally the rails reached all the way to Aurora, and on the morning of May 23, 1864, *The Chicago Tribune* carried this news item:

"The new line of the Chicago, Burlington and Quincy Railway between this city and Aurora is completed, and the cars have been running over it for several days past. This new road will bring us into direct railway connection with Lyons, Brush Hill, Downers Grove, Naperville, and other points . . . a matter of very considerable interest to the residents along this new line, as also to our city. This arrangement is very important to the Company, as every railway must control its termini in order to do an independent really successful business."

The new road was double tracked from Chicago to the Desplaines River, and consisted of a single track from there to Aurora. According to the Land Owner map of 1869, (see back end-sheet) there were two passing tracks where the line ran through Hinsdale, and the station was located between the two sidings, a little west of Washington Street. This first passenger station was erected in 1864, and has served as the freight depot since the present passenger station was built. The old building, still west of Washington, has been altered occasionally, to meet new conditions, but its remaining walls are of the original brick.

Hinsdale's rail fans will be interested in this 1864 letter written by Edward L. Baker, Chairman of the C. B. & Q., to C. G. Hammond, Superintendent in Chicago, concerning the purchase of two locomotives.

Boston, 6th Mo. 18th 1864

C. G. Hammond, *Esq.*

Esteemed Friend

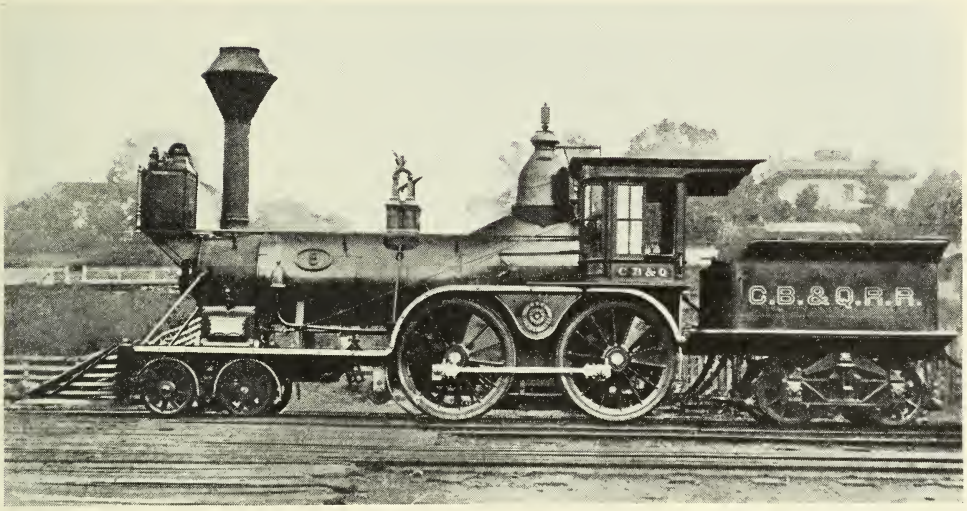
Your favor of the 15th is at hand. The engines were bought today for $21,000, the two. They have just been painted and varnished, one of them is having cylinders cased with brass instead of iron . . . . I have set George Weed at work to get a good Master Mechanic to inspect the engines before delivery, and to get a good trusty engineer started with them from Concord, N.H. with plenty of oil to put them through by way of Troy and Buffalo.

Yours very truly,
Edward L. Baker

These "funnel" stacked veterans were to pass and re-pass through Hinsdale hundreds of times after their arrival from New Hampshire.

The cars of that day, viewed from the outside, were square looking at the ends, and were painted a bright color. Inside, the seats were arranged much the same as they are today except that there were no long side seats near the doors of the car. But space was provided for a stove at each end, though sometimes a single stove served, in the middle of the car, with a box of wood for fuel. Kerosene lamps gave light. The car trucks were a combination of wood and iron members, bolted together. At this date air brakes had not arrived, nor had the automatic coupler. Hand operated brakes, and the old link and pin coupler were to serve until well along in the Eighties.

Train dispatching by telegraph had become standard practice back in the Fifties, but automatic block signals, electrically operated, were a long way off. The old "high ball" signal, consisting of a sphere about eighteen inches in diameter which could be raised or lowered on a high pole, had been replaced by the hand operated semaphore. With the dispatching of trains by telegraph, "train orders" became standard practice. The engineer was handed a written message, before starting on a run, instructing him concerning other trains he was to meet on the way, the stops to be made, and any other information that was pertinent to a safe and expeditious journey. These train orders were subject to cancellation and revision, in which event the engineer would be handed new orders at some station along the way, all these arrangements being made by telegraph. Operators of telegraph instruments were important people in those days, for the safety of trains depended upon the accuracy of their messages; and special examples of alertness



Courtesy of the C. B. & Q. R. R. Co.

Number nine hauled trains through Hinsdale between 1865 and 1885.

on their part often were mentioned in the novels of the period, in which the dispatcher frequently was the hero of the story.

According to the company's records, two passenger cars were converted into sleepers in 1859. A contract for laying track in 1865 called for rail weighing "not less than 50 pounds to the yard" and for "iron chairs," these preceding the present-day tie plates. The prevailing length of rail in those days was 27 feet. Today's rail weighs well over 125 pounds per yard, and is 35 feet long.

The locomotive shown in the accompanying photograph is one that hauled trains through Hinsdale during the period 1865-85. It was an experimental engine. Note the driving rods are on the inner sides of the wheels; the rods worked on crank throws on the axles, instead of on crank pins on the outer sides, on the wheel hubs. The design was not continued. Originally a wood burner, later changed to coal, this locomotive was built in the early 1850's.

The length of the new line was 35¼ miles. The maximum grades east and west were 28 feet to the mile and the highest point was 140 feet above the level at Chicago. The grades have been reduced over the years.

* * *

CAUSE AND EFFECT. What resulted from the building of this railroad line? The first, and one of the most portentous results was the arrival of Mr. William Robbins, a most unusual person. Originally from New York state, Mr. Robbins, who joined the Forty Niners as a young man, was a merchant on the Pacific coast for a while, but returned. He finally entered the real estate business in Illinois. Having sensed the impending development of Chicago's western suburbs, he bought eight hundred acres of land here in 1862, built a house the following year, the one (remodeled and enlarged) now occupied by Mrs. S. W. Banning at 120 E. Fifth Street. He fenced in a large part of the tract and started out as a stock farmer, while keeping an eye on further developments. His land was purchased from one Robert Jones of New York, who had obtained it from the Government, possibly from the Commissioner of the Illinois-Michigan Canal, because this area lay within the canal strip. But most of the land around here was then held by speculators who were offering it at from $7 to $25 per acre, according to Blanchard.

Mr. Robbin's acres were south of Alfred Walker's southern boundary and comprised, roughly, the south-east quarter of Hinsdale with Seventh Street as the south boundary, and including the west half of section 7 in Cook County. This tract was rolling, and attractive in other respects, with tiny Flagg Creek bordering it on the north. It included several ponds of various sizes and a tributary to the creek cutting across the farm. The terrain was high, and dry too, except for thoses undrained spots. Wild geese flocked through as the seasons changed, and deer were frequent visitors. Most of Mr. Robbin's tract was almost treeless. A dense belt of oaks across the County Line extended northward along the moraine into Walker's farm, and there were many trees west of there, but this plot south of Flagg Creek was mostly bare except for patches of tall prairie grass. At about this time John Hemshell, a newly arrived resident of Brush Hill, shot a wolf near the Garfield and Third Street intersection.

Jarvis Fox was building a big house on the hill now occupied by the Memorial Building, and there were farms in every direction. Fullersburg was the nearest village. A few huts and cabins were clustered around the mineral springs east of the swamps. Cass, to the southwest, and Lyonsville, southeast were, like Fullersburg, well established communities on main highways. The old town of Downers Grove, an-

other center of agriculture, was to the west. A dirt road along the County Line, passing through the property on the east was little more than a wagon trail, and a similar road ran north and south on what is now Garfield Avenue, which served as a line of communication between Brush Hill and the Plainfield Road. Over these paths a buggy or wagon could reach a stage road to the north or south.

Farming, however, was not Mr. Robbin's ultimate objective. He visualized the potential value of this land, and the figure was too high for the growing of crops. Instead, he foresaw here a residential community, having as many desirable attributes as could be brought together, endowed by nature with the charm of a rural setting, but close enough to the metropolis, with its larger industrial interests. Improved transportation would bring them together. So Mr. Robbins set his objective, and went to work.

After completing his small temporary residence on Fifth Street, on a rise of ground which at that time overlooked a spring-fed pond at the bottom of the hill, to the northwest, he had become so convinced of a promising future for this area that he decided to build a larger house. This he erected on the north side of Sixth Street about midway between Oak and County Line, the house that was later to be occupied by the Washburns for many years, and which is now owned by Mr. W. H. Payne. This place was developed into a fine country estate, with meadows for lawns and secondary roads for its driveways, and with stock raising soon to be combined with real estate development. In the year 1866, according to Blanchard, Mr. Robbins laid out the northwest quarter of Section 12 in lots, varying in size from one acre to lots having sixty-six feet of frontage. In the same year Mr. H. W. G. Cleveland, a noted landscape gardener, was employed to mark off the streets, some of which were to be curving, and to plant trees along their borders. Today those Elms are the most venerable now growing in the village. There were graveled walks, adjoining wooden sidewalks. This area, the central part of which was at first called Robbins Park, and all of which is now known as Robbin's First, and Robbin's Park additions, extends from the railroad south to Seventh, and from Garfield to County Line.

Two or three small houses were built along these streets, for sale to those who wanted them, and the first to occupy one of these was the family of James Swartout. The Swartout family remained there for a

long time. Afterward their house was occupied by the Carl Thayers. Reverend C. M. Barnes, who later opened a large book store in Chicago, next bought a lot of Mr. Robbins and built a house on it. When a son, William Robbins, was born to Mr. and Mrs. Barnes, he was presented with a lot by Mr. Robbins. At about the same time Mr. Edwin Bowles arrived and built the house which stands immediately south of the First National Bank. The Bank site used to be the Bowles' side yard.

The mail came through Fullersburg during these formative years. Summit was also an active settlement then, and it is said that while the Civil War was still in progress a boy was frequently sent over there for papers and the war news.

After the railroad had been built through in '64, and a station erected, the place still had no name. Usually there is more than one version of how places acquire their names, and Hinsdale is no exception. According to *The Hinsdale Doings* of Sept. 7, 1944, the name could have had any one of three separate origins: First, H. W. Hinsdale, a Chicago merchant told a Hinsdale writer in 1890 that the town had been named for him because he had assisted the railroad contractors financially.

Second, Isaac S. Bush, early Postmaster of Brush Hill and Hinsdale merchant, told a writer in 1897, that when the Burlington was laying its tracks Colonel Hammond, in charge of the project, asked Bush what they should call the new station. Bush said, "Brush Hill." Hammond disagreed, and asked Bush to submit other names. "Hinsdale" was then suggested by Bush, remembering his own birthplace at Hinsdale, N. Y., and he also suggested Olean, another New York town. "Soon after this," said Mr. Bush, "the name Hinsdale appeared, attached to a shanty at the Main Street (Garfield) Crossing." Prior to this, the name Brush Hill had appeared, and before that, the name Hazel Glen, at the same location.

Third, Mr. Robbins is said to have named the station "Hinsdale." A Hinsdale writer of 1897 feels quite certain that he was the one. This third version has been sustained by the late Mrs. Walter Field who thoroughly investigated Hinsdale's past.

A book written by Henry Gannett, entitled *Place Names in the United States,* published in 1905 by the United States Geological Survey, gives this: "Hinsdale, village in DuPage County, Illinois, named

for H. W. Hinsdale, a prominent railroad man, and from the town of Hinsdale, New York." Possibly this book was the source of a rumored belief that Mr. Hinsdale was a director or an officer of the C. B. & Q.; the Burlington, however, has never had an official of that name.

Mr. Lester Childs, while he was a student at Ann Arbor, Michigan, met a woman who knew a Doctor Hinsdale who was practicing in Ann Arbor. She said she had heard that this Dr. Hinsdale had a brother for whom Hinsdale, Illinois was named. That was in 1898.

After reviewing the various rumors and traditions concerning the naming of the village the Friends of the Library's history committee wrote to the town clerk of Hinsdale, N. Y., asking for information about Mr. H. W. Hinsdale. The clerk replied: We have no record of an H. W. Hinsdale." So, as the saying goes, "you pay your money and take your choice."

Little or no significance is attached to the absence of a record of Mr. H. W. Hinsdale in Hinsdale, N. Y., because that town has no public library, and Mr. Hinsdale has been away from there quite a while if he moved to Chicago prior to 1864.

This suggestion is offered: It is possible for all three of the claimed origins to be correct. In fact the larger the number who favored the name Hinsdale, the more likely it was for that to have been the name selected.

With all the speculation concerning the origin of this name, which implies, of course, a sense of its importance and the pride Hinsdaleans take in it, how humiliating it is to learn what happened one day soon after the name became official. A farm woman coming through by train heard the conductor call out the name of the station. "Hen's tail," said she, "what a funny name for a town."

How did our neighboring villages along the "Q" acquire their names? The first neighbor to the west was named for Clarendon Hills, Massachusetts, a suburb south of Boston. Western Springs is the name that was given to the mineral springs found flowing there (south of the railroad on the rise of land east of the "flats") and which had attracted a few persons to the site before the railroad was built. La Grange was named after La Grange, Tennessee. The name Westmont is said to have originated because it is descriptive of a westerly location on high ground. Fairview Avenue replaces the old flag-stop station long

known as Greggs. Downer's Grove hails back to its early settler, Pierce Downer.

In 1866 Mr. Robbins built a stone school house at the top of the hill on Main Street (Garfield) where the large brick grade school now stands. It was thought by some that there would not be enough children to occupy the new building, with its two fair-sized rooms and a larger room above them. But the need was imminent, as disclosed by events of the months which followed.

The late Mary H. Saunders, formerly residing at the King-Bruwaert House, tells of the arrival here of her father, C. M. Saunders, in 1866. He had come to Chicago from Boston to study at the Union Park Theological Seminary, and her mother soon followed.

"Father was assigned to the village church at Lyonsville as student pastor. The railroad did not touch Lyonsville, so when father came out Saturday for the Sunday services he was met at the Hinsdale station by one of the members of the Lyonsville Church. He used to tell of his first sight of Hinsdale—'A half dozen scattered houses and trees.' Driving up the hill, they passed a pile of stone.

'What are these stones for?' he asked his companion.

'For a school house,' replied the man.

'A school house? But where are the children coming from?' asked my father.

'Oh, Mr. Robbins is going to build a town here,' said the man."

A town in the making was a new experience for the young man just from the well established towns and villages of New England.

"A few months later father was asked to commence holding religious services Sunday afternoons at Hinsdale. No place for such services was available other than the Railroad Station, now used as the freight depot. The agent's family lived in the station—his wife had a piano and could play it; so with the help of the Lyonsville choir they had good music from the first. Boards laid across drygoods boxes supplemented the seating capacity of the room. Often, late comers had to stand outside by the open windows."

Others were investigating and investing in this promising new locality, and with its future so bright, it seemed quite in order to plot a village, with streets and boundaries. The building of a village on such a rapid schedule, from the ground up, probably called for solemn moments of decision even for these ardent emissaries of progress, and the

exact boundaries of "the village" was one of the points to be decided. Unlike other towns, that had some particular or natural cause for starting where they did, Hinsdale's center and original boundaries were largely subject to human decision.

The railroad station had been placed on the north side of the track, about 300 yards west of the crossing of Mr. Robbins' "Main" Street. The reason for locating it beyond Main Street, where there was no other street, is not certain, but it seems a logical place to have built it, with so many rolling, beckoning hills to the west and with no good reason for clustering the town too close to the swamp adjacent to the highlands. A town must have a business section, and the stores must be near the railroad station, so the original village was laid out, in 1865, around the depot, bounded on the north by Chicago Ave., the south by Fifth Street, and between Garfield and Grant, east and west. Within this area streets were laid out, and given names: Washington, Lincoln, and Grant, for that new General who had accomplished so much in the war. Chicago Avenue was not so named then, but the numbered streets, to and including Fifth, came into being. The streets actually plowed and graded at this time were Washington, Garfield, and Sixth Street as far as the County Line. Originally, Sixth was a double-laned street with a parkway in the middle. When the street was paved it was made a single drive. A mowing machine was run over all the streets in the summer time, before they were paved. In that year, 1865, village government was a long way off, but the original boundaries, which designated the village proper, were defined. Thus the village had its start, mostly south of the railroad, but other tracts of land or "subdivisions," north and west, were in the making.

Chronologically, Oliver J. Stough was not the next purchaser and developer of suburban lands to begin his work here, but following Robbins his operations were the most extensive, and represent the second important result of the arrival of the railroad. Starting in the year 1866 with acquisition of the Jarvis Fox farm, he gradually came into possession, piece by piece, of over 1,000 acres north and northwest of the platted village. His lands reached to the southern outskirts of Fullersburg and it was not long before Stough's first and second additions to Hinsdale were entered in the record books. Mr. Stough, like Mr. Robbins, planted many trees and made other improvements. He built his dwelling on the tract bounded by Lincoln, Vine, Maple, and

Walnut. This was a large lot, but his dwelling was a comparatively small one. He too envisioned the community's future, and did much toward its realization.

Other early purchasers of large blocks of land, some of whom were builders as well, were D. S. Estabrook, J. M. Walker, H. C. Middaugh, J. H. Hannah, J. I. Case, Marvin Hughitt, W. S. and E. Banker, A. T. Hall, David Roth, Robert Harris, Azel Dorathy, J. Blanchard, Reuben Farr, C. B. Holmes, and A. N. Towne.

During the 1860's and 70's a weekly paper, the *Land Owner,* devoted to the interests of real estate development, was published in Chicago, and one of its issues, in the year 1869, carried a description of the development at Hinsdale, including the chart reproduced on the back end sheet. Note the extent to which the village had been mapped out by that year, "on paper" of course, but indicative of the foresight of the early settlers. Hinsdale's population was less than 500 in 1869, but in keeping with the growth that was anticipated, the boundaries, from Ayres Avenue to 10th Street and from Jackson to the County Line, were laid out to encompass an area of 1½ square miles, within which were 175 residential blocks. At that time this was planning on a grand scale.

Note the ponds between Elm and the County Line, north and south of Third Street, the "Academy," (Mr. Robbins' stone school house) at Main and Third, the railroad station between Washington and Lincoln, with a passing track and a freight siding. The area of Mr. Stough's estate can be seen on north Grant Street. Note the absence of trees, except along the belt of woods that cuts diagonally across the County Line, and small patches elsewhere. The trees or shrubs bordering the Robbins estate evidently were planted. Allowance must be made for errors in this map, which was drawn for the purpose of land sale promotion rather than historical reference. Incidentally, the *Land Owner* refers to it as a "cartoon," a term used generally in that day meaning a "diagram."

A written description of the village, which accompanied this chart, is quoted here in full:

"Hinsdale is situated 17 miles from Chicago, on the Chicago, Burlington and Quincy railroad. The land is elevated, and the situation is unsurpassed in the west. In the short space of four years it has risen from a single dwelling house, to a place of nearly 1000 inhabitants. The station house is about 16

miles from the Central Depot, or forty-five to sixty minute's ride from the city by any one of the eight or nine trains that stop there. The distance by driveway is about the same, and will be rendered shorter yet by a proposed connection with the Riverside boulevard."

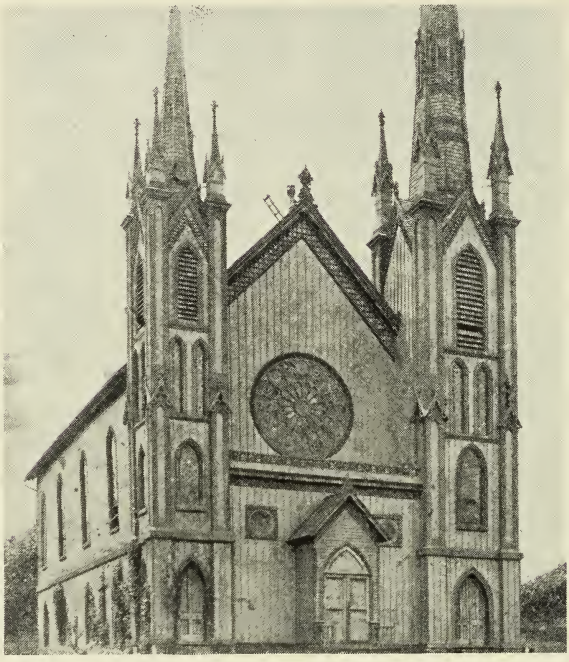
"The scene which Hinsdale now presents has a more natural beauty than can be found at any of our nearer suburbs, as the land is 150 feet above the surface of the lake and is delving and almost hilly, there being a constant rise and decline, the picturesque effects of which can be well appreciated by all who have been accustomed to blank outlooks upon sandy deserts. The soil is of a richer clay than most prairie land, and without the sub-stratum of sand which is found nearer the lake. This renders the roads the ideal of country roads,—soft without being muddy, shedding the water by reason of their inclination, partly grass grown, and wending their way up and down and around their gentle slopes. On this account Hinsdale has natural advantages, the attainment of which by means of art would require immense expenditures of money and time.

"The richness of the soil is abundantly attested by the splendid groves at one end of the tract, covered with superb trees of oak and maple. But proofs of this, and strong ones, are found in the success of the fruits of all kinds,—pears, peaches, plums, grapes, etc. The character of the country to the south is such as to afford the finest drives. Along the Aux Plaines River the great timber gives the effect of mountainous scenery. Salt Creek, a fine stream with good fishing, runs near Hinsdale on the north, and there is abundance of water easily attainable with wells of from 20 to 25 feet depth at the highest point.

"But the value and desirability of suburban villages, for residential purposes, is not fully determined by all the above features. It is still the school house and the church that give tone and character. In this respect Hinsdale stands foremost. The academy located there, under the superintendence of Professor Gleason, an educator long and favorably known in Chicago, is one of the best in the country. Its advantages are second to none. Socially, Hinsdale is one of the pleasantest residence towns around Chicago. The social recherche, and a tone of refinement seems to pervade the place. There is not a grog-shop in the village, the charter especially prohibiting such unpleasant features.

"Among the residents of Hinsdale are many of our best business men, whose ample means enable them to retire in a few minutes' time from the noisy city to the quiet of their country homes. Among them are Mr. A. T. Hall, Mr. J. M. Walker, Mr. Robert Harris, Mr. Samuel Powell, and Mr. W. McCredie. Mr. O. J. Stough, who has very large interests here, and Mr. William Robbins, also one of the large landowners, have fine residences; as have also Mr. W. S. Banker, Mr. Charles B. Holmes, Mr. Jerry Nottingham, Mr. H. R. Thompson of the John Hancock Life Insurance Company, Mr. N. H Warren, Mr. J. Blanchard, Mr. J. Parker, Mr. Reuben Farr, Mr. W. Leland, Dr. F. H. Walker, Gen. Briggs, Mr. M. A. Donohue, Mr. D. S. Estabrook, the Messrs. J. P. and E. P. Hinds, and many other prominent individuals. J. I. Case, Esq. the Racine manufacturer, is making arrangements for the construction of a fine villa.

"Trains run to and from Hinsdale almost every hour of the day; and it has the special advantage of two Hinsdale accommodation trains to meet the wants of every class of business men."



The old Baptist Church stood on the southwest corner of First and Garfield.

This description requires deflation in a few particulars. The population was close to 400 in this year, instead of 1,000, there were only six daily trains to the city, and Mr. Case did not build his villa. Nevertheless, it is full of the enthusiasm, hope, and promise that pervaded the local thinking and planning of the day.

Among the permanent organizations that have been formed in Hinsdale, the Congregational Church was the first. Other "firsts" of the village were: the first general store, conducted by Mr. L. E. Moreley, with William Evernden as its first clerk; the first baggage delivery service, operated by Eben Millions who had sailed on American clipper ships before settling here; and his daughter, Fannie Millions, the first dressmaker. There was Tommy Using, whose horse and phaeton constituted the first livery service. Over Evernden's drug store, the first instruction in dancing was given by Mr. C. P. Frey, who taught dancing and played the fiddle at the same time. The first drug store had as its proprietor Dr. J. C. Merrick, who simultaneously was the first practicing physician.

The first club for educational advancement, of which there were

many to follow, was called the Cultivators, or more exactly, the Cultivator's Society. It engaged in Shakespearean Plays, erudite readings, and social affairs. Mrs. N. H. Warren was the leading spirit. Mrs. Belle Robbins Knight, and the Misses Ella and Alice Warren were among its members.

The first church building, that of the Baptists (Page 84) stood on the site of the present Community House, facing north. This church was also known as the "music hall" because of many concerts that took place there. After the Baptists relinquished the building, it sheltered dancing classes, and a few present-day citizens who were youngsters at that time can remember a troupe of Kickapoo Indians that came to Hinsdale once each year to sell patent medicine, through the customary medium of a vaudeville act. Their performance took place in the basement of this same structure. In the early 1890's it burned. A "flaming youth" of the village was suspected of having set fire to the building, but this was never verified.

News from the county came mostly by way of Chicago. On the morning of June 6, 1867, *The Chicago Tribune*, which was reaching the village a few hours after coming off the press, carried a long news item entitled "Excitement in Du Page County," concerning removal of the county seat from Naperville to Wheaton.

The latter town had claimed the right to serve as the seat of justice owing to its central position in the county, but this claim was energetically refuted by Naperville, whose stand was augmented by her age, numbers, and wealth. The State Legislature authorized an election in the county to settle the dispute, which was won by Wheaton, by a small margin. The removal was accompanied by violence of a minor sort, expressive of interest in the seat of government rather than antagonism.

* * *

Mud, dark brown mud, is mentioned frequently in all of the accounts and stories of this part of the country during the pre-Cleveland era. For the first ten or fifteen years Hinsdale's streets were just as nature made them, and the sidewalks too, except for those stretches that some public-spirited person had covered with boards or cinders. But most of the sidewalks were merely footpaths paralleling the carriage and wagon tracks. During wet spells, vehicles often sank nearly to their

hubs. Pedestrian's rubbers would stick and come off. Dogs tracked the stuff into homes and stores.

The streets must have been subject to this muddy condition for a long time, because Otis R. Cushing, well known citizen and business man says, "I recall that in the late '90's Fifth Street was not paved and there was a mud hole in front of our property. Dad used to be out with a two-by-four helping pry the carriages out of the mud on Sunday afternoons during the wet seasons."

The early houses were mostly far apart and well scattered over the entire area. Then, as now, the houses were built of frame, usually with clapboard siding, or of stone or brick. But frame houses predominated, with inside chimneys, cedar shingles, and "caps" over the window frames, the upper part of the frame being slightly arched, in a plain or fancy design. Many of the early homes were designed without benefit of architect. Nevertheless, examination of the houses built during the '60's and '70's reveals more pleasing designs than some of those which went up in the '80's and '90's. "Gingerbread" and gewgaws were considered attractive after 1875, but apparently not before.

Water came from wells and from cisterns that were supplied with rain water from the roof. Many, if not all, of the older places still have these cisterns in the back or side yards, though they have long been out of use. They were used, however, up until about 1915, when the water softening plant was installed in the village. Pumps forced the water from the cistern to a tank in the attic, from which the various outlets in the house were supplied. Buckets at each home served as fire protection. Coal oil lamps furnished the light. "Coal oil" was a yellowish petroleum product that became known as "kerosene" in later years, when refining processes were improved. Candles also were used, until gas arrived. This modern improvement, however, did not wait for gas mains and pipes from the outside. Some of Hinsdale's residents installed machines that manufactured gas in their basements, and remnants of those devices still can be seen in the basements of some of the older dwellings. Whatever the kind of lighting, each house was equipped with hand kerosene lanterns, to be carried by those who went out at night. Some of the early homes had furnaces of a sort, but the majority relied on those barrel-shaped cast iron stoves, that now are confined to lumber camps and remote country stores. Some of these stoves had bright nickel trim.

FROM CHICAGO

Stations	Freight, No. 13. B	Freight, No. 11. B	Night Express. No. 9. C	Aurora Passenger, No. 7. B	Mendota Passenger B	Quincy Passenger, No. 3. B	Mail, No. 1. B	DIST. FROM CHICAGO
...Central Depot...	9.45A.M.Lv.	.....	11.30P.M. Lv.	5.45P.M. Lv.	**4.30**P.M. Lv.	3.00P.M. Lv.	7.30A.M.Lv.	....
..Chicago Station..	10.10	8.15A.M.Lv.	11.50	6.00	4.45	3.15	7.45	2½
.....Cicero.....	10.25	8.45	*12.07	6.16	*4.58	‡3.33	*8.00	7½
.... Riverside.....	10.48	**9.08** Ar. / **9.25** Lv.	12.22	6.30	5.10	**3.49**	**8.15**	12½
....West Lyons....	11.05	9.42	*12.33	6.40	5.17	3.58	8.24	15¾
.....Hinsdale.....	11.15	9.53	12.40	6.46	5.28	4.04	8.30	18¼
..Downer's Grove..	11.37	10.13	12.55	**7.00**	5.35	4.14	**8.42**	22½
.....Lisle.....	11.53	10.30	†1.06	7.10	5.43	4.22	8.52	25½
.....Naperville	**12.10**	10.48	1.18	**7.20**	**5.53**	4.32	9.02	29½
.....Aurora.....	12.56	**11.30** Ar. / 11.45 Lv.	**1.45**	7.45P.M. Ar. B.	6.15	4.55	9.27	38¼

1868 suburban timetable, west bound.

From the beginning, up until 1910, chickens were raised, and cows were kept in back yards and sheds within the village limits. Horses were stabled in the village until a later date.

Since its first settlement, there has been a spirit of helpfulness and cooperation toward filling public needs in the village, and one of its first manifestations took the form of sidewalks. After the original town boundaries were set, and twenty or thirty families had built homes, the need of sidewalks, especially in wet weather, became urgent. So one day Mr. N. H. Warren had several loads of lumber shipped to Hinsdale, and many citizens pitched in to help build plank walks. They were put down, of course, along those streets where they were particularly needed, so mostly these boards were laid over the approaches to the business district. The first board walks installed by the village, after incorporation, ran from the station to north Washington Street.

When the Hinsdalean of the '60's and '70's went to Chicago, the city terminal was Central Station, at the foot of Randolph Street. For the westward journey the train went south from Central Station to 16th Street, where it turned west and made a stop a little to the east of State Street. From there on west, stops were made at the following named stations: Cicero, Riverside, West Lyons, (now La Grange) and Hinsdale. That was all. There were no Western Avenue, Berwyn, Brookfield, or other stops with which we are familiar. West of Hinsdale, the stations were Downers Grove, Lisle, Naperville, and Aurora. Schedules

and stops were more informal then, when traffic was lighter. On page 87 there is a reproduction of the westbound portion of an 1868 time table. It will be seen that in that year Hinsdale was served by through trains, the specialized suburban service not yet having been demanded by population growth, and that freight and live stock trains, as well as passenger trains, were scheduled. An average passenger train made the trip in 65 minutes; a fast mail in one hour flat. The timetable for the following year, 1869, however, scheduled two trains which went no farther west than Hinsdale and Aurora, respectively. The first was called the "Hinsdale accommodation train," and those two trains signify the beginning of the regular suburban service. From then on, trains of the suburban category were added as required.

The broad prairie between Chicago and the Desplaines River still was poorly drained, so that water often came up to the tracks after heavy spring rains. But in summer, the Indian paint brush and other wild flowers blossomed on the prairie in great profusion. After leaving Berwyn, the train was out in the country, in more sparsely settled country than that west of Hinsdale today. At present-day La Grange, there was at first only a platform for taking on milk and other farm produce.

Billy Cummins is remembered as "a most popular conductor" who furnished much merriment for the commuters. He had a penchant for adding large words to his vocabulary, and would glow like a clear morning whenever he acquired a new one.

At this time commutation tickets were sold in the form of books of coupons, one coupon being removed by the conductor for each trip. The book was good for one, two, or six months, or a year.

A rapidly growing town needed roads leading to and from it. The making of a road followed this procedure: first, those who wanted it would petition the county for a survey, and the Commissioner of roads would then call a meeting of those persons and the owners of land through whose property the proposed road would pass. If found agreeable, the road was surveyed. Then, in the absence of further obstacles, but in the presence of sufficient money in the County Treasury to compensate the land owners and road laborers, the work proceeded.

Actual construction, following the survey, consisted of plowing, scraping, and rolling the surface, and of filling in here and there with gravel, if that material were available. The work was crude, at best, and did not approach our present standards of road building until the

macadam type of construction came into use. Here in the west, that was not until the latter part of the nineteenth century when state aid in the building of roads began. Oddly enough, the bicycle gave impetus to the state-aid movement. Bicycle clubs and "wheel societies" demanded better roads for their long cycling tours. Federal aid came later, with the automobile.

In the chapter on Brush Hill, mention was made of a proposed road that would have cut diagonally across country between there and Cass, a road that was surveyed, but never constructed. Our present highway No. 83, however, was surveyed in 1862, principally as a link connecting those two places, and in due course, it became a road.

Spring Road, extending from Fullersburg to Roosevelt Road, south and west of Salt Creek, had been surveyed and laid out in 1840-42. Garfield Avenue, then called Main Street, was surveyed south to Plainfield Road in 1864. It was then called the William Glidden Road because it cut through the property of a farmer of that name. There are other instances of new roads having been named for persons through whose property they were extended. Northward, as a wagon trail this street (Wm Glidden Road) skirted the Walker farm, then on down the hill to Fullersburg, where it was known as Cass Street. Now it is York Road, from The Lane to Ogden, and beyond.

Chicago Avenue, connecting Hinsdale with Downers Grove was surveyed in 1865–6, and County Line was made into a road during the 1860's. The extension of North Washington Street to Salt Creek was surveyed in 1876, according to the Surveyor's book, but T. E. Clark, old resident of Fullersburg, says this was "only a path" as late as 1890. Several roads were surveyed, but not immediately constructed.

Some of the notes found in the road surveyor's book are of interest, such as these:

"Met on the 29th day of October 1864 in the depot at Brush Hill to hear proofs and allegations of the parties."

Several of these meetings are reported to have taken place "in the depot at Brush Hill," as late as 1867, which would indicate that the name "Hinsdale" was slow in taking hold throughout the County. In 1868 a meeting was held at "Hinsdale."

"Served notice on J. E. Oldfield and Willie Walton to move their fences out of the road adjoining their respective places."

Bases of measurement used by the early surveyors often were informal and indefinite, according to present-day standards. These are examples:

"Starting at the corner of Mr. Jones' barn the line runs to . . . ."

"In line with a red oak tree 18" in diameter."

"Established the center of the road by digging a hole and putting several small stones into it, with a red stone on top."

But such methods of describing boundaries were not confined to the road surveyor's office. The legal description of a piece of property at Second and Washington in Hinsdale was found to read in part "— and thence to the Arbor Vitae hedge."

It would be of interest to know who the farmers were on the land immediately adjacent to Hinsdale in the early 1870's, but there is reason to believe that tillers of the soil close to our borders were few. There were land owners, but not many land owning farmers just outside the village boundaries, for much of this territory was being held by investors, in anticipation of the inevitable expansion of the village and a consequent rise in values. Some lived on their tracts, as did Michael Sucher and H. Faul, to the northwest and William Bilby, J. D. Crocker, and W. Leland on the south, but even these places were either in the nature of country estates, or the lands were tilled by tenant farmers. Other nearby acres were just being held for a rise in the market.

* * *

According to Mr. Paul Richert, most of the land on which Clarendon Hills is located, was purchased from the Government by John J. Monell, during the early 1830's. In all, he acquired 960 acres. In 1836 Monell sold one-third of his holdings to Alfred A. Belknap. Title to Belknap's land then passed to Abraham M. Smith, and finally back to Monell, who then sold to M. P. Bush, George Howard, and others. In 1867 Bush and Howard transferred a large tract south of the railroad to James M. Walker. Then came Henry P. Churchill, Charles B. Holmes, O. J. Stough, Amos T. Hall, S. B. Sherer, Robert Harris, Dirkus Snitjer, and Henry C. Middaugh, all of whom bought large tracts in the area.

Clarendon Hills was officially recorded as a town in November, 1873. Before that, it was known as a part of West Hinsdale.

Present-day Hinsdaleans remember H. C. Middaugh as the principal owner of Clarendon Hills property north of the railroad. Mr. Middaugh moved here from Cook County, became DuPage's School Director and a member of the Board of Supervisors. His Clarendon property was used entirely as a farm until 1891, when he vacated that area between the railroad and Chicago Avenue, which has become the north side of the village, with many streets and homes. But, for a while thereafter, he continued to farm eighty acres of land north of Chicago Avenue, while residing in his large brick dwelling that still stands a few hundred yards west of Highway 83, a little south of Chicago Avenue. But the 80 acre remnant of the Middaugh farm soon became a part of the course of the first Hinsdale Golf Club.

The organizers of that club rented land for the course from Mr. Middaugh for a stipulated period, during which time the property, under the club's supervision, was considerably improved. When time came for renewal of the lease or purchase of the land by the club, the price asked was considered too high, so the club decided to move farther west. The course now is located on land owned by the F. O. Butler estate.

A news despatch of 1874 tells of a widely attended wedding at the home of Mr. W. W. Welch in that year. Among other early residents was Albert G. Hines who arrived from Philadelphia in 1880. His dwelling, just south of the present business district is a familiar land mark. Mr. T. A. Lemmon came from Chicago in 1882, and built a house. Later, the Michael Straus family, well known to many Hinsdaleans, lived in the large frame semi-farm house on the high ground just east of Clarendon Hill's south side. It burned in 1924.

The first railroad station was erected in 1865, on the north side of the tracks, at about the point where Prospect Avenue now crosses. Following its destruction by fire, a second depot was built south of the rails and a little west of the first location. After this second building burned, the present station was constructed. As in Hinsdale, the early stations served various civic purposes as well as housing the patrons and local business activities of the railroad. From 1877 to 1886 Mrs. John Butler was station agent and postmistress at Clarendon Hills.

The first store, a brick building, was located on the east side of Prospect Avenue, south of the present station. This was an old-time general store. It burned in 1892. The oldest business building at present is the store that was erected by Edward Mochel in 1911. The Post-office was then moved to the Mochel building. The village pump, which served faithfully up until 1928, was likewise on Prospect Avenue, on the east side, a few yards south of the tracks.

Clarendon Hills developed slowly during its first fifty years. As late as 1922 there were only thirty-five dwellings on the south side, and a smaller number to the north. In sharp contrast to that condition of affairs, new homes are now being built on a large scale; in fact real estate activity has been noticeable since the mid 1930's.

* * *

From the start, no period of languor was experienced in Hinsdale except for the area west of Vine Street. West Hinsdale, the same as Clarendon Hills, was slow to develop. But with roads being added, often two at a time; with the population approaching a thousand; with the sound of carpenter's saw and hammer being heard in every quarter, new faces appearing daily on the streets, new religious and other groups being organized, and a business section taking form, Hinsdale passed from its infant stage. The effects of the railroad had been far-reaching, and this was only the beginning.

CHAPTER VII *The Elegant Era*

A SECOND TRACK was added to the railroad in 1872, and this was a sign of the times. Despite an impending National business depression, new people continued to arrive, and in the following year the Village of Hinsdale was incorporated.

The petition to incorporate, couched in the dry legal verbiage and quaint expressions of that era, but revered in local sentiment, was placed before the court at Wheaton in the month of March 1873. A transcript of portions of that document as it was presented before M. C. Dudley, County Judge, follows:

UNITED STATES OF AMERICA
State of Illinois
Du Page County, s s
In County Court, In Probate
March Term, A.D. 1873

To His Honor the County Judge of Du Page County:

Your petitioners humbly praying represent unto your honor that they are legal voters and resident within the following prescribed limits. . . . . That there are within said prescribed limits Five Hundred inhabitants . . . . . That your petitioners desire the inhabitants of said territory incorporated under the General Laws of this State into a Village corporation under the name and style of Hinsdale.

Therefore your petitioners humbly pray that you will cause the question to be submitted to the legal voters of said territory, whether they will be incorporated into a Village corporation . . . . or not.

The petition was dated August 1, 1872 and it was signed by 37 citizens of the Village. See Page 189 for this list.

An election to vote on the question of incorporation was held in the railroad station in Hinsdale on March 29, 1873. Sixty-two votes were cast, 60 for incorporation, 2 against.

Organization of the village government was soon to follow, so village officials were elected: *President,* Joel Tiffany; *Clerk,* N. H. Warren; *Trustees,* E. P. Hinds, Winsor Leland, William Robbins, George Wells and W. W. Wood. *Police Magistrate,* Isaac Q. Hinds. No other

Joel Tiffany, first president of the village, built this house in the 1860's on the southeast corner of Washington and Walnut.

Front hallway of the Joel Tiffany home.

offices existed in the beginning, but a "Chief of Police" soon was to be employed.

The village had passed from the prospecting, surveying, and platting stage. As an organized, growing community it was crossing the threshold of a new period in American history, a period of crinoline and lace. Here, that era was exemplified in the suburban estate, with its broad acres and verandas; its cupola, spacious barn, sleighs, surreys, and side-saddles; a period of finery, furbelows and social niceties; of piano recitals, archery, and readings; of costume balls, calling cards, and gas-light. There were few main events or turning points in the town's progress during the twenty-five years following incorporation, but may fine homes were built, municipal improvements got under way, and Hinsdale began to take its rightful place in Chicago's front yard.

Living old-timers are not old enough for their memories to encompass much of that era, but the Library, and a few residents, possess notes and memoranda of those who have passed on. Also, the Chicago newspapers of that period printed news of the suburbs that was submitted by reporters, some of whom lived in the various suburban communities. The identities of the reporters for Hinsdale have not been established, but their dispatches, exactly as they wrote them, are available.

As quotations are used they will not be encumbered by reference in each instance to the source of the information, but it is considered advisable to indicate the years to which the items refer, so they can be followed in chronological order.

1873 to 1875

The railroad station could not be used indefinitely as a town meeting place, so in 1872 Mr. Stough built a hall. For more than two decades Stough's hall was to serve as the place for social functions and civic assembly. It also was used as a private school by Mr. Gleason. Following its purchase by Mr. Henry A. Gardner it became known as Gardner's Hall. The building is still standing and is now the Baptist Church, at Eleven North Lincoln Street.

It was in this building that the annual masquerade ball was inau-

gurated, this being the principal social event of early Hinsdale. The following item concerning the ball appears in a newspaper dated February 3, 1873:

"A masquerade ball is to be given at Hinsdale by Mr. and Mrs. O. J. Stough next Wednesday evening. A train will leave at Central Depot at 7 o'clock in the evening, stopping at State and Canal Streets, and returning, leave Hinsdale at 2 o'clock in the morning. The cards of invitation will pass gentlemen and ladies upon the train both ways."

Special trains from the city for local social events were customary until about 1890. Can we not picture the train, or a few special cars, waiting on the siding at about 1:50 A.M. for those night owls to finish their dance. In the 70's and 80's many of those who attended Hinsdale functions lived in Chicago.

In the following year the reporter gives us a view of the ballroom floor at the annual masquerade:

"The masquerade party at Stough's Hall Friday evening . . . . . was participated in by about 200 persons . . . . . Many of the characters were very striking, and some of the costumes costly and beautiful in the extreme. Particularly noticeable among the characters represented were the 'Indian Chief and Queen' finely personated by Mr. and Mrs. Tiffany, who were decked in the gewgaws and paint of the savages. 'Friars' by John Robbins and Mr. Parks, was represented true to life. 'The Mexican Chieftain' by Mr. Shewell, 'Brother Jonathan' by John C. Slocum was a comical affair, while the 'Spanish Courtier' by James W. Ford was presented in very rich dress . . . . . 'Fancies, Fairies, and Nymphs' were elegantly shown by a large number of charming ladies . . . . . ."

This annual ball continued for fifteen or twenty years, during which time the costumes never gave way to formal evening attire.

Church concerts, lectures, and receptions were frequent during these years. The churches were raising money by these means, as well as gaining new adherents. Note also how the churches helped one another during that period of struggle to become established:

"The people of Hinsdale were highly entertained last evening by the vocal and instrumental concert given at the Baptist Church for the benefit of the forthcoming Episcopal Church . . . . ."

and on another occasion:

"The Baptists, having been assisted by the members of the Liberal Church in their concerts during the past week, a concert will be given under the direction of Mrs. Tirrell at the Baptist Church tomorrow evening for the benefit of the Liberal Church."

Too much cannot be said of this spirit of helpfulness that permeated the town, especially during its first thirty years. It was evident in the churches, the schools, in the acquirement of municipal facilities, and in the every-day relationship between one villager and another. The people were well acquainted, as they are in most small communities, and if Bill Jones wanted to borrow Tom Smith's wheelbarrow, or a bushel of oats it was hardly necessary to ask permission. Nor was this friendly spirit ever altered or conditioned by relative means or social distinction.

Shortly after the Chicago fire, Mr. Alanson Reed, and his son John W. Reed (Reed's Temple of Music), whose property had been destroyed in that disaster, bought most of the land which comprises the north side of the Highlands. The H. L. Storey family (Storey & Clark, pianos), had erected a large house immediately to the south of the railroad. The Burlington could not build a station to serve only three families, but agreed to stop its trains there, on signal. The Reed's built the station, and it still stands as originally constructed during the 1870's.

Depression came in 1874, and we learn that:

"O. J. Stough, who sold his real estate interests here early last fall, and is now boarding at the Sherman House in Chicago, having faith in this town, has repurchased his residence property and a large quantity of land between Clarendon Hills and Hinsdale, which will occupy his attention . . . . . for some time in the future."

The school building at Clarendon Hills was reported to be in use in 1874, and the West Hinsdale station was erected in the same year.

Independence Day undoubtedly was celebrated in Hinsdale in some manner even during the formative years of the 60's, but perhaps the earliest record of a Fourth of July celebration is this one that appeared in a Chicago paper of July 7, 1874:

". . . . . The citizens of this town assembled in procession near the depot on the morning of the Fourth, and marched to Walker's Grove, where the Hon. Joel Tiffany and Rev. P. Cossitt entertained the assemblage with eloquent addresses on the prospects of the nation and the duties of the hour. The intellectual feast was agreeably interspersed with stirring music from the Hinsdale band, and a game of baseball played between the young men of Brush Hill and Hinsdale, in which the Brush Hill boys got beaten."

Yes, they did it differently in those days, for in the following year:

"The inhabitants of this place were aroused yesterday morning at 5 o'clock by the firing of cannon, which continued until nine."

There is no record of the number of years Walker's Grove (at the north end of Elm Street) was the scene of the Fourth celebrations. The next location was the west half of the Memorial Building site. Around 1910 the celebrations were held in the area south of Seventh Street, between Washington and Lincoln, next at Burns field on the north side, and finally at the Madison School area, the present site of the games, amusement booths, and fireworks.

It was about the year 1874 also that plans for a municipal water supply were taking form:

"Negotiations are now in progress for sinking an artesian well here which will give rapid running water through the town . . . . . ."

But such practical considerations cannot swerve our attention from the social side for long; and what an *event* this must have been:

"A veritable calico hop is coming off this week, at which nothing but calico will be admitted either on ladies or gentlemen. At all events, some very original and recherche costumes are being constructed for the occasion by the gallant sex. Vive la calico."

In 1875 there appears the first mention of a "Hinsdale Club." Could this have been a forerunner of the organization that was destined to play such an important part in village life later on?

"The long looked for masquerade took place last evening at Stough's Hall, under the auspices of the Hinsdale Club."

Apparently Mr. and Mrs. Stough had relinquished their sponsorship of this event to another group, but the Hinsdale Club known to the present generation was not formally incorporated until 1889.

Things were happening on the other side of the county line, and our neighbors in Western Springs also were enjoying the abundant life:

"So confident are the owners of the springs here of their medicinal virtues that arrangements have been made for a free supply of their waters to the people of Chicago. To that end a barrel has been placed at the southeast corner of Clark and Washington Streets (in the city) which will be kept filled for the benefit of the afflicted.

"With the recently awakened interest in the subject of mineral springs throughout the country, it may be interesting to know that the mineral springs of this locality, from which the town is named, are achieving considerable reputation . . . . . as shown in the fact that there are at present from six to eight barrels of water per day shipped to various parts of the country . . . . ."

Here is another indication of the gradual lowering of the water table of this area. Today, none of those springs are flowing.

Returning to Hinsdale, a tragic accident takes the life of a well known citizen:

"Mr. F. W. Shewell of this place was very severely injured yesterday afternoon under the following circumstances: Desirous of having some walking exercise, he left the train at Riverside to walk along the tracks the six miles between the two towns, which distance he had nearly made, when, hearing the whistle of a train coming ahead, he stepped upon the other track just as a train was approaching from the opposite direction, which the wind prevented him from hearing. The result was that the train from behind struck him with the cow-catcher . . . . ."

Mr. Shewell died a few days later. Among other activities, Mr. Shewell had been associate editor of the *Index,* Hinsdale's first newspaper.

1875 to 1880

Hinsdaleans always have been travelers and this custom began at an early date, for we note that in 1876 Miss Belle Robbins went on a visit to Wisconsin and that when she left there was "a weeping and a wailing among the young men here in consequence." Also that the Misses Blodgett and others attended the Centennial in Philadelphia. The Wisconsin lakes became popular, especially Geneva Lake, as it then was called. In later years, before Florida gained its reputation, many went to Texas, Mexico, and California.

In these days of the telephone and television it comes as an interesting surprise to learn that communication by wire had been established in a few Hinsdale homes twenty years before telephones came to the village. This 1876 news item informs us that,

"Hinsdale has better telegraphic communication with the outside world than any other village in America perhaps. The main line runs into at least 15 private houses, the residences of railroad officers and others, who thus have direct connection in their homes with Chicago."

Presumably, those who had telegraph instruments in their homes knew how to operate them. And how intriguing they must have been for the youngsters of the household.

The Village Board was not always punctual in its attention to business in those years, for we find statements such as these in the records: "The regular meeting was not held last Monday evening," ". . . . . after a good deal of procrastination it has been decided . . . . . ," and "The regular meetings of the village board have ceased lately, owing to the severe weather." On one occasion the board deliberated at some length over "the case of Mr. Finch's cow," the particulars of which case were not revealed in the item of news.

Nevertheless, the streets were graded and ditched as the necessity arose, and downtown Washington street was covered with gravel furnished by the railroad. Stone bridges were set up over Flagg Creek on Lincoln, Washington, and on Garfield; plank walks were authorized in the order of their urgency, and the artesian well eventually was sunk, the first one being a well of the open type.

As noted by Reverend Saunders when he arrived here from the East, and by several others, early Hinsdale homes were not built around a central point; they were well scattered. Only near the business district were they within fifty or a hundred yards of one another. A news item of 1876 says, "The new houses in West Hinsdale are progressing rapidly, and will be completed in a few weeks." There were the elegant early dwellings of H. L. Story and the Reeds at the Highlands, the Ayres and Walker places on the northern edge of town, and William Robbins on the south, with many newcomers building in between.

To protect the citizen in his person and property, a police "force," consisting of Constable Clark, was engaged in the year 1877. Repeated thievery of horses was the immediate cause of this move, but tramps also were beginning to pass through, and a news item of that year says,

"Burrows, the fellow who was arrested on last Saturday evening in this city (Chicago) by Constable Clark of Hinsdale, suspected of being the perpetrator of the recent burglaries there, was taken to the latter place on yesterday, and locked up to await examination."

After meeting for a few years at the depot, the Village Board met in the assembly hall of the stone school house. Later it convened over the Fox Brothers' Store at an annual rental of $25.00. Not until 1886 was there to be a village hall.

1880 to 1885

THIS PERIOD opened with news of hunting parties, politics, and baseball. An item of 1880 says, "Hinsdale has the satisfaction of having waxed Downers Grove at baseball, 7 to 2." But three days later it was announced that "Hinsdale is low down in the valley of humiliation, her baseball club having been beaten by a scrub nine from Brush Hill in the presence of a large crowd of people."

Turning from baseball to politics, the national election of 1880 revealed much partisan feeling throughout the village, but then, as now, this ardor was mostly one-sided. For we learn that:

"The Republicans of Hinsdale are waking up and will form a Garfield and Arthur club. A Hancock club is hardly probable, as not enough members could be drummed up to take the offices. A pole 90 feet high has been raised in the school house yard from which a Garfield and Arthur flag will soon float."

Judging from this incident, and from the various political rallies and parades that took place during the 80's and 90's, Hinsdaleans in those days were more demonstrative, if not more decisive, in their political convictions. Soon after this election, the street called "Main" was changed to "Garfield."

Clubs and organizations, social, cultural, and civic, had their start at an early date. They have always been numerous, but during this period they were of a different character. The Cultivator's Society was previously mentioned. There were also The Equestrians, The Archers, The Pleasure Club, Seven-Up Club, The Baker's Dozen, and later, The Ace of Clubs.

A typical club of the 1880's was The Baker's Dozen. For a picture of this group and some of its "Penny Rolls" (the boys) see Page 102. Here are Lucia Irish Van Inwagen, Edith Shannon, Jimmy Bush, Louie Tryon Fee, Frances Tiffany, Jenny Bowles, Cora Bedford, Eva Middleton, and others. Says one of the club's former members:

"We helped at church suppers, and served refreshments at Miss Ella Warren's dancing class receptions. When one of our town boys was going West to make his home in Nebraska, we searched the fields for flowers and weeds, making huge bouquets, and formed a line from the depot to half a block down the track. When the Omaha Express went through and we saw him on the platform of the observation car, we each hurled a bouquet at him, calling 'goodbye.' He, in turn threw off a large package, which was found to be a box of candy. It being leap year, each of us wrote him of our good qualities."

The Baker's Dozen.

Sleigh ride parties out into the country on winter nights were popular. They usually ended with large bowls of hot oyster stew. Hay-rack rides took their place in the summer.

Invitations to social functions were worded differently in those days, as revealed in this invitation to a dance:

EDITH, CARL, AND ERNEST WARREN'S
COMPLIMENTS
FOR

FRIDAY	APRIL 17
STOUGH'S HALL	7 P.M.

A new Union Station at Adams and Canal, in the city was completed, so the Burlington trains discontinued using Central Station on Randolph Street. This made the trip to and from Chicago a little shorter.

The neighborhood was not free from afflictions during these times. Several cases of hydrophobia occurred in the village in 1882, and there was a good deal of petty thievery, this probably being traceable to the seemingly endless procession of tramps seen here and in other suburbs.

The latter epidemic became so troublesome ten years later that the village established a rock pile on the west side near the tracks. There, "knights of the road" who loitered too long within the village limits were put to work.

Another affliction was the large number of mishaps involving horses and rigs, of which these are only two isolated examples:

"Mrs. Marie S. Robbins, wife of Mr. William Robbins, was killed yesterday afternoon by falling from her carriage."

"Mrs. Dodge, mother of Mrs. J. Webster, was thrown from her carriage by a runaway horse while driving near York Center."

"It is a poor day when there is not some kind of a runaway accident in Hinsdale."

We might conclude that the horse and buggy mishaps were almost as numerous as those that now involve automobiles. The accidents were frequent because the vehicles were many. Carriages or surreys, phaetons, buggies, buck-boards, spring-wagons, sulkies, and pony carts were present in large numbers in those days. Most of the rigs were owner-driven. Some carried footmen or coachmen, and many had solid rubber tires, an improvement over the iron tires that had been so universally employed on all horse-drawn vehicles. In muddy weather the attendant would carefully place a wicker guard over the rim of the wheel nearest the step of the vehicle so the ladies, upon entering or leaving, would not soil their dresses.

The following story from *The Chicago Evening Journal* of February 13, 1882, describes one of the few cases, if not the only case of mysterious death that has occurred in the village. The killing was never solved, and this newspaper account is suggestive of the murder mysteries of fiction. The victim lived in the house now numbered 428 So. Lincoln Street.

THE HINSDALE TRAGEDY

No New Developments in Regard to
the Sad Fate of Lake Ransom

"The mystery attending the death of Lake Ransom at Hinsdale is still unsettled. Some people are inclined to lean toward the theory of suicide, but the bulk of the facts point toward the commission of a murder. The general sentiment at Hinsdale is that Ransom was foully dealt with. It is not thought possible that

the deceased could have fired the shot with his left hand and fallen where he did. He could not have fired the shot while on the ground as the tree nearby would have prevented him from using his arm. Mr. J. W. Russell, a resident of Hinsdale was on his way to the 6:50 train to Chicago, Saturday morning, coming down Washington Street toward the depot, from the south side. When near First Street he saw Mr. A. M. Weir, a resident of the south side, coming toward the depot on Lincoln Street, between Second and First Streets. As the train was not yet in sight, Mr. Russell thought he would go across First Street and join Mr. Weir on Lincoln Street. As he approached Lincoln Street he saw Mr. Weir stop a short distance south of First Street, and as he came on to Lincoln Street he noticed that Mr. Weir was looking at a man near the walk. Mr. Russell's first thought was that it was someone drunk, who had fallen off the walk and probably gone to sleep. He walked in that direction and within about seventy-five feet of the supposed drunken man found a hat on the sidewalk. This he picked up and carried with him. About half way between the hat and the body he found a bag of shot, which he also picked up and carried along. About this time a young man named Shannon joined Mr. Weir. Mr. Russell came up near the body and placed the shot bag and hat where they were subsequently found. Mr. Shannon's father joined them about this time. None of them recognized the body, although Mr. Weir and Mr. Russell were well acquainted with the deceased. These parties were on the ground but a moment, as the train was approaching, but they notified the parties of

THE DISCOVERY OF THE BODY

who next appeared on the ground, and whose testimony appeared in the inquest begun yesterday. These parties have been summoned to appear today before the Coroner's jury.

"J. F. Stuart of the American Express office, of Chicago, a resident of Hinsdale, says he came out from Chicago Friday evening on the train that arrives at Hinsdale at 7:20, and that he saw Mr. Ransom on the train. He noticed him last within at least a half a mile of Hinsdale station, but did not see him get off. He was well acquainted with Ransom, and from several incidents that occurred on the way, is certain of the train and the day. This is the only evidence yet secured that anyone who knew Ransom, saw him on his way home from Chicago Friday evening.

"Charles Hinds, of Hinsdale, while standing in front of the residence of C. P. Clark, on First Street, about half past seven Friday evening, heard one shot coming from the direction of the place where the body was found, which would be 250 or 300 feet away. He heard nothing more.

"A member of the Call Board stated last night that Ransom lost $50,000 by speculation during the past four years. The Coroner impaneled a jury Saturday, but the inquest was postponed until this afternoon (Monday). Detectives Wiley and Elliott of this city have worked hard on the case for the past two days, but nothing definite was discovered by them Saturday or Sunday. Some tramps who were found in the vicinity of Hinsdale have been placed under arrest.

"There are no new particulars this morning. Detectives Wiley and Elliott left on an early train for Hinsdale, and resumed their investigation."

Looking north through the business district in 1883.

Even today, among those who were living here then, opinions on this case differ. A killer, some claim, would have been seen at seven in the evening. Others say that Lincoln Street near First is rather an odd spot for one to choose for such an event. Was Lake Ransom murdered, or did he die by his own hand?

* * *

A HAPPENING which caused some consternation in the village for many months, and which drew the fire of editorial writers in Chicago, was the naive neglect of the Village Board to make its annual appropriation for the year 1883 on time, for then it became necessary to improvise an appropriation and to borrow money to meet expenses, a move that aroused the ire of many taxpayers. The citizens generally were in much of a huff, and decided "to test the matter by legal action."

In February of that year the citizens group obtained an injunction to prevent further collection of taxes; but "inasmuch as some had already paid, it was hoped that the matter could be adjusted without further trouble." On March 6, however, according to a Chicago paper, "The matter of tax collections in Hinsdale is likely to become complicated still further. . . . . On Saturday evening last, the board voted, after some sharp discussion, to seek legal advice (concerning the injunction that had been served upon it). The attitude of both parties (the Board and the taxpayers) is determined and defiant."

On March 22, the case having been taken to court: "The excitement over the tax injunction case is still high. The decision of Judge Kellum on motion to dissolve is eagerly awaited." Apparently the Judge found no malevolent intent on the part of those at fault, for soon a new finance committee was appointed, and the collection of taxes was resumed.

With that out of the way, the village again settled down to its social routine. The Seven-Up Club, and the Philomathian Society, were active, their erudite proceedings being punctuated on occasion by vocal selections from Barnaby or Gabussi on the part of the "We Three Trio." But a more important event of the year 1883 was foretold in the following announcement:

"The graduating exercises of the fourth year class of the High School will take place June 22. This is the first class to graduate since the High School was organized, and the event is looked forward to with considerable interest."

The class of 1893, the first to graduate from Hinsdale High School.

From left to right: Alice Warren, Grace Redfield, Minnie H. Robbins, Mrs. John Hall.

During the winter of 1883–84 Mr. and Mrs. Marvin Fox, Fullersburg residents since 1853, celebrated their fiftieth wedding anniversary. They were the parents of Charles, Jarvis, and Heman Fox.

Also, there was "quite a panic" in the Congregational Church one Sunday, caused by the falling and smashing of a chandelier. "The oil ignited but was put out promptly."

Great surprise and regret were manifested when it became known that the John H. Bradley family was moving away. Mr. Bradley had

The Washington Street crossing, looking north, 1883.

been Superintendent of the Illinois Division of the American Express Company, and was taking a higher position in another city. Other items tell of receptions at the homes of Dr. Van Liew and Anson Ayres, of Mr. Sydney Collins leaving to join his family in Montreal, and of a rousing Republican mass meeting being held in the old Baptist Church. "It was probably the largest and most enthusiastic demonstration held this year in Du Page County . . . . ."

But striking a different note:

"Complaints are constantly heard of damage done by cattle roaming at large through our streets, especially at night. After months of labor to produce a fine garden, to have it destroyed in a single night as many have been, is anything but pleasing."

By 1885 an orchestra leader named Theodore Thomas was beginning to attract suburbanites to his concerts in Chicago, and Chautauqua had reached Hinsdale:

"The Hinsdale Chautauqua Circle held its closing meeting for the year, on Monday evening, at the residence of Dr. L. P. Haskell."

Not to reflect upon Dr. Haskell's meeting, but merely to show how the early reporters of such gatherings over-bid their hands at times, the item continues:

"The exercises were varied and unexceptionally interesting. . . . . An original paper on Socrates, by Dr. Keeler, and recitations by Miss Lizzie Bowles and Nettie Brown. The singing was admirable, including two Scotch songs by Mr. Chapin, beautifully rendered. The whole concluded with refreshments and a general chat-talk-away."

Chautauqua was an epic in America. In 1874 a young New Jersey minister named Vincent opened an outdoor summer school at Lake Chautauqua, N. Y. It was attended mostly by young people, and was an instantaneous success. At first religious, the courses later were broadened to cover general cultural subjects. The movement spread to other parts of the country, in the form of permanent outdoor pavilions, and by means of traveling circuit tents. Many prominent educators and speakers were enlisted. One lecture alone, Russell Conwell's "Acres of Diamonds," was delivered before six thousand Chautauqua audiences.

The Chautauqua "Literary and Scientific Circle" was the home study phase of the Chautauqua movement. It grew from the early student's request for something to study after the summer school had

Miss Blodgett's first grade, 1883.

From left to right—Back row: 1. Not known, 2. Not known, 3. Johnnie Elmers, 4. Wallie Wadsworth, 5. Robert Childs, 6. Tom Murray, 7. Earl Needham, 8. Not known, 9. Claude Bird, 10. Will Farr, 11. Not known. *Middle row:* 12. Not known, 13. Lillie Overstreet, 14. Mabel Chambers, 15. Miss Blodgett, 16. Not known, 17. Lizzie Hoft, 18. Jessie Johnston, 19. Mabel Edwards, 20. Helen Humphrey, 21. Charles Wakeman. *Front row:* 22. Charles Prouty, 23. Mary Mills, 24. Not known, 25. Edith Sandy, 26. Mrs. Walter Bebb (Edith Wylie), 27. Emma Bradley Bliss, 28. Ruth Peabody, 29. Mabel Warren Lamb, 30. Belle Richards, 31. Rhoda Whitmore.

ended, and it preceded the present-day correspondence school, extension course, and book-club. Dr. Haskell was sponsor of a Chautauqua Circle in Hinsdale.

The radio, the movies, and more accessible educational facilities, eventually out-bid Chautauqua in public favor.

At about this time, south of Hinsdale in the neighborhood of Cass, a general store was opened by John J. Keig, a Manxman. The location of his store required a name, so he called it LACE, that having been his mother's maiden name, and soon Mr. Keig was appointed Postmaster of Lace. It was here too that Mr. and Mrs. Keig's son Marshall was born. Mr. and Mrs. Marshall Keig now live at 444 East Fourth Street.

In the summer of 1885 the Young Ladies' Guild of Grace Church parish gave a successful "fete champetre" at the Highlands, at the residence of Judge C. G. Beckwith:

"The extensive grounds of the Judge, comprising some ten acres of wooded lawn, with a ravine, through which runs a brook lately transformed into a lake of considerable dimensions, were lighted in a tasteful manner with hundreds of Chinese lanterns, which, in conjunction with a remarkably brilliant moon, produced a romantic and pretty effect, especially on the water. The air being cool, dancing was chiefly confined to the house; the boats on the lake received their share of patronage, and the evening was most enjoyably spent."

Many guests from the city attended this affair, including Adrian Honore, Eugene Wood, and J. B. Mitchell. In all probability some local youngsters named Alex Dawson, Tom Murray, et al, attended too, but off behind the bushes as spectators. A little later, on their way home, they would squeeze through the fence with their blouses filled with grapes from Judge Beckwith's vines.

The Sanitarium now covers the spot where the Beckwith house stood. The "lake" referred to was more of a large pond. It was formed by the damming of Flagg Creek where it runs through the depression at the rear of the building. There were skating and swimming here, as well as boating, and on one occasion a village lad dived into the pond in the middle of winter, with various incredulous persons looking on, or running over to see what had happened.

The Beckwith pond was one of several within the village limits, the others being of natural origin. Today it is surprising to learn that a child was saved from drowning forty-eight years ago near the southwest corner of First and Oak Streets. The pond there, after a heavy rain, was four or five feet in depth. The rescuers were a couple of youngsters named Phil Clarke and Harold Myers.

1885 to 1900

WHO were the proprietors of Hinsdale business establishments during these years? *The Illinois State Gazetteer* of 1886 gives this list:

PHILIP BAYER, barber
JOHN BOHLANDER, hardware
GEO. T. CHAMBERS, express agent
FRED C. CROUSE, general store
AZEL DORATHY, real estate
WM. EVERNDEN, druggist
THOMAS FOSTER, cigars
FOX BROTHERS, general store

Geo. H. French, blacksmith
J. A. Gifford, meat market
Godefrey Haake, shoemaker
John Hemshell, meat market
Thos. T. Howard, physician
Wm. Johnston, carpenter
George Keys, jeweler
Walter Leslie, shoemaker
T. F. Locksmith, confectioner
J. H. Papenhausen, tailor
Phillip Torode, prop., Park Hotel
Perry S. Townsend, coal
Frederick H. Van Liew, physician
Mrs. Emily Wakeman, dressmaker
Jos. G. Williamson, physician

This list is incomplete. Other doctors, building contractors, and a lawyer were here. John Hammond was here also. A Civil War veteran who formerly was employed at the United States Naval Academy, John came to Hinsdale, where he and his ten children have done much to help make it a pleasant place in which to live.

Present-day Hinsdale merchants or service establishments that have operated continuously since the 1890's are John Bohlander, Jr. and Henry Bohlander, the Hinsdale Laundry, E. Karlson & Son, the Morris Flower Shop, Charles Pfeifer, Undertaker, and Reineke's grocery. Except for a few years when it was inoperative, the H. R. Papenhausen Company would be the oldest business in continuous operation.

Walter Leslie, mentioned in the above list, was a grandfather of Miss Jessie Johnston, Miss Johnston now resides at King-Bruwaert House.

The *Gazetteer* said Hinsdale's population was 1,400 and indicated the town as being a shipping point. The principal commodities shipped out were hay, grain, and milk.

A motion to buy apparatus for fire protection was passed in this year. The equipment consisted of a horse-drawn "hook and ladder," with a hose, axes, and other accessories. This was to replace the hand-drawn hose and bucket wagon that had been presented to the village by John C. Ross. The fire department was operated then, as now, on a semi-volunteer plan. To further augment this protection, and the water supply generally, ground was broken for a new water plant in 1886, and a few years later a second well was sunk.

It was during the 1880's that the Hinsdale Club had its beginning. At first it was called "The Men's Club," because it originated with a group of thirty-five men who used to meet in rooms over the old Heineman store at the northeast corner of First and Washington, and the membership continued to be confined to men until the club house was

Old Settlers of Hinsdale.

Taken about 1890. Background—Schoolhouse erected by William Robbins in 1866.

From left to right—Back row: 1. Dr. H. G. Ohles, 2. M. H. Middleton, 3. George Burtt, 4. R. Johnston, 5. Edwin Bowles, 6. A. G. Ayres, 7. William Robbins, 8. Benjamin Plummer, 9. Walter Leslie, 10. E. P. Hinds, 11. R. A. Childs, 12. B. F. Jones, 13. Charles Pfeifer. *Middle row:* 14. Reuben Farr, 15. A Dorathy, 16. L. C. Ruth, 17. T. J. Woodcock, 18. Eben Millions, 19. C. H. Hudson, 20. D. A. Courter, 21. A. L. Pearsall, 22. William Johnston, 23. D. L. Perry, 24. William McCredie, 25. John Bohlander. *Front row:* 26. Isaac S. Bush, 27. John Gifford, 28. Phil Bayer, 29. Perry Townsend, 30. J. W. Webster, 31. Alfred Payne, 32. Dr. J. B. Hench, 33. Daniel Roth, 34. William Evernden, 35. A. Walker, 36. Dr. Bascom, 37. N. S. Carrington, 38. Mr. Andrews, 39. Dr. H. F. Walker.

built. According to the old minute book, the original equipment of the club consisted of "3 hanging lamps, 1 heating stove and pipe, 24 arm chairs, 4 card tables and 12 spittoons."

On April 23, 1889 the club was incorporated by E. P. Hinds, W. B. Carleton, and Charles A. Allen. Its purpose was purely social and the dues were a dollar a month. The charter members were Charles A. Allen, W. B. Carleton, R. A. Childs, D. A. Courter, C. H. Crossette, William Coffeen, Azel Dorathy, William Duncan, H. F. Grabo, L. K. Hilderbrand, E. P. Hinds, H. C. Middaugh, A. R. Robinson, J. S. Shannon, F. T. Taylor and C. H. Thayer. Ten years later the new Hinsdale Club house was to open, and for nearly fifty years thereafter it was to be the focal point of social and civic progress.

A severe diphtheria epidemic struck Hinsdale during the winter of 1889. Between Christmas and the first of March the disease killed fifteen persons, most of whom were children. For a while the schools and the churches were closed, and other assemblies prohibited, to help check the disease.

Did people living in Hinsdale drive their carriages to Chicago before the Automobile arrived? Not often. Nevertheless, it is interesting to know that the best road between here and the city during the 90's led from Fullersburg rather than Hinsdale, and veered north from Ogden Avenue at Riverside to Longcommon Drive, and thence into the west side. That was the route according to a road map issued by the American Wheelmen, a cycling association, in 1892, and also according to old-timers' diaries. The route corresponded closely to the old Barry Point and southwest highway route of the pioneer era.

The long-distance cyclists avoided Hinsdale because no east-west road ran through here that was comparable with Ogden Avenue. In fact Forty-Seventh Street between here and Western Springs was barely usable until 1925. And perhaps our hotel in the 90's was no better than the ones in Fullersburg.

This was the golden era of the bicycle. There is not much evidence of the old high wheelers' having been used here, but the "safety" bicycle, having both front and rear wheels of the same size, was seen in large numbers and they were ridden by adults, as well as by their children.

Races were run in Hinsdale every Saturday afternoon during the summer, creating wide interest, especially among the younger set.

They started at the corner of First and Elm; from there to Garfield, south to Sixth Street, east on Sixth to the County Line Road, to First, and back to the starting point. This course was known as the "Square." One summer evening the bike riders decided to stage a parade, and soon a long procession rolled through the village streets, to be witnessed by wide-eyed boys and girls.

This means of transportation occasionally was employed between here and the city, and the trip to the loop business district could be made in an hour and a half by the best riders. A popular tour was the Chicago, Aurora and Elgin triangle. This was known as the "Century" tour, and there is one record of its having been made in the total time of 12 hours and 27 minutes, including 2 hours and 15 minutes of stops.

The year 1896 witnessed a seven mile bicycle race between teams representing Hinsdale and La Grange. Robert W. Clarke, Jr., Carl Grabo, Agard Ross and Nelson H. Webster for this village were "up." The prizes for these events were new saddles, tires, and trouser clips. Hinsdale also entered teams in the County Fair bike races, in Wheaton. It was during this year too that Rhoades Fayerweather and Francis Crosby of Hinsdale pedaled their bicycles to Burlington, Iowa and back, and a letter was received by the *Doings* from Albert Williams describing his tour of Europe on a bicycle. An 1893 entry in the diary of a Hinsdalean says, "I rode my bicycle to the city before breakfast this morning."

Cycling offered an early outlet to that combination of mechanical interest and eagerness to go, which is so inherent in the various means of transportation. Even the automobile and the plane have not entirely voided the bicycle.

* * *

One of the principal houses of worship from the early 1890's until 1916 was the Presbyterian Church, the founder and leading spirit in which was Mr. Robert W. Clarke. The church edifice was a large frame structure built on the southeast corner of First and Garfield, by the members of this faith who had formed themselves into the Presbyterian Society, before the church was erected. When the Presbyterians and Congregationalists joined to form the Union Church, the former's building was purchased by the Episcopalians, and was used by that congregation as a parish house for several years.

The stone school on the Garfield hill, after it had been enlarged. It was destroyed by fire in 1893.

The Index, Hinsdale's first newspaper, which was started in 1872 by Mr. T. E. Lonergan and was managed by him, and F. W. Shewell, had printed its last edition by 1896.

But *The Beacon* was still alive, and editorially it raised the question of why some Hinsdale citizens sent their children to the high school in La Grange and bought their groceries in Chicago. But that was just before the Fox & Davis store opened its doors and began selling flour at $3.40 a barrel, butter for 24 cents a pound, and three boxes of Frazer's axle grease for 21 cents.

The Beacon mentioned certain home owners who were not keeping the plank walks in repair, in front of their properties. But it also told of a movement toward general betterment of municipal works and facilities. On January 3, 1891, a public meeting was held, probably at Gardner's Hall, to organize a committee for public improvements. Mr. Robert W. Clarke was made chairman of the committee. Available records do not reveal a correlation between the initiation of this move toward betterment of village works and facilities, and actual construc-

The Heineman building, on the northeast corner of First and Washington housed a store, The Hinsdale Beacon, *and the Hinsdale Club.*

tion of the improvements that took place between 1893 and 1905, but perhaps the elements of cause and effect were quite clear to those living at the time.

Old plank sidewalks began to give way to cement, and wooden water mains to metal and tile. More gravel and crushed rock was used to cover the streets. First Street, in fact, was paved with brick in the early Nineties, and perhaps Garfield and Sixth at about the same time. Elsewhere wooden blocks were tried. Eventually, almost every meeting of the Village Board during these years was largely devoted to measures looking toward betterment of plant, equipment, and facilities; doing away with the old, in favor of the new.

The Doings started publication in 1895. From some of its early issues we learn that Reverend D. S. Johnson had become pastor of the Presbyterian Church and Dr. Preston the new Congregational minister. Lectures on various subjects were being held in Gardner's Hall, and a Woman's Club reception was attended there by two hundred persons. Hugh Ditzler was showing promise as an artist. Certain "best sellers" had arrived at the library, among them "Alice in Wonderland"

and "Cloister and the Hearth." Athletics was in the news. Whereas baseball, hunting, and fishing had been the only sports of the past, the game of tennis had now made its debut, to be followed soon by football. Tennis began with small neighborhood groups, such as the Ten Tennis Club, organized by Messrs. Beam, Clarke, Crossette, Holcomb, and Wilson, in 1893.

In Fullersburg, horse racing was in vogue, on a track at Ogden and Wolf Road, entrants from Lyons being the principal rivals. In the society news from there, appeared the names of the Mesdames Bretes, Coleman, Francis, Hambel, and Ruchty.

As the 1890's progressed, there came rumors of an electric railroad, that was to pass through Hinsdale, a new subject for the neighborhood to ponder. Some were "for" and others "against." At first it was favored by the local merchants, who visualized a stimulation of their trade. So the Village Board met with the Western Springs Board to discuss the prospects, inasmuch as the two villages would have been similarly affected by an electric railroad. But this flurry of interest died out after a petition opposing the project had been signed by a number of citizens, and nothing further was heard of the proposed road for two or three years.

Electric lights for the village, however, were decidedly on the way. By 1895 the generator was installed, the streets were wired for electric arc lights, and current was available for those homes that chose to use this new convenience. Improved illumination was accompanied by the installation of street markers at the intersections.

This bare announcement of the initial functioning of the electric plant, however, does not tell how the move was started in the first place, and the plant established. It is another story of a village need being met by the foresight and enterprize of certain citizens. Briefly, J. C. F. Merrill, H. A. Gardner, John C. Ross, George Robbins, and others formed a corporation, capitalized, and built the plant, and then sold it to the village. They believed that electricity would come to the town more quickly in this way. Previously, a similar boost had been given to the water plant movement. The habit of getting things done in Hinsdale was not on the wane.

In this year there was talk of telephones being available soon. McGee's drug store, now Vann's, already had one, for the use of those whose messages were urgent. Chicago had them, also some of the other

suburbs. They would be an improvement over the telegraph instruments with which some village homes had been equipped for the past twenty years.

* * *

On a Saturday night in March of 1896 a most deplorable tragedy occurred at the Washington Street rail crossing. The three W. L. Blackman children, Carlos, Margery, and Willis had been driven by the family coachman, Samuel Russell, to a band concert at Unity Church. At about 10:15, the entertainment over, they started for home, going south from the church, down the hill on Washington to the crossing.

Between the church and the tracks there were, at that time, many trees, the Park Hotel, and a blacksmith shop, and on that particular night two freight cars stood on a siding, north of the old depot. As the phaeton approached the crossing, the rear end of a freight train was just passing to the westward, and Russell, the coachman, did not see or hear the Katy Flyer, No. 50, heading in from that same direction at forty or fifty miles an hour. The horse hit the side of the locomotive, and was carried eastward. This swung the carriage around, bringing its right side in contact with the left side of the train. Little Carlos Blackman, age five, and the coachman were instantly killed. Margery, nine, and Willis, fifteen, were badly injured. When people came running to the scene, Willis insisted that he was all right, and that help be given to the others. They were taken into the station, and then to their home at the Highlands. Doctors Hench and Ohls said the two older children would live; and they did. Margery, Mrs. James Bailey, resided here many years following this occurrence. Mr. and Mrs. Willis L. Blackman now live on south Washington Street.

It was in the early 1830's that the first members of the F. O. Butler family came West. The very earliest to come, going to Naperville, and later to St. Charles on the Fox River, was Oliver Morris Butler. In the year 1841, in association with B. T. Hunt, he completed the first paper mill west of the Alleghenies at St. Charles. In those days paper was hauled by team to and from Chicago and elsewhere. Eventually, the Butlers came to realize the desirability of Hinsdale and its environs as a residential location, and so, in the early 1890's bought property on First Street in Hinsdale, Julius W. Butler coming to live at the northwest corner of First and Orchard Place. A few years later his son, Frank

O. Butler, built the brick dwelling at 230 E. First, the site of the former Graves home.

The beautiful Meenely chimes in the bell tower of the Union Church, which for many years have tolled their message of warmth and consolation to all Hinsdaleans, were given by Frank O. Butler in memory of his father.

Frank O. Butler also developed a small cemetery in the attractive and peaceful northwest section of Hinsdale, there erecting a mausoleum wherein lie the remains of both his parents and grandparents. The cemetery is reserved for relatives and old associates, both business and otherwise.

In 1898 Mr. Frank O. Butler, looking for farm land in this vicinity, decided on a site of natural beauty on the west bank of Salt Creek. The stream was bordered by oak trees, so the place was named Oak Brook Farm. A country residence, large stables and adjoining buildings were erected. Other lands were gradually added to the original tract until the farm became one of the largest in the region, enabling Mr. Butler to give expression to his life-long interest in pure-bred live stock and fine horses.

Natoma Dairy was acquired from Mr. George B. Robbins and flourished for many years as an adjunct to Oak Brook Farm. It was one of the pioneers in the furnishing of "certified" milk, that nation-wide move which accompanied our pure food laws and the inspection of meat. For a long time the Natoma Dairy wagons were a familiar sight throughout Hinsdale and the neighboring area.

Mr. Butler initiated the move toward the setting aside of land for forest preserves in Du Page County, and in various other ways his public-spirited activities have helped to shape and give character to the village of Hinsdale and environs.

The various farm properties now are owned by Mr. Butler's son Paul, who also is the present owner and operator of the Butler Company, which was originally created in 1844. In 1929 Mr. Paul Butler organized the Oak Brook Polo Club, destined to become one of the most active inter-sectional participants in polo.

Mr. F. O. Butler's only other son, Julius W. Butler, and his family, live at Hot Springs, South Dakota.

Elbert H. Gary, of Wheaton, the County Attorney, was trying some cases in Hinsdale just before the turn of the century. Later, Mr. Gary

became chairman of the Board of the United States Steel Corporation.

The Spanish American War was in progress, and *The Doings* published letters from two local boys, Howard Scotford and Bert Edwards, who were serving in the Navy. After the sinking of the Maine, Hinsdale's Fourth of July celebrations reflected the aroused feeling of patriotism. That war required no organized Red Cross work in the village, but parcels and letters were sent to Hinsdale soldiers and sailors by their friends and relatives.

In October 1899 the commodious new Hinsdale Club House was opened, with an informal reception. The guests were received by Mrs. W. H. Knight, president of the Woman's Club and Mr. J. A. Blood, president of the Men's Club. Except for the Spanish War, then in progress, doubtless it would have been a more elaborate opening, for this was to prove a turning point in the social life of the town. The meetings, dances, plays, lectures, bowling tournaments, and other functions that have taken place there, run into thousands, and many important decisions bearing upon village progress have been formulated within its frame walls. As is generally known, the old Club building is now the Community House, at First and Garfield.

Social life in general, though no less active than it had been in former years, was taking different forms. Instead of the Cultivators and the Baker's Dozen, the Archers, and the Equestrians, there now was the Country Tennis Club, both athletic and social. The Woman's Club was under way, churches were holding large functions, each in its own quarters, and plans were formulating for a golf club.

Then, as now, cheerful news was sprinkled with the sad. The town's early arrivals were beginning to pass on, among them James Swartout, who had arrived here in 1864; C. E. Hinds; J. B. Doane, whose tomb in the woods along north Adams Street was a familiar landmark; and Robert W. Clarke, in his forty-eighth year.

Cemeteries of the neighborhood were the burial grounds of the Torode family north of Fullersburg, and of the Fuller family at the north end of Garfield Avenue. The latter was eventually developed into the Fullersburg Cemetery. There is a small, but very old burying ground south of Clarendon Hills, at about Sixty-third Street, where some of the pioneer farmers of the area are resting. Within comparatively recent years a semi-private cemetery has been established by Mr. F. O. Butler northwest of Hinsdale.

The oldest existing dwelling in Hinsdale, at 120 E. Fifth Street, was built by William Robbins in 1863. A wing, at the rear, was added by A. L. Pearsall.

Back in 1883 "a committee of citizens" had been appointed in Hinsdale "to consider the subject of cemetery sites." There is no record of the findings of this committee, but it is known that the cemetery now called Bronswood was in existence in 1888 under the proprietorship of Mr. G. K. Wright. In 1907 Mr. Charles A. Brown purchased the property and brought about extensive improvements. Following Mr. Brown's death the cemetery almost slipped beyond Hinsdale ownership and control. Rather than allow this to happen, Mr. Philip R. Clarke bought the property, and it continues to be managed by and for Hinsdale people, though families elsewhere are not barred from its use.

* * *

THERE follows a review of some of Hinsdale's residents who were here when the village was small; during that elegant era of the 70's, 80's, and 90's. With few exceptions, the houses in which these families lived are still standing. But the house numbering system throughout the vil-

lage was changed within recent years, so where numbers appear, they are the present numbers:*

CHARLES A. ALLEN. N. E. corner of Washington and Hickory. A manufacturing jeweler. Mr. Allen was a Civil War veteran, and each year after the Memorial Day parade, he entertained the surviving members of the G. A. R. on the lawn of his home. (See page 124) He was the father of Mrs. H. C. Knisley, mother of Mrs. Margaret Abbott.

ANSON AYRES. 7 W. Ayres Avenue, where the W. H. Regnerys now live. Mr. Ayres owned one of the three tracts of land which formed the original north side subdivisions. He was active in village and county affairs; was father of Frank E. Ayres, grandfather of Robert B. Ayres. In the olden days there was a well of fine water on the premises, drawn up by buckets.

W. S. BANKER. His house, built in the 1870's stood on the site of the N. W. corner of Park and Third. Many of the young married people who came to Hinsdale boarded with the Bankers while their homes were being built. Two subsequent houses on this lot, the Schuyler's and the Root's, burned. The present one is the home of the late George H. Bell.

C. M. BARNES. N. W. corner of Washington and Second. This little house, still standing, is the one Mr. Barnes built in the 1860's. The first baby on the south side was born here, and Mr. Robbins presented the baby with a lot. Mr. Barnes was a publisher in Chicago.

W. T. BARR. One of the first, if not the original resident at 115 E. Fifth. Mr. Barr married Annie Haskell.

ENOS M. BARTON built Sedgeley House and farm on the east side of south County Line road, the estate now owned by James A. Hannah. It was back in 1869 that Mr. Barton, with Elisha Gray entered the then infant electrical manufacturing business in a loft shop in Cleveland, Ohio, the business later being moved to Chicago.

Elisha Gray had invented a telephone, but was the loser in a patent contest with Alexander Graham Bell. Nevertheless, telephones had to be made, so Gray and Barton began making them. Mr. Barton had moved to Hinsdale, and while living here decided on the site for his plant on Cicero Ave., on the western edge of Chicago, which later became known as the Hawthorne Works of the Western Electric Company. Most of the world's telephone instruments have been made there. The Gray-Bar Company, electrical equipment suppliers, obtained its name from Messrs. Gray and Barton. Many of the old-timers recall the Sedgeley House Tally-ho, and the farm's fine cattle and sheep.

Mr. E. E. Gray, who lived in Hinsdale during the early 1900's, and who raised trotting horses near the Highlands, was Elisha Gray's son. E. E. Gray's son Ted married Winnie Blackman of this village.

* The original purpose of this section of Chapter VII was that of pointing to a few examples of old Hinsdale houses. Although items of information concerning those who lived in them have been added, this is not intended as a directory of early residents. Such a compilation, if complete, would require much more space.

On Memorial Day the G. A. R. met at Mr. Allen's house.

JESSE BARTON. 626 N. Washington. A former Barton house stood on the same site. Mr. Barton was General Counsel for the Illinois Central Railroad. At other times he had been employed by the Great Western and the B. & O.

O. P. BASSETT first occupied the house on Woodside Drive that was later known as the Murray place, and which burned some years ago. About 1900 he built the house on the northwest corner of Sixth and Oak.

C. G. BECKWITH. The Beckwith home, as mentioned elsewhere, stood on land now occupied by the Hinsdale Sanitarium. Judge Beckwith was General Counsel of the Chicago and Alton Railroad. The house was built by Mr. John W. Reed.

W. L. BLACKMAN came to Hinsdale in the 1880's while engaging in the grain business in Chicago. He purchased "Oaklawn" from the Sanders family. This residence had been built by the H. L. Storeys, immediately south of the Highlands station. There the Blackmans entertained their many friends at large lawn parties and other gatherings. The house burned in 1914. Mr. Willis L. Blackman, a son, lives on south Washington Street.

A. H. BLODGETT. 319 N. Lincoln. Before they came to Hinsdale, Mr. and Mrs. Blodgett had lived for a while at Fort Dearborn before it was dismantled, and elsewhere in Chicago. Their daughter Georgia had a remarkable career as teacher of the first grade at the Maple Street school for more than forty years, and as head of the Infant Department of the Congregational Church for almost as long. There was another daughter Laura, and a son Silas. "Si" Blodgett, a grandson, played on the town football team.

JAMES A. BLOOD. S. E. corner of Washington and Walnut, was a brother-in-law of the eligible village bachelor Harry Maydwell. Mr. Blood was a village trustee in 1893 and was mentioned often in items of news about the town.

H. BOERGER, 223 S. Quincy. This house is a period piece, one of the best remaining examples of local architecture of the 1870's. It was built by Mr. O. J. Stough, occupied by the Boerger family and others. (Note the tower, and the window "caps.")

JOHN G. BOHLANDER, 27 S. Garfield. Hinsdale's early hardware, coal and grain merchant, whose son John, Jr. still resides at this address, came to Hinsdale in 1871 after having been reared on his father's farm near York Center, Du Page County. John, Jr. has spent his entire life in the village, carrying on the business started by his father.

EDWIN BOWLES, built and lived in the frame house immediately south of the First National Bank, in fact the Bank was built on land that used to be the Bowles' side yard. Mr. Bowles was a deacon of the Congregational Church.

JOHN BRADLEY, 119 N. Lincoln, was an official of the American Express Company and a leader in that business. This distinguished family moved from here to Milwaukee, and later to New York. Ralph Bradley, a son, now lives in Chicago.

Lafayette Briggs lived at 127 E. Fifth. He was in a branch of the transportation industry, and was one of the first villagers to discard his horse in favor of an automobile.

Walter Buffington came to Hinsdale as a child, with his mother who chose the house at the S. E. corner of Hickory and Park. Mr. Buffington started as office boy with the C. D. Peacock Company, and became its vice president.

Frank O. Butler, 230 E. First Street. See page 119.

Julius W. Butler, Northwest corner, First Street and Orchard Place. See page 119.

F. S. Cable, manufacturer of the Cable piano, made exploratory sojourns to Hinsdale in the 1890's and finally settled at 222 E. Third, a house still occupied by his daughter Gladys. Other daughters are Anne Cable Powell, Rachel Cable Hench, and Dorothy Cable.

Judge J. W. Carey built the house at 205 E. Sixth, later the home of J. C. Davis, vice president of operations, American Steel Foundries.

Robert A. Childs. His house stood on the site of 118 E. Third where his son Lester C. now lives. Some years later he built and occupied the dwelling at 318 S. Garfield. After four years of combat in the Civil War and serving as principal of public schools at Amboy, Illinois, Mr. Childs was admitted to the bar in Chicago about 1873 and made his home in Hinsdale thereafter. He displayed a keen interest in government and became a member of Congress from this district during the Cleveland administration. Other children of Mr. and Mrs. Childs are Robert, Kent, George, and John.

Robert W. Clarke. While living in Chicago, Mr. and Mrs. Clarke were attracted to Hinsdale, and for the summer of 1886 they rented Mr. G. W. Hinckley's house at the southwest corner of First and Park. In 1887 a lot was purchased on the northwest corner of First and Elm. The house they built there, and which is still standing, was occupied the following year. Three children, Robert Jr., Nellie (the late Mrs. William B. McKeand) and Norman came with them to Hinsdale. Philip R. Clarke was born in the new home. Railroads, mining, the Board of Trade, and the Hinsdale Presbyterian Church, which he founded, were among Mr. Clarke's interests, and he also initiated the program of local municipal improvements that went forward between 1895 and 1905.

William Coffeen built the house where Mrs. Samuel Dean lives, at 306 S. Garfield, after having lived in Hinsdale for some years. His mother helped organize the Fresh Air Association.

Sydney T. Collins came to Hinsdale from Montreal about 1875 and built the house at 513 S. Garfield, where his son Arthur F. Collins and his family now live. Mr. Collins was long identified with the Commercial Union Insurance Company. In Hinsdale, horses, then golf and gardening were his hobbies. An older son, Sydney T. Jr., lives in Chicago.

L. P. Conover built the house at 307 S. Lincoln. A Chicago lawyer, and served as Village Attorney. The Conover children are Polly, Harvey, and Richard.

W. P. Cortis, 114 E. 5th. Settled here in 1890. His son Fred married Dorothy Davis. The other children were Marjorie, Edith and Robert.

D. A. Courter, who lived in the house on the northwest corner of First and Blaine, was well-known in the early village. He was one-time Postmaster, also Justice of the Peace. He had come to Hinsdale following a strenuous industrial career in various parts of the country.

Deacon James Craigmile, who resided at the N. W. corner of Grant and Second, was often mentioned in the early news items. There were five Craigmile brothers who lived out on the Plainfield Road in the 1850's, relatives of Deacon James.

D. J. Crocker, attorney. The house stood on the site of the P. R. Clarke property at 419 S. Oak.

William D. Crooke. This family built the house at the N. E. corner of First and Park, where the A. C. Bryans lived for so long, and which now is occupied by Dr. August H. Lueders. Mrs. Lydia Hedgecock, a niece of Mrs. Crooke, recently moved from Hinsdale to Arizona.

E. C. Crosby. Built various Hinsdale houses following a career in education. He lived longest in the house now occupied by Mrs. Hazel Ballou. Francis Crosby, a son, now is a resident of San Francisco.

Charles H. Crossette, a member of the firm of Cutter & Crossette, shirt manufacturers, became a resident of Hinsdale in 1885, and lived in the house numbered 33 E. Fifth street. At one time Mr. Crossette was president of the Hinsdale Club. There were sons Charles, Murray, and Robert, and a daughter, Aurelia.

Charles H. Cushing, 16 W. Fifth street. President of the Cushing Printing Co. in Chicago, and also publisher of *The Hinsdale Beacon,* newspaper of the 1880's and 90's.

Otis Cushing came to Hinsdale in 1886 and built the house at 135 E. Fifth in which his son Otis R. now lives. Mr. Cushing was sales manager of Cutter & Crossette, manufacturers of men's wear. Other children were Lucretia (Mrs. W. P. Cortis), George, Charlotte, Almira, Florence, and Irene.

J. J. Danforth. This family lived in the old David Roth homestead at 222 E. Chicago Ave. Many Hinsdaleans remember the Danforth daughters, Winnefred and Alice. Mr. Danforth was a vice president of the Chicago Title & Trust Co.

Thomas Dawson arrived in Hinsdale about 1882 and became a building contractor. The Presbyterian Church was among the buildings he erected. His son Alex Dawson is likewise a builder. The Thomas Dawson house is on the northeast corner of Elm and Hickory.

Harvey S. Dean, 327 E. Third. The Harvey Deans arrived in Hinsdale in the middle 80's. Mr. Dean was in the insurance business in Chicago, on the School Board in Hinsdale, and an active member of the Congregational Church. The children: Olive, Louella (Mrs. E. D. Holmes) and Hazen S. Dean.

Robert H. Dean, 337 E. Third, brother of Mr. Harvey S. Dean, moved to the village in the same year. He was on the Board of Trade in Chicago. The Robert Dean children are Earl, Robert, Grace (Mrs. F. C. Bebb) and Edward.

George P. Derrickson took an active interest in the schools of Hinsdale. He lived in, and probably built, the house on the N. E. corner of Hickory and Washington, where the C. A. Allens lived later.

E. H. Ditzler. Came to Hinsdale in 1889. He had served in the Civil War. Mr. Ditzler joined Mr. T. H. Linsley in purchasing the Fox Brothers' store. The firm of Ditzler and Linsley remained active until the business was bought by R. M. Clubb, in 1909.

Michael A. Donohue, owner of a printing and publishing concern in Chicago, lived in the first house north of Chicago Ave. on the west side of Lincoln. Mr. Donohue was Village President for three years, starting in 1875. His publishing company is still in business.

William Duncan, 424 S. Washington. He served as a Village Trustee for seven years, and was a pioneer amateur photographer.

John Earle. N. E. corner of Walnut and Elm. The original Earle home has since been divided into two houses. The Earles came from England. They had several children.

W. P. Edwards. 315 S. Washington. A court reporter. Father of Bert Edwards, Mable and Will. Will married Helen McCurdy.

Andreaus Elmers was a contractor. He built his house at 115 E. Fourth street, and a number of others in town.

William Evernden. 212 S. Washington street. According to one source, "the last of the deer hunts was still in the future when Bill Evernden decided to settle here" after working for a while for the County's Road Surveyor. He operated one of the first drug stores and became a friend and counselor of many a village youth.

Farrel, James, is remembered as the occupant of the little frame house at 914 York, and possibly he built it. It is antedated by few buildings of the Brush Hill era.

Charles Fox, S. W. corner of Ogden and Lincoln. With his brother Heman he operated a widely patronized grocery in Fullersburg, and later in Hinsdale.

Heman Fox, N. W. corner of Washington and Walnut. Formerly he occupied his father's house at the southeast corner of Ogden and Lincoln, which was later used by the Fresh Air Association.

W. H. Freeman, built the house at 123 N. Park in 1892, when Park was called Pine Street, and had not been extended that far north. Mr. Freeman was a wool merchant and an ardent golfer. His sons are Courtney, Charles, and Philip.

Lemuel H. Freer, 505 S. County Line Road. As a young man Mr. Freer went from Chicago to ranching in Colorado, in 1870. He returned to enter the real estate business in Chicago during that period when city land values were still expanding. In 1897 he bought an extensive tract of land on the east side of County Line Road and built a spacious brick house near the intersection of Sixth Street. To the original tract additions were made, and Mr. Freer spent much of his time in the landscaping and improvement of these properties. The Freer children are Mrs. Mabel Dyas, Mrs. Margaret Grulee, Ray, Norman, and William. Norman B. Freer still lives in Hinsdale, at 645 Dalewood Lane. The original Freer homestead, formerly a very large dwelling, has been remodelled within recent years. It is now the home of the C. D. Duncan family.

Adolph Frosher was the contractor who erected The Hinsdale Club and other buildings. He built and lived in the house numbered 314 S. Washington, and was the father of John Frosher. His daughter married R. M. Clubb.

Benjamin Fuller, 948 York street. This house is said to have been Benjamin Fuller's residence from the time he built it during the latter 1830's, until he died in 1868.

Morell Fuller, 108 E. Ogden Avenue. The west or main section of the house is the original building. Its antiquity is evident on the inside especially, with its low ceilings and hand-formed woodwork. At the rear of the house, during the 1840's, the Fullers operated a brick yard which produced the bricks for Graue's mill.

H. A. Fulton was one of the organizers of the Hinsdale Golf Club. The Fulton home is on the southwest corner of Washington and Ogden. There were two sons and two daughters.

Henry A. Gardner. The old Gardner homestead, a massive frame structure with out-buildings and an enclosed wind-mill tower, stood at the northwest corner of Maple and Madison. Mr. Gardner, a lawyer, arrived in Hinsdale in the 1880's. He was a staunch member of the Unitarian Church. Their children were Robert, Sarah, Henry, Mary and Grace.

William P. Gates was president of the American Terra Cotta Company. He built and lived in the terra cotta house at the southwest corner of Walnut and Lincoln. There were five or six Gates children.

F. H. Hannah was one of the first purchasers of land in Hinsdale. The home he built, and which is now numbered 23 S. Vine St., later became known as the Beidler place. Mr. A. F. Beidler married Mary Hannah, and they occupied this house until well into the present century. Francis Beidler, a son, is now a rancher in the Southwest. This well-remembered residence now is a Rest Home.

Dr. L. P. Haskell, 121 E. Fifth Street, was for years a leading dentist in Chicago, known for his ability both in the practice of his profession and in dental research. He was also active in Hinsdale affairs; social, church, and civic.

William S. Heineman first located in Fullersburg, in 1875, but later came to Hinsdale and erected the Heineman Building on the northeast corner of First and Washington (see page 117) where he conducted a store. The Heineman residence, which had been built by Harry Maydwell, still stands, at 214 E. Walnut. Mr. A. T. Hall, a pioneer resident, was the first to build on this lot. His house burned. Mrs. Heineman was a daughter of Barto Van Velzer, of early Fullersburg.

John Hemshell's stone house on the north side of Ogden, on the western edge of Fullersburg, is interesting because of the circumstances under which it was built during the 1860's. According to Mr. T. E. Clark, his son-in-law, "Stone for the house was hauled from quarries at Lemont, and this required four winters with a team and sleigh. The lumber, window frames, and doors were hauled from Chicago. When ready to build, he brought water from Salt Creek in barrels to mix the mortar. The house was nearly completed in 1871, the year of Chicago's big fire. At night when he saw Chicago burning, he climbed up on the unfinished roof to watch it." Mr. Hemshell sent to England for many of the shrubs that are still growing on the place. Recently the house has undergone some major alterations.

Dr. John B. Hench, Hinsdale's widely beloved family physician, arrived here before 1890 and served in the village for thirty odd years. His "sterling traits of character made him well-liked as a citizen." Children of the Henches are Jay L. Hench, of 324 E. Seventh street, Horace B. Hench, 612 S. Garfield, and Helen, Mrs. Frank Schaefer of Virginia. Mrs. John B. Hench still resides at the old homestead at 118 S. Lincoln.

L. K. Hildebrand built the house at 316 S. Oak Street. The Hildebrands moved to Hinsdale in 1885 from Chicago. Mr. Hildebrand had formerly lived at Sycamore, Illinois. Mrs. Hildebrand could remember that, when she was a child, her parents' home was situated on land that later became the site of the Palmer House, in Chicago. Their daughter Louise is Mrs. Philip R. Clarke.

William S. Hinckley. Mr. and Mrs. Hinckley, with their son William and daughter Bessie came here from Galesburg, Illinois in 1880. One of their early dwellings was on the site of the late Geo. H. Bell's home at Park and Third. Miss Bessie Hinckley, who now resides at King-Bruwaert House, taught at the Garfield School in the late nineties, and can name many middle-aged citizens as having been among her students.

William B. Hinckley, son of William S. lived for a while at 316 E. First, the house that has since been owned by the Wade Fetzers. William B. was the father of Brewster, Harold, Ned, and Jessie Hinckley.

George W. Hinckley, a brother of William S., arrived in Hinsdale in about the same year, and built his dwelling on the southwest corner of First and Park. He also built the house on the southeast corner of First and Oak, where the M. A. Meyers family lived for so long a time.

E. P. Hinds. The house of this well-known early resident was on the site of the high school. It was moved and, is now (remodeled) the J. S. Lord house, at 217 S. Washington.

W. H. Holcomb. President of the village Board of Education in 1897. The Holcombs occupied the house on the southwest corner of Third and Elm. They are survived by a son Herbert.

Henry Holverscheid, a coal merchant, came here from Canada and lived at 319 E. Third. His son Harry married Lucy Burton.

Mrs. Mary Irish. Built the house at the N. W. corner of Third and Lincoln. Among other favorable impressions, Mrs. Irish is remembered for her three daughters, Mrs. Van Inwagen, Mrs. Krohn, and Mary Irish.

Horace Jackson. Mr. Jackson was the builder, and he and his family the first to occupy the house at 321 S. County Line Rd. The Van Inwagens lived there for many years, and the house now is owned by the Foorman Mueller family. When the Jacksons lived there the place was called "Royal Oaks."

Benjamin F. Jones. His house, which formerly stood at Garfield and Second, was later moved to 29 S. Park. Mr. Jones was a prisoner of the Confederates at Andersonville during the Civil War. "Jones hill," (the S. Garfield St. hill) was a favorite for coasting in the winter, a pastime that is now hindered by the density of traffic. Following Benjamin Jones, the H. W. Cowles family lived here.

Charles B. Kimbell built the house at 224 N. Elm Street, and the family lived there for many years. Mr. Kimbell served in the Civil War, and was later identified with the stone and brick industry in Chicago. After coming to Hinsdale in 1893 he served as trustee and manager of several large estates, and as a member of the village board. The Misses Virginia and Mildred Kimbell, granddaughters, reside on north Park Ave.; Charles, a grandson, in Philadelphia. The former Kimbell dwelling now is owned by Mr. E. B. Johnson.

Sherman King. Judging from the reported activities of this individual, he was a most useful citizen of early Brush Hill. He built his house on the east side of York Road just south of the creek. The original foundation is still there but the building has been modernized.

William H. Knight. Mrs. Knight was Belle Robbins, daughter of William Robbins. Mr. and Mrs. Knight and their daughter Glendora lived at 333 S. Park Ave. Glendora married Mr. Courtney D. Freeman of Hinsdale.

Harry C. Knisley, manufacturer, built and lived at 234 E. Third. Mr. and Mrs. Knisley were married in Hinsdale in 1889 and lived here from then on. Their daughters are Mrs. Margaret Abbott and Mrs. Sarah Drehr.

W. F. Krohn came here about 1890. He started out as a delivery boy and became secretary of the Central Commercial Company in Chicago. His son Willard still lives here.

Chauncey T. Lamb arrived in Hinsdale in the 90's while with the Curtiss Publishing Company, and married Mabel Warren. They lived at 121 S. County Line Road. He was active in Boy Scouts and the Hinsdale Club. Their sons are Richard and David. A daughter, Mrs. Winfield Foster, lives on South Oak Street.

Dr. Thomas Lawton graduated from the Chicago Homeopathic Medical College and came to Hinsdale in 1890. Listed as "one of the physicians and surgeons who has become eminent in Du Page County," Dr. Lawton and his family had a wide circle of friends in Hinsdale, where they were always active in local affairs. Two of the children, Mrs. Gertrude Ketcham, and Mrs. E. B. Greek still live in Hinsdale.

A. A. Lincoln. This family, which has been so well spoken of by its neighbors, lived at 321 S. Garfield until about 1920. Formerly there was a private greenhouse behind the dwelling. Mr. Lincoln was president of the David B. Crocket Company, paint and varnish manufacturers.

T. H. Linsley arrived in Hinsdale in 1889, and formed a partnership with E. H. Ditzler in the grocery business. The Linsleys lived at 323 S. Washington. Robert Linsley, a son, has moved to Traverse City, Michigan.

William McCredie, dwelt at the S. E. corner of Walnut and Park, in one of the first houses to be built on the north side. Mr. McCredie was father of Mrs. Jeane Matile who still lives in the house. He was a signer of the petition for incorporation of the village.

Dr. J. C. Merrick is remembered as Hinsdale's first physician and first druggist. At one time he lived over his office and store on the east side of the Washington Street business district, and later at 323 S. Washington, before the Linsleys moved there.

John C. F. Merrill whose house still stands at the southwest corner of Sixth and Elm, was President of the Chicago Board of Trade and President of the village for several terms, starting in 1894. Many municipal improvements were made during his terms of office. His children were Charlotte and Ralph.

George H. Mitchell, identified with the building stone industry in Chicago, built the house on the southwest corner of First and Elm in the 90's. The Mitchells had two daughters, Marion and Louise. The house is now owned by Mrs. Perry Phelps.

J. P. Mohr was one of the many owners of the old cross-roads store, at the northeast corner of Ogden and York, that served Fullersburg through the cracker-barrel era, and well into the twenties. Mr. Mohr was a Civil War veteran. His later years were spent in Hinsdale. The site of his store, at present, is a used car lot.

L. C. Newell erected the house at 526 N. Washington in 1894. He, A. H. Fulton and a few other neighbors began playing golf on a crude home-made course west of Burns field in that year. This group was the nucleus of the Hinsdale Golf Club.

Walnut Street before it was paved, looking west from the sanitarium.

GEORGE W. NOBLE 232 N. Lincoln. After trying the state of Texas, Mr. Noble returned north and settled in Hinsdale, in the year 1889. He was General Manager of A. C. McClurg & Co., in Chicago, and had a strong leaning toward baseball. The Noble children: Jansen, George Jr., Howard, Sadie, Ray, and Herbert.

WILLIAM OSTRUM. 544 N. Washington. Mr. Ostrum arrived in Fullersburg from Germany in 1869. A mason contractor, he built this house and various other Hinsdale dwellings and commercial buildings. The Ostrums had four daughters: Emma, Selma, Martha, Clara, and Minna, and a son George.

P. P. PASCALL built the house at 106 E. Eighth street, later occupied by his niece C. Gertrude Pulver. The present owner is Mr. Walter M. Sheldon.

ALFRED PAYNE lived in Hinsdale from 1874 to 1900. His house was situated east of Oak Street, between seventh and eighth. After it burned, Mr. Payne moved to the old Marvin Fox house at Ogden and Lincoln. Mr. Payne was a portrait painter.

A. L. PEARSALL. 120 E. Fifth. In 1863 Mr. William Robbins erected this house as his temporary residence. Mr. Pearsall was in the real estate business and was Hinsdale's sixth Postmaster.

D. K. PEARSONS, 122 N. Grant. See page 141.

D. L. Perry. 138 E. Maple. He was Village President in 1882, and a signer of the petition for incorporation. The Perrys moved several times within the village. The Perrys were gracious hosts to various newcomers who temporarily resided with them while looking for homes of their own.

D. H. Preston lived on the northeast corner of Third and Park, where the family resided for such a long time, and where Mr. and Mrs. H. A. Brinkman now live. Mr. Preston helped to organize the Public Library and was identified with a number of village activities, including the presidency of the Hinsdale State Bank.

A. Pugh, 516 W. Maple, was President of the Village in 1880.

M. L. Raftree built the large residence on the west side of Stough Street a little north of the railroad. Mr. Raftree's colorful career in the practice of law has been the source of many pleasurable anecdotes concerning his appearances before juries and public gatherings.

Lake Ransom, 428 S. Lincoln. Subject of "The Hinsdale Tragedy" (Page 103).

C. E. Raymond was appointed food administrator during World War I, was president of Chicago's First National Bank, and a good golfer. Mrs. Raymond was a sister of Chauncey T. Lamb. Their former home is numbered 425 E. Third.

Alanson Reed built one of the first of the houses that were so often referred to by early reporters as "elegant estates." The Reed family manufactured musical instruments in Chicago. The house stands north of the Highlands station, a little to the west. The house of his son, John W. Reed stood on the site of the Sanitarium, and was later owned by Judge Beckwith. Eventually it was incorporated within the frame portion of the sanitarium building.

J. D. Richardson, president of the National Biscuit Company, lived at 202 E. Fourth, and later on Woodside Drive. It is said that a member of the Richardson family designed that familiar National Biscuit trade-mark.

Bruce E. Richie, S. W. corner of Park and Third, was a well-known insurance man. Mrs. Richie is a daughter of John W. Reed. She lives at 134 E. Maple. A son, Clark B. Richie, lives in Elmhurst.

George B. Robbins, brother of William Robbins, built the house at the southeast corner of Washington and Third. He was president of the Armour Car Lines. Later, this was to be the temporary home of F. S. Peabody, president of the Peabody Coal Company, whose Mays Lake estate was bequeathed to the Catholic Church, and is now Saint Francis Retreat. Another prominent man, one who lived in this house some years later, was Alexander Legge, president of International Harvester Company. During most of Mr. Legge's career he lived elsewhere, but while in Hinsdale he was appointed chairman of the Federal Farm Board, and President Hoover visited him at this address on one or two occasions. The Katherine Legge Memorial on south County Line Road, established for the benefit of Harvester Company employees, and the Farm Foundation, for research in the field of agriculture, are among Mr. Legge's contributions to society.

William Robbins, 425 E. Sixth street. See page 76, and other references to Mr. and Mrs. Robbins in Chapter VI and elsewhere.

A. R. Robinson, a well-remembered principal of the Hinsdale schools lived at 505 S. Garfield. His daughter, Mabel R. Gifford is a resident of King-Brwaert House. He married Jennie Pearsall.

John C. Ross. The old Ross home formerly occupied the area at the southwest corner of Oak and Fourth. Years later it was moved to 836 S. County Line Rd. Mr. Ross was a member of Chicago's Board of Trade, and one of those who helped build Hinsdale. Edith, Harry, Agard, and Alice are the Ross children.

David Roth, 222 E. Chicago Ave., "a kindly neighbor." When the Roth family built this place it comprised several acres. A son Frank is still living. Mrs. Ray Noble and Syrena Roth are granddaughters.

John F. Ruchty, hotel proprietor and merchant, came to Fullersburg soon after the town had acquired that name, and built the house numbered 815 York Street. His son George E. Ruchty lives at 214 N. Washington.

Linus C. Ruth, S. W. corner of Fourth and Washington, was Judge of the Du Page County Court, Circuit Judge, and the first village attorney. Mrs. Ruth was Librarian for a long term. Their son Chester still lives in Hinsdale. Linus, Jr., lost his life in the war of 1917–18.

James S. Shannon, 304 S. Lincoln, a builder. He erected many of the houses on Third, and on Lincoln.

Robert S. Slocum, 605 S. Garfield. His great granddaughter, Mrs. Forrest Mann, resides on Sixth street. Mr. Slocum signed the petition for village incorporation.

O. J. Stough's house was small but it was surrounded by an entire block of land, on which fruit trees, grape vines, and evergreens were planted. Later, D. K. Pearsons built his house on the same site, on the west side of the Grant Street hill. Mr. Stough's dwelling was moved to the northwest corner of Hickory and Grant. It has been enlarged.

James F. Stuart, 317 S. Park. The Stuarts were here a long time and were steadfast members of the Episcopal Church. He was an official of one of the nation-wide express companies, before they were consolidated.

James Swartout, 30 E. Fifth, one of the first "settlers." This was either the second or third house to be built on the south side.

Carl Thayer lived at 30 E. Fifth, following the Swartouts. He was a member of the Board of Trade.

Joel Tiffany, the first village President, arrived here in 1870 from the East where he had been an active lawyer and author of several works, including *Man and His Destiny, Government and Constitutional Law, and A Treatise on Trusts & Trustees.* In addition he was an inventor, in the field of refrigeration. His residence in Hinsdale was marked by an active interest in local

Hinsdale Public School,

Eighth Grade,

Closing Exercises,

Class of '93.

JUNE 8, 1:30 P. M.

J. N. Kelly, Sup't.

Nellie M. Boyd, Teacher.

Programme.

"Work Wins."

PIANO DUET,	Galop Brillante,	*Spanholtz*
	MISSES NELLIE CLARKE AND RUTH FAYERWEATHER.	
PRAYER,		*Rev. A. W. Gould*
ESSAY,		*Civil Service*
	GEORGE OSTRUM.	
RECITATION,		*The Legend of Kalooka*
	BESSIE HISLOP.	
ESSAY,		*Some Famous Structures*
	JUNE BIRD.	
VIOLIN SOLO,	7th Air Varié,	*C. de Beriot*
	GORDON K. WRIGHT.	
ESSAY,		*Patriotism*
	JOHN STREET.	
RECITATION,		*A Street Scene*
	ALBERT WOLF.	
ESSAY,		*Flying Machines*
	WILLIS LINSLEY.	
PIANO SOLO,	"La Source."	*Blumenthal*
	MABEL EDWARDS.	

Program of the eighth grade graduation exercises, 1893.

improvement and progress. His grand-daughter, Mrs. L. M. Fee, the former Louise M. Tryon, now lives at the Godair Home. The Tiffanys built the house on the southeast corner of Washington and Walnut. It has been remodeled over the years.

Homer B. Vanderblue, 118 W. Third street. After Mr. Vanderblue left here he became dean of the Northwestern University School of Commerce.

James Van Inwagen, a prominent Chicago business man, occupied the old Joel Tiffany house at Walnut and Washington.

Dr. F. H. Van Liew, who lived at the southwest corner of Walnut and Washington, came to Hinsdale in 1882. Dr. Van Liew was a well-versed homeopathic physician and one of the founders of the Unitarian Church. His daughters, Gertrude and Helen, reside at 240 E. Walnut.

Barto Van Velzer, keeper of the toll gate in early Brush Hill, lived with his family in the toll gate house, now numbered 225 E. Ogden Ave.

A. E. Walker, 639 S. Garfield. An active, energetic family. The children are Ned, Lulu Belle, Aldis, Julia, Robert and Walter.

Alfred L. Walker. See page 56.

H. K. Walker, came to Hinsdale in the 80's and lived at 425 S. Garfield.

C. C. Warren, 115 E. Maple, was village president in 1881. He and C. T. Warren were among the founders of the Unitarian Church.

C. T. Warren, father of Mrs. Chauncey T. Lamb, owned the house that was later to be torn down to make way for the Memorial Building.

N. H. Warren, 125 E. Maple was the father of Ella and Alice.

The three Warrens were brothers, and partners in the grain brokerage firm of N. H. Warren & Co., Chicago. They moved to Hinsdale in the 1870's and had a prominent part in the shaping of the village during its formative years.

The homes of C. C. Warren and N. H. Warren on Maple Street were next door to each other. On more than one occasion in the summer time the brothers installed a large wooden platform, sheltered by a huge canopy, between the two houses and invited their neighbors to dance. The guests could pass from one house, across the dance floor, to the other.

Ella Warren taught dancing in the old Baptist Church. Miss Alice Warren now lives at 115 N. Park Ave.; Mrs. C. T. Lamb at 504 S. Garfield.

C. L. Washburn, of the firm of Bassett & Washburn, occupied the stone house at 425 E. Sixth street, the one built by William Robbins in the 60's. The Bassett & Washburn greenhouse, or one of them, was on the west side of County Line Road, between Sixth and Seventh.

John Webster, S. E. corner of Lincoln and Second. This family arrived shortly after William Robbins and the Swartouts. They operated an express and delivery business in the early days. Roy and Nelson were Mr. Webster's sons. Nelson served as Wm. Evernden's chief clerk for a long time.

The Grant Street hill.

Adolph Weidig was Assistant Conductor of the Chicago Symphony orchestra under Theodore Thomas. The Veidigs occupied the house on the northwest corner of Elm and Walnut, the one that faces southeast.

George Wilson, 130 E. First street. Mr. Wilson was a surveyor. His daughters were Adelaide and Mary. Adelaide Wilson Slade is the mother of Mrs. Norman B. Freer.

Reverend George Wilson became minister of the Congregational Church during the early 90's, and lived at 644 S. Garfield. Present relatives are George W., a grandson, and Mrs. Clifford Pratt.

T. J. Woodcock, N. W. corner Fourth and Washington, was here in the 80's. Sadie Woodcock, a daughter, married George Barker.

There are other early houses that have not burned or been dismantled, but most of those listed are representative of the period before 1895. Many of them have been remodeled; some to such an extent that they no longer look old.

There have been various blacksmith shops, in the village; those of Lewis, French, Schreiber, and others. The one remaining, operated by

The Park Hotel.

Frank Hauser on Village Place, occupies a remnant of the old Roth building which probably was the first commercial building in Hinsdale. It stood on the southeast corner of Washington and Hinsdale Ave. The Park Hotel was north of the old station, and the village pump was about in the middle of Washington street, in front of the hotel. At the curb was a watering trough for horses. The trough is still there.

In 1898 the Burlington decided to build a new Hinsdale station, and a drawing of the proposed building was published in *The Doings*. A year later this building was completed, whereupon the old depot, which had served as the town's early meeting hall, began its long term of service as the freight house.

* * *

As THE century drew to a close, marking the thirty-fifth year since the railroad gave impetus to the building of a village on these rolling acres, new fine homes were still being added, such as Mr. Bassett's and Mr. Coffeen's. The population had reached 2,500; fires, and burglaries in the village were frequent; skating and fishing on Salt Creek were in

their hey-day; a hundred telephones had been attached to hall and living room walls; "talking machines" and cameras had arrived, and there was a good deal of discussion concerning the capabilities of automobiles, and of Teddy Roosevelt.

Aside from social affairs, the first thirty-five years, and especially the decade of the nineties, were marked chiefly by the rapidity of village growth, and of municipal improvements. Subdivisions of land were frequent, and toward the end of the century, contracts often were let for the building of dozens of homes at a time. This construction work had to be accompanied by the installation of new paving and other facilities, so the Village Board was kept as busy as the contractors, and at times, was hard pressed to keep up with the requirements of such rapid expansion. In population growth, the infant Hinsdale had far exceeded its older neighbors, Fullersburg, Lyonsville, and Cass.

CHAPTER VIII *From 1900 Onward*

AS A new century opened, amid a blast of whistles that were louder and longer than those of the ordinary new year observance, Hinsdale shook off the few remaining aspects of a country town, and became a suburb of a large city. Farmers still came to the village for supplies on Saturdays, and many of the roads leading to town were still of the dirt variety. But the "general" stores were disappearing, the hotel had gone, and the village no longer was a shipping point for hay and cattle. Rural delivery of mail had been inaugurated, and more Chicago business men were moving this way.

One of these, a man of wide reputation, was Daniel K. Pearsons. His career is interesting to Hinsdaleans, for although he lived here only for a part of his long and useful life, his numerous philanthropies brought him into national prominence, and his former residence at 122 North Grant Street is one of our best known landmarks.

After studying medicine at Woodstock, Vermont, the State of his birth, he practiced medicine in New York state until a desire to travel led him to sell his practice, and to go to Europe. Upon returning, he located in Tennessee and lectured at various southern schools and colleges. Later, Dr. and Mrs. Pearsons moved to Ogle County, Illinois, where the doctor became a farmer. But his interest in farming gave way to a greater fascination that he found in the buying and selling of real estate; so in 1860 he left the farm and moved to Chicago.

Here, during that era of westward expansion, he became a successful land broker, acquiring a fortune during the following decade, which enabled him to launch into various enterprises that brought him immense wealth. During the 1880's, Dr. and Mrs. Pearsons moved to Hinsdale, and it was while residing here that he disposed of the greater part of his huge fortune, for the benefit of various institutions; artistic, religious, and educational.

In 1905 a reporter for the *Chicago Tribune* asked Dr. Pearsons to comment on the subject of tainted money. "Tainted money?" said the old gentleman, "to the popular mind, excited just now by socialistic out-cries, there is no wealth that is untainted."

Continues the report: "The philanthropist and 'patron saint of small colleges' chuckled as he gazed at a newspaper clipping telling of his timorous offering of $50,000 to the board of missions of the Congregational Church in which he cautiously requested an opinion as to the possibility of 'taint' in the donation."

Dr. Pearsons gave only to worthy causes and his benefactions were numerous. He bequeathed his home and grounds to the Public Library. As its present quarters become crowded, the Library Board looks forward to the day when it can make some use of this bequest.

All those who bought property here could not pay for it in one lump sum, and it was not always convenient to do the financing through Chicago mortgage houses, so a group of men in town, which included the names of Bohlander, Duncan and Frosher, loaned money to help the new-comers buy lots. It was natural for this activity to develop into the Hinsdale Building & Loan Association, which flourished until 1902 when the Association was voluntarily liquidated in favor of a bank, which would carry on the real estate loan business and offer general banking facilities as well. After consideration and rejection of a proposal to estabish a branch of the Downers Grove bank here, the Hinsdale State Bank came into being, in May, 1902, with Thomas P. Phillips as its first president.

Of the period now being reviewed Otis R. Cushing has furnished many absorbing anecdotes, and these are doubly interesting because they relate to events in some of which he was one of the participants:

"Many a youngster wonders what we did for amusement at the turn of the century. There were no movies and few automobiles, but we generally managed to keep rather busy and had a good time doing it as well.

"When near summer weather arrived, we longed for that 3:30 dismissal bell, and often, as soon as school was out, we started in the direction of Salt Creek, over the hill on North Washington, after crossing Ogden, and to what is now the entrance to the Forest Preserve, where we followed the cow path through the woods past the Coffin cabin to the old Mud Hole where most of Hinsdale's oldsters learned the art of swimming.

"In those days the boats were rented from Mr. Graue just above the dam and when a boat rounded the bend it was up to us to be ready to duck, as we knew not bathing suits.

"Sometimes we would stop at the Ruchty Bros. ice house which stood at the north end of Washington Street, and play around in the sawdust that kept the ice from melting. Hinsdale and other towns relied on the Ruchtys for their ice, delivered in large horse-drawn wagons with a rear step that made it easy to hop on and grab a small piece to refresh one's self on a hot day. There was a

mysterious atmosphere there too, for Louie lived in a dugout in the woods across the road from the ice house. (Louie was an unfortunate fellow who aroused awe and speculation among the youngsters of the neighborhood. Many are the legends concerning this individual, who is said to have been related to German Royalty. Those who knew him when he lived in the cave near the creek recall his ability to speak several languages, and his working at odd jobs in the vicinity. Remembered also is the New Testament he carried in one hip pocket, often accompanied by a half-pint of whiskey in the other.) It was fun watching them cut the ice in the winter. It was done with a long hand saw. First they would saw a channel for maybe half a mile up stream, and then start cutting the cakes, floating them down this channel which ended at the slide that led to the ice house door. Many of the boys on skates were pleased to be allowed to take a pike pole to help hurry the ice down the channel toward its destination. They did it for the fun of it; which was probably one of the reasons Ruchty's ice was reasonable in price."

When John Schmidt of Fullersburg was nine, back in the 1870's, a fish ran away with his line and pole. He finally caught up with it, hauled it out, and it was found to weigh over eleven pounds. Years later, George Coffin caught one that tipped the scales at thirteen pounds. This probably is the largest known catch from Salt Creek. Both fish are said to have been pickerel.

One-ring circuses and gypsy caravans are other things that amused the youngsters of yesteryear. When a circus was coming, the news got around. No cajolery was needed to get certain lads up before the sun, to help raise the tent, water the elephants, and get a free ticket. Small circuses have performed in Hinsdale on the northeast corner of First and Garfield, on the area that is now Burns Field, and on the northwest corner of Chicago Ave. and Grant Street. The last circus to appear in Hinsdale was on the Grant St. lot, about 1910.

The long rumored electric railroad that might have come through here, finally revealed itself as the Chicago, Aurora and Elgin, which ultimately built through Elmhurst and Glen Ellyn instead. But later on, there was another rumor of a coming electric line to be extended westward from La Grange. It, too, came to naught.

Since the 1880's Hinsdale has had a Board of Local Improvements that makes recommendations to the Village Board concerning the betterment of municipal facilities. In 1904 it recommended the installation of 20 miles of new sidewalks, to replace old board walks, one of the most comprehensive pieces of new paving undertaken up to that time. The suggestion was approved by the Trustees, in the amount of $70,000 for the new walks.

Most Hinsdaleans have looked upon the squirrels in the village as being the natural descendants of those that scampered among the trees before the village was here. That is a nice thought, and it comes as a surprise to learn that some of them at least were "planted." In a 1904 issue of *The Doings* we learn that a nature-loving citizen, through public subscription, brought 60 pairs of squirrels here and let them loose.

Years before this time, the machine age had invaded America's factories and transportation facilities, and now its effects were becoming increasingly apparent in the home with steam, electricity, the internal combustion engine, and gas. These four sources of power, heat, light, and other conveniences were making themselves felt in all Hinsdale homes.

First, there was a water-pumping station, with the tall cylindrical tower atop the Garfield hill, from which water was distributed throughout the town at sufficient pressure. It was "hard" water for the first forty years, until the softening plant was installed, but the village water could be supplemented by that from the cisterns. Next, came the electric light, and shortly there-after, a gas main was laid from Aurora to most of the western suburbs. Kitchen stoves no longer needed to rely on wood or coal, and hot water was easier to prepare. The electric current has had so many applications, and the end is not in sight. Telephones were next, to be followed by the automobile.

Early owners of automobiles in Hinsdale were the Melchers who drove a Franklin car having a four-cylinder engine mounted transversely, with a long chain to the rear axle, and a tonneau that opened at the back, with a small step below the door. At about the same time, Lafayette Briggs had a White Steamer, which burned in 1905. Heman Fox drove a one-cylinder Cadillac. A few years later A. E. Keith bought a large green 6-cylinder Stevens Duryea. Paul Butler's first car was an Orient Buckboard, to be followed by a two cylinder Buick. Charles A. Brown glided past in his gently puffing Stanley Steamer, or in his experimental Owen Magnetic. There were a few other cars in those days, among them a two-cylinder Maxwell, a Chalmers, another Franklin, one or two electrics, and the under-slung American roadster owned by the McCurdy girls.

Most of these were open cars, with two-man tops. To close them against the rain, out came the side curtains, to be tediously fastened,

button by button. The gasoline tank was filled by first removing the front seat cushion, and then placing a funnel in the tank opening. A chamois skin covered the funnel to filter the water out of the gasoline. These cars had large sheet metal "dustpans" under them, but the pans failed to keep out the dust. Tires were guaranteed for 3,000 miles, but this was later increased to 5,000.

The Doings had this to say in 1906 about a "reliability run" sponsored by the Chicago Automobile Club, and which passed through here: "Many Hinsdaleans watched the horseless caravan, and few indeed envied the travel-stained, dustcovered, mud-bespattered occupants of the cars." The course was from Chicago to Elgin, to Aurora and return, the same "Century" tour that the bicyclists used to make.

Bill Evernden and his drug store recall nostalgic memories to many a Hinsdalean who was in his teens early in the century. Here, let Otis Cushing tell of that well-remembered individual:

"William Evernden, who must have come here in the 70's, and who was known as 'Bill' to the young and old alike, was an early Hinsdale druggist, and was particularly a friend of the boys. Many a time he gave fatherly advice to the high school lad, pointing out the right direction if necessary, and he always treated their confidences as only Bill could and would. Any of the boys knew where they could unburden their souls. Some of the people spoke of the store as Bill's church.

"Once he decided that there were too many boys hanging around the store and that they would have to go, as someone had carefully informed him that it was hurting his business. It was not until the next day that he decided that the boys meant more to him than the extra bit of trade—and—he never parted with them again."

A noteworthy sequel to that phase of Bill Evernden's career in Hinsdale is the present-day concession on the part of several of his former confiders, men now of middle age and beyond, that Bill's advice was sound, and that it helped them to clear some of life's rough spots; then, and later.

The manufacturing industry has never obtained a sure footing in or near this mecca of homes and gardens. The Elgin National Watch Company surveyed a site near Hinsdale, but eventually decided on Elgin. Over the years, a few small manufactories have attempted to establish themselves in the village. In the nineties there was a manufacturer of textile belts for industrial pulleys. There was the Hinsdale Bottling Works, that distilled and distributed water, and one or two other small enterprises, but none of them lasted. The only activity

approaching the description of a process industry that has flourished in Hinsdale is the laundry. It goes on and on.

The flower-growing industry has prospered, and Mr. Cushing tells of this historic example, an industry which began as a hobby:

"In 1887, when the O. P. Bassett and C. L. Washburn families moved to Hinsdale, they decided to build a dome-shaped greenhouse with a fish pond in the center, on the south side of Sixth street across from the Washburn home. At this time Mr. Washburn conducted a lumber business in Chicago, and Mr. Bassett owned the Pictorial Printing Company in Aurora.

"Their hobby proved so interesting and lucrative that they added a wing to each end of the central building and imported manetti, a type of root, from Europe. To this root they grafted rose scions, and thus produced American Beauty roses. Manetti was not grown successfully in the United States until about 1915 when it was produced in Oregon and Washington.

"So many roses were grown by Messers Bassett and Washburn that they were taken to Chicago, where they found a ready market, and so successful was this venture that they formed a partnership and continued the enlargement of their plant, operating greenhouses and a wholesale flower store. This firm was the first to produce American Beauty roses for the commercial market, and its business flourished for many years on a large scale."

In 1905 there was a hotly contested election for the presidency of the village, the candidates being John Hess and J. C. F. Merrill. Political campaigns, of the usual sort, had accompanied the village elections ever since the 1880's and this one is said to have been especially noisy and apparently out of harmony with the governmental requirements of a small town.

Early in the present century, with the assistance of Mr. C. B. Kimbell, the Hinsdale Sanitarium was founded by Dr. David Paulson, his wife Mary Paulson, and his brother N. W. Paulson. The Sanitarium building was completed and dedicated in September 1905. There was an orchestra concert, addresses by Dr. J. H. Kellogg of Battle Creek, Michigan, and Judge Carter of the Cook County Court. These proceedings were followed by a banquet to which various persons from Chicago, Hinsdale, and elsewhere had been invited.

From this modest beginning the sanitarium has expanded, in stature and in serviceability. The number of Hinsdaleans who have been born there, or who have recovered from minor or serious ailments within its comfortable building and grounds runs into the thousands. Only four years after the sanitarium was completed, a large wing was added to the building.

Social activity continued in full bloom, with most of it centered at the Hinsdale Club. A music class was meeting there, sponsored by the Mesdames A. E. Walker, Harvey Dean, Grant Miller, and F. C. Bebb. A minstrel troupe from La Grange appeared at the Club house, and possibly this one inspired many that were to follow, made up of Hinsdale talent. Dr. Gunsaulus lectured at the Club, the Beloit College Glee Club performed there, and the Grace Church Men's Club, a large organization of its kind, held its annual banquet there.

Alvar Bournique conducted dancing classes at the club house over an extended period. When bowling alleys were installed in the basement, they were something new in this vicinity. But perhaps the event for which the Hinsdale Club is best remembered was the annual New Year's dance. Like its forerunner the masquerade ball, at Stough's Hall back in the Seventies, the New Year's dance at the club was an institution, for more than thirty years.

Among the addenda, there is a list of all but a few of those who served as President of the Hinsdale Club. Although the club was largely a place for social gaiety and repose, its officers had a task to perform. For in those days club budgets were not easily balanced; the problems of supply, and of the maintenance of large frame buildings, were many.

Do you remember Utley and Frisbie's livery stable, Powell's Bakery, and F. W. Bahlman's tailoring establishments? They were advertising in the village paper in 1906. There was the Lawton children's pet donkey that was always such a feature of the Fourth of July parades. Where are the water lilies that bloomed in such great abundance in Salt Creek? What caused them to disappear? Do you recall the Golf Club when it was located east of the present course, and the large crop of wild flowers that brightened the fields every summer across the road to the south?

"Asa Bacon Makes Good," said a *Doings* headline, and so he had, for Asa Bacon was the former clerk of Ditzler and Linsley's grocery. He now had become general superintendent of the Presbyterian Hospital in Chicago. In a later issue of the paper, Superintendent Bacon described the internal workings of the institution that he had so large a part in running.

This appointment was made by Dr. D. K. Pearsons, who at that time was President of the hospital. The following incident, related by

Mr. Philip R. Clarke, who now is President of the institution's board, is not a complete explanation of why Asa Bacon got the job, but undoubtedly it was a rung in the ladder:

> One day Dr. Pearsons went into the grocery and asked for a dozen oranges. While clerk Bacon was putting them in a bag, the customer slipped a thirteenth orange into his pocket. This act was observed by Bacon, who promptly charged the doctor for thirteen instead of twelve. It is reported that the philanthropist had tried the same thing on clerks in various stores, and that the others had let him "get away with it." But large hospitals are places where considerable sums can be saved or lost, depending on the handling of small items of expense.

Lectures, investment opportunities in Texas and Mexican lands were much in the news during these years. Bassett and Washburn won prizes at the National Flower Show's exhibit in Chicago's Coliseum. The Swedish Baptist Mission bought Gardner's Hall, formerly known as Stough's Hall.

A social event of considerable importance in 1909 was the "double anniversary" party given for Dr. and Mrs. Hench. The couple had been married twenty-five years and it also was the doctor's twenty-fifth year of practice here.

On a cold, windy night in January of the same year Ditzler and Linsley's store burned. A basketball game at the Garfield school had just ended when the fire whistle blew, and most of the spectators went to see the blaze. The store was a complete loss, and the entire block was threatened because of the high wind. But the flames were prevented from spreading by fire walls, an adequate water supply, efficient firemen, and help from the fire departments of La Grange and Downer's Grove, and from local volunteers.

Athletics, by now, was taking a more prominent place in village life. As for basketball, the year 1909 is one to remember especially, for it was during that season that the state championship was won by a small high school, with its team largely self-coached, and its court on the third floor of the old brick building on the Garfield hill. "Stellar" is the word usually employed to describe star basketball players, and this appelation surely became the names of Bahlman, Cortis, Dana, Davidson, and Keith, a quintet whose achievement has not been equalled by a Hinsdale High School team. The manager of the team was Arthur Collins.

With the ending of the 1909 basketball season, Robert A. Gardner

entered the national amateur golf tournament, and he came home with the cup. Bob Gardner also pole-vaulted for Yale.

Baseball was played in Hinsdale before it became the national game. Shortly after it had gained popular favor in the East, baseball reached the pasture diamonds of Fullersburg and Hinsdale, in the 60's and 70's. A news item of 1874 told of a game between teams representing those towns.

No record has been found of the seasonal accomplishment of teams that represented the village during the 1800's, but it is probable that none of them reached the heights that were cleared by the town teams of 1908 through 1914. There were senior and junior town teams. The senior team held the Suburban League championship for a majority of the six years. Among the members of those teams were F. Bahlman, G. Clark, P. R. Clarke, H. Flechtner, P. and W. Hales, M. Johnson, the three Keiths, El, Gil, and Hans; Wm. Luthin, and E. Luthin. Phil Clarke, Goodwin Clark, and Bill Luthin, in the order given, usually topped the list in batting averages.

The most successful season a Hinsdale town football team has experienced was back in 1899, when football was a new sport in the village. But during the years on both sides of 1910 the town team won more games than it lost, and it met all comers from up and down the "Q."

Some of those who played on the 1899 team were Lester Childs, Robert W. Clark Jr., Elliot Fulton, Tom Murray, and Earl Needham. Later, these men were playing, viz.; Si Blogett, Pete Evernden, Herman Flechtner, Art Hammond, Bill Pape, Albert Prior, and Fred Schmidt.

These teams, baseball and football, played most of their games on the old field between Washington and Lincoln south of Seventh street, familiarly known as "The end of Washington."

The annals of Hinsdale athletics include the names of Edwin (Laddie) Myers, and Frank Foss, both of whom have represented the United States in pole vaulting at the Olympics. Robert Ayres and Fred Cortis were top dash men at the University of Illinois. John Bryan played on the varsity football team at the University of Chicago, before intercollegiate competition was discontinued there.

Organized citizen groups and assemblies always have had an influential voice in the deliberation of questions concerning the public

welfare and progress. A group of this kind that had a membership of 250 persons, and exerted considerable influence in village affairs after the turn of the century, was the Village League. The League pondered and acted upon a variety of subjects relating to the best interests of the community. It explored the subject of relief of the needy, resulting in the formation of the Hinsdale Relief Society (forerunner of Hinsdale Community Service). The League brought "sanity" to the village Fourth of July celebrations, and it once wrote a letter to the C B & Q Railroad Company recommending certain changes in facilities that prevailed at the old Union Depot. The minute books of the Village League have not been found, but the organization is known to have served the village conscientiously and wisely for fifteen years or more.

Another well-remembered organization was the Hinsdale Fresh Air Association, the beginnings of which are described as follows by *The Hinsdale Beacon,* a contemporary of the Associations' founders:

"In the spring of 1888 Rev. W. C. Gannett, then pastor of the Unitarian Church at Hinsdale, proposed to his congregation to take into their homes children of the needy and deserving poor of Chicago, to be cared for one week. Mr. Gannett called it 'lending the country for one week to those who knew so little of it'. The plan was to be named the "Children's Country Week."

"After some canvassing and consideration, this proposal was modified by Mrs. H. C. Coffeen to one which seemed to meet with more general approbation. This was to take an unoccupied house and fit it up for the reception during the summer for working girls and needy children. Mr. Alfred Payne generously offered the use of his country house, and it was furnished with bedding and other necessaries by women of Hinsdale, who also supplied cooked food, sent in every day, with the contributions of money being used for incidental expenses. Physicians in the village donated their services to the Association's clients whenever they were needed." (The Payne house formerly was the home of Marvin Fox, early settler in Brush Hill. It still stands, at the southeast corner of Lincoln and Ogden.)

The Hinsdale Fresh Air Association was organized in 1889. The elected officers were: Mrs. H. M. Van Liew, President; Mrs. John Burton, Vice President; Mrs. F. P. Bagley, Secretary.

The Association functioned faithfully up to the 1920's, affording to hundreds of underprivileged young people an opportunity to see the country and to come in contact with persons and surroundings which were beneficial to both physical and mental health. Apparently the only reason for its discontinuance was a gradual change in the economic condition of that class from which it drew its beneficiaries.

Living standards had risen to the point where the need of the particular facilities offered by the Association was no longer urgent.

In the handling of both its funds and its affairs, this was an exceptionally well administered undertaking. Its record stands high among those of Hinsdale's useful organizations.

Among other milestones after 1900 were these:

Adolph Frosher, Truman Eustice, Mr. H. Thayer, Sophia Merrill, LaFayette Briggs, and Mrs. Cornelia Stuart passed away.

The wedding of Miss Louise Hildebrand and Philip Ream Clarke took place at Grace Church, on a Saturday evening in September of 1910.

Mrs. Blanche Merriman, the talented pianist, wife of Reverend Earl Merriman minister of Grace Church, was appearing frequently at musicales and receptions.

The new golf club opened in 1910, at its present location.

Francis S. Peabody, who had moved to Hinsdale, and who later established his large estate at Mays Lake, was mentioned as a possible candidate for the Vice-Presidency of the United States.

The following announcement, marking one of Hinsdale's portentous events appeared in a June issue of *The Doings* in 1912:

"There will be a meeting of all adults interested in the organization of a Boy Scout Camp in Hinsdale in the parlors of the Hinsdale Club. Field Secretary Pollard will speak and answer questions regarding this great movement."

The Girl Scout movement soon followed, and these two organizations, Boy Scouts and Girl Scouts, have continued to the present time.

In 1912 Hinsdale was considering the erection of a new village hall, but the proposal was a little ahead of its time. Soon the possibility of a new, large hotel was widely discussed. This edifice would have been commodious and open to both resident and transient guests. Sketches of the architects' conception of the building, and descriptions of its appointments, and names of those who were backing the project were given wide publicity. Promotion meetings were held. But eventually the idea faded out, and nothing further was heard of it. Had this hotel materialized, it, instead of the Memorial Building, would now stand on the hill north of the station.

Harvest Home dinner dances of the Golf Club had their inauguration about 1913, and were to be an institution for many years. And it was around this time that the "sane" Fourth of July movement began to take hold, to be followed by a village ordinance abolishing the use of muffler cut-outs on automobiles.

Among the lecturers at the Woman's Club in 1914, was a man who gave a talk on the war in Europe, an event which was eliciting mild interest and wide condemnation. The peace crusade which followed found local encouragement and support.

In January, 1915, the Hinsdale Theatre opened, with a drama of five reels entitled "The Hoosier Schoolmaster." This first theatre was housed in a small building that stood on the present site of Schweidler and Mewherter's store. It displayed many silent but chuckle-provoking, pie-tossing comedies, and hair-raising dramas. At the piano Myra Bohlander played the theme music, "catchy" tunes that succeeded one another hour after hour without becoming monotonous.

Other milestones passed in this year were the start of a branch of Infant Welfare, the assurance of a new Union Station in the city, and the arrival of Roger C. Sullivan who occupied the large brick residence on the County Line Road formerly owned by the Freers, and afterward by Stuyvesant Peabody. Mr. A. E. Keith was honored by the *Scientific American* magazine for his work in developing the automatic telephone, and the Hinsdale Relief Society had its start toward administering to the needy.

Robert A. Childs passed away in this year, also Edwin C. Fuller, H. K. Walker, and H. W. Holcomb.

Lectures, describing the war in Europe had changed to talks on preparedness. Ladies began taking part in Red Cross work, and a few young men had joined the National Guard.

A Christian Science group was formed in the village. There was a good-roads movement throughout the region. A vote on local option was held, and the township remained "dry."

War was declared, draft boards were set up and the village began to "do its bit." Boys went to training camps, and three residents of Hinsdale were chosen for important posts: Alexander Legge was Assistant Purchasing Agent for the United States, Philip R. Clarke was war loan leader in Chicago, and C. E. Raymond was publicity agent for the production and conservation of food.

For the next two years, news of the war predominated in the local paper. News of some Hinsdale boys being lost was received: Among the first were Leslie Chandler, Mac Weddell, Malcolm Brown, Harry McAllister, Linus Ruth, and William Giffert.

But eventually the war ended. The village had its part in celebrating the Armistice, resumed its peace-time pursuits, and soon entered upon the tumultuous twenties.

* * *

Regardless of the number of horses that had pranced the village streets in the 80's and 90's, no mention has been found of a horse show during those years. But in 1916 the Saddle & Bridle Club, whose members lived in Hinsdale and other suburbs, held its first annual horse show, on the old Middaugh farm in Clarendon Hills. These events were interrupted by the war of 1917-18, and the Saddle & Bridle Club went out of existence. But horse shows eventually were resumed, on a larger scale, at the Oak Brook Polo Club.

Early in 1919 the state sold $60,000,000 worth of bonds for new motor roads, from which Du Page County benefited to the extent of $1,000,000.

A village park and athletic field was acquired, comprising an entire block at Hickory and Vine streets. Half of this tract was purchased from O. J. Stough of San Diego, California, and the other half from local property owners. This area was named Burns Field, for R. W. Burns, then President of the village.

Ruth Lake Golf Club, southwest of the town, had its start during the 1920's, through the sale of memberships to many of the younger men of the neighborhood. The club has functioned successfully through the years.

In 1920 William Evernden sold his business; a new village ice plant came into operation, and power tractors were being introduced on the surrounding farms. A widespread building-trades strike hampered the construction of new homes.

The 50th birthday of the village was celebrated in 1923. A large party was held at the High School gymnasium, and *The Doings* printed a special issue commemorating the event. "And a colorful pageant it was from the opening address of welcome by President Burns until the last strains of 'Home Sweet Home.' " Sponsored by the Village Board,

the good work of preparing and directing the celebration was carried on by the Plan Commission. Mrs. H. I. Hiatt was chairman of the committee. The other members were Mrs. Lemuel H. Freer, Mrs. W. T. Bruckner, Mrs. N. H. Whiteside, Mrs. Frank Farr, and Mrs. Ralph Pierce.

It seemed altogether appropriate for Fullersburg to have been annexed to Hinsdale in this year, but Clarendon Hills voted on the same question and decided to remain separate. Radcliffe Park and the Woodlands were opened for home building, and plans were approved for the enlargement of the light and water plant, including water softening facilities. Plans for the new Madison School were well-developed. Automatic traffic lights were coming into use.

During the early 1920's Hinsdale experimented with the Village Manager plan. In many respects the management was satisfactory, but when differences arose concerning the sources of the manager's compensation, he went elsewhere when his term expired, and the Village sought another President of the Board.

New subdivisions developed during this decade. The remaining acres of Alfred L. Walker's farm became Radcliffe Park. East of the County Line, W. R. Jordan set out The Woodlands. New homes were appearing in the Oak Brook area.

The village population had reached 7,500. Safety on our streets was becoming more uncertain. A request from Western Springs for permission to draw on the Hinsdale water supply was declined; and trouble was experienced in keeping the water mains unobstructed. Village schools were beginning to use state funds for certain purposes.

The town withstood its first year of the long depression with no troubles. Relief and unemployment problems were not to hit for another twelve or eighteen months.

In 1930 a magazine, *The Economist,* reviewed the business career of Philip Clarke, and told of his elevation to the presidency of the Central Trust Company. At about the same time Wade Fetzer was made president of the Fidelity and Casualty Company of New York, and Alexander Legge was appointed to head the United States Farm Board. Upon the death of Mr. Legge, a few years later, he was succeeded by A. E. McKinstry as president of International Harvester.

In that same year, 1930, there were other Hinsdaleans who were making their mark. *Who's Who in Chicago* listed the following names and occupations, as well as many that have already been mentioned:

Ralph N. Ballou, banker, retired.
Samuel W. Banning, patent attorney.
Samuel Beatty, president, the Austin-Western Road Machinery Co.
George H. Bell, western manager, the National Fire Insurance Co.
George A. Berry, Jr., lawyer.
Frederick T. Boles, lumber and securities.
H. A. Brinkman, banker.
Charles A. Brown, patent attorney.
William T. Bruckner, vice president, Continental-Illinois Bank, and other banking interests.
Walter J. Buffington, vice president, C. D. Peacock & Co.
Randall Burns, lawyer.
Burridge D. Butler, owner and publisher, *The Prairie Farmer.*
Ward C. Castle, vice president, National Bank of the Republic, and chairman of the Grant Land Association.
E. W. Childs, President, S. D. Childs & Co., stationers.
L. C. Childs, lawyer.
R. W. Childs, lawyer.
Charles L. Cobb, lawyer.
Sydney T. Collins, insurance, retired.
L. P. Conover, lawyer.
W. B. Davies, patent attorney.
Samuel E. Dean, president, Dean Evaporated Milk Co.
William F. Dickinson, lawyer.
A. G. Dugan, western manager, Hartford Fire Insurance Co., vice president, Hartford Accident & Indemnity Co.
F. G. Dyas, M.D., surgeon.
O. W. Dynes, general counsel, Chicago, Milwaukee & St. Paul R.R. Co.
Walter H. Eckert, lawyer.
Stanley R. Edwards, engineer and editor.
E. Porter Essley, secretary, the E. L. Essley Machinery Co.
Edward W. Everett, lawyer.
Frank D. Farr, vice president, Silver, Burdett & Co., publishers.
J. C. Fetzer, real estate, mortgage banking, and receiver for traction lines.
Walter Taylor Field, author (the *Field Readers,* etc.) and editor of *The Abbey Classics.*
H. W. Freeman, lawyer.
Alexander G. Frost, shoe merchant.
Maurice E. Handke, president, Archer Paint & Varnish Co.
Jay L. Hench, vice president, Mid West Forging Co. Also identified with mining.
H. G. Hetzler, president, Chicago & Western Indiana Railroad Co. and the Belt Railway of Chicago.
Houston I. Hiatt, Chicago sales representative for the National Malleable & Steel Castings Co.
Charles W. Higley, president, Hanover Fire Insurance Co.
H. H. Holcomb, vice president, Chicago, Burlington & Quincy Railroad Co.
Addison C. Hoof, automotive supplies.

M. L. Joselyn, president, Joselyn Manufacturing & Supply Co. and associated companies.
H. Victor Keane, vice president, American Bank Note Co., and president of Western Bank Note & Engraving Co.
Marshall Keig, executive vice president and director of the Consumers Co.
Harry C. Knisely, manufacturer of building equipment.
J. S. Knowlson, general manager, Electro-Magnetic Tool Co.
William F. Krohn, secretary, Central Commercial Co.
John B. Lamson, manager, commercial development department, C B & Q R.R.
John S. Lord, lawyer.
Archibald MacLeish, controller, Carson Pirie Scott & Co.
Edward P. McKenna, McKenna & Strawser, grain dealers.
G. R. McLeran, manager, Home Life Insurance Co. of New York.
H. S. Mecartney, lawyer.
Frederick W. Moore, Moore, Case, Lyman & Hubbard, insurance.
M. A. Myers, manufacturer of medical supplies.
Louis J. Naumann, Naumann & Steuer, real estate.
Frederick O'Brien, western manager of a group of insurance companies.
John C. B. Parker, insurance.
Stuyvesant Peabody, president, Peabody Coal Co.
H. Perry Phelps, vice president, Chicago Transfer & Clearing Co.
William H. Regnery, president, Western Shade Cloth Co. and of Standard Shade Roller Corp.
Bruce E. Richie, insurance.
Wilfred A. Rowell, pastor, Union Church.
Dana Slade, Jr., president, Slade, Hipp & Meloy.
Jesse E. Smith, district manager, Prudential Insurance Co.
Nathaniel G. Symonds, commercial vice pres., Westinghouse Elec. & Mfg. Co.
Walter B. Templeton, president, Templeton, Kenly & Co.
Ralph M. Thayer, president, Thayer Eating Houses.
Harold G. Townsend, lawyer, banker.
Frank VanInwagen, railway equipment.
James B. VanVleck, investment banker.
William L. Veeck, president and treasurer, Chicago National League Baseball Club.
Mary L. Wade, teacher and home economist.
Frank B. Webster, teacher and musician.
Thomas R. Weddell, publisher of *The Insurance Post.*
William W. Williamson, life insurance.
Thomas H. Willis, real estate.
William L. Wilson, physician.
George L. Wire, lawyer.
John F. Wohlgemuth, editor.
John C. Wood, president, J. C. Wood & Company.

The compilers of "who's who" books, and those who scan them, are not immune to error. Possibly a few names that do not appear should be included in the foregoing list. Many of those whose names had

appeared in previous issues of the book had passed away by the year 1930.

* * *

DURING the first quarter of the present century Hinsdale, as both a delightful place to live, and as a corporation, became well established. The major public works and utilities had been provided, the governing codes matured, and the procedure of establishing a home had become systemized. The churches, schools, stores, and services became adequate to village needs. Physically, the town had grown beyond that era of village-wide neighborliness that is so fond to the memories of old-time residents, but the community groups remained, and through them many individual friendships have been formed that are as highly valued as were those of yore.

A review of the period since 1900 reveals a change in the pace of village life, especially since 1920. Increases in the volume and speed of transportation and of communication have brought that change here, as elsewhere, and the transition has been accompanied by further growth of population. It also reveals fewer out-of-the-ordinary happenings in the neighborhood, and more sameness in the weekly news; a state of affairs, however, that is always subject to the whims of man, or nature.

Events of twenty-five years ago and beyond hold the attention because they have historical interest. But the purely historical values, from the reader's viewpoint, begin to fade as modern times are approached, because their recounting is lacking in novelty for those of the present generation, whose memories of the actual events are fairly clear.

It should be remembered, however, that Hinsdale had its beginning in the spring of the year, a season of buoyancy, assurance, and aspiration. May this be considered a portent of progress, and perhaps of future fulfillment.

CHAPTER IX *Symbols of a Good Society*

THERE are certain events, in both the distant and recent past, that go beyond the strictly historical. These events, or phases, of village life have their place in the chronology, but their importance in another respect appears to outweigh their purely historical values, for they are symbolical of the forces and influences that make for progress, and the shaping of a town's characteristics.

Events of this category are numerous. Indeed there have been so many that it is difficult to designate some as being more representative than others.

There are certain recognized factors that contribute to the temper and demeanor of any and all modern communities, such as the churches, schools, and various governing bodies; and if any community can point to some of its achievements with special pride, the achievement is almost sure to have resulted, at least in part, from community training and environment. So it is obvious that our religious and educational institutions are, to a considerable extent, the bases from which the worth-while civic accomplishments have emanated. From those points, other courses are charted.

As symbols of a good society, these are offered:

THOSE of the pioneer era who helped the new-comers build their houses, lent or gave them live stock on which to get a start. King, Grant, Fuller, et al.

* * *

TOM AND LIZA NELSON. They had been slaves in former years. Here, back in the 80's, Tom operated his own express business, and occupied his home at Third and Vine Streets.

* * *

MEN of early Hinsdale who gave of their time, energy and substance to build the first side-walks, schools, churches, and village utilities. Robbins, Stough, Warren, Ross, Gardner, Clarke, Merrill, and others.

* * *

MEN and women, hundreds of them, who have taken the trouble to sponsor and carry through the many charitable endeavors that have been organized and conducted in the village throughout the past 50 years, especially those of the Fresh Air Association, the Relief Society, the Good Fellows; and more recently the two Infant Welfare Societies, the Community Service, the local chapter of the American Red Cross, and those who conduct the Community Chest.

* * *

WE HAIL the old Village League, and its more recent compatriot the Plan Commission.

* * *

DURING an earlier era, community needs could be met more simply and directly than is possible today, with our complex social and civic structure. A needy family received direct assistance from the immediate neighbors, and if a community building was required it was nearly always donated by some individual. Building costs were low, and the procedure of obtaining land and erecting the building was simple.

During the past forty years, in Hinsdale and elsewhere, the achievement of out-of-the-ordinary local civic projects have had to rely more and more upon the support of many, instead of just a few. Communities are larger, and civic requirements are costlier. Moreover, the wider the spread of participation in a project, within the community, the broader is the consciousness of its ownership. This trend, in fact, has been carried to extremes. Some believe that Federal money should be employed more in local projects. Most Hinsdaleans do not subscribe to that view, because they believe in the local community as a civic unit, but they are convinced of the desirability of broad local participation in local civic works and facilities.

This requires organization. It requires leadership of a high order, and it calls for a community morale of such nature as to support a worthy project once it has been decided upon. Hinsdale has demonstrated, on many occasions, its possession of these qualities and characteristics. There is not space to enumerate them all, but it does appear in order to describe in some detail the history of one such project, a piece of work that undoubtedly will stand for many years as an example of the efficient handling of such undertakings.

The idea of a building to house a civic center, as a war memorial, originated among some of the members of the Legion Auxiliary. Their views on the subject were set forth in a letter addressed to the Village Board, the Chamber of Commerce, the Plan Commission, and the Improvement Association. The suggestion was approved by these bodies, whereupon a meeting of those who were interested in the project was held at the Hinsdale Club. Selection of a chairman was obviously the first piece of business, and it was decided to ask Mr. Philip R. Clarke to accept the post. This he agreed to do.

Under Mr. Clarke's supervision the work got under way early in January of 1927, and the first step consisted in getting together "the most representative committee ever organized in Hinsdale." Every civic organization in town was invited to send a representative. In addition, a few representatives at large were selected. Subchairmen were appointed, and sub-committees were formed.

On January 22, *The Hinsdale Doings* saluted the project with a rousing editorial and gave news of the committees and their purposes. Summarizing the news items as they appeared week by week:

By January 29 the war memorial body had made additions to its staff, and the committees were putting in long hours on the preliminary work, most of the meetings being held at the Clarke residence.

On February 26 *The Doings* said, "The Memorial Committee is working day and night; here in Hinsdale, and also in Chicago. No project ever considered in Hinsdale has ever been so enthusiastically administered . . . ."

In the meantime the Village had agreed to maintain the building after it was completed.

On March 19 the chairman issued a detailed explanation of the functions of committees and sub-committees, and on March 26 the Building Committee, headed by W. B. Burr, was giving consideration to actual plans and layouts, and buildings in other communities had been examined.

April 30 Hinsdale ministers endorsed the project, and early contributions, many from ex-servicemen, began coming in. A campaign progress chart was set up in the village, the first of its kind in Hinsdale. All was in readiness for "drive week."

On May 1, the campaign for contributions got under way with 190 eager canvassers in the field. Quotas had been willingly accepted and

the campaign slogan "We must not fail" was rigidly observed. Although the drive itself was brief, it had been carefully prepared, step by step.

By the end of that week 90 per cent of the goal had been achieved, and at a meeting on Saturday May 7, "over the top," that statement so welcome to all campaigners, was heard. More than $170,000 was collected in that short drive, from 2,000 individual contributors. There was a long blast from the fire whistle, and the general spirit of exuberance prevailing was reminiscent of Armistice day.

The success of this drive was aided considerably by effective publicity, by posters, paid advertisements, movies, the pulpit; which paved the way for the final push. All of this was augmented by splendid cooperation on the part of *The Doings,* which reported faithfully and promptly all the committee's activities and put out a special Memorial Building issue on the day the drive started.

Interest in the memorial was not confined to Hinsdale. A letter to Mr. Clarke from Vice-President Dawes in Washington expressed his interest and good wishes.

Plans for the building were selected through competition among several architectural firms, and Edwin H. Clark, an architect of Winnetka, won the award.

Clearing of the title to the land proved quite a task, but finally a deed to the property was in the Committee's hands. On November 12, the corner stone of the building was laid, accompanied by an address by Howard P. Savage, a Past National Commander of the American Legion.

The entire village cheered this work, and probably it will stand for a long time as Hinsdale's foremost civic achievement and as an unsurpassed example of how a local project can be accomplished by local people.

The War Memorial's Committee Chairmen

General Chairman, PHILIP R. CLARKE
Vice Chairman, S. F. BEATTY
Executive Secretary, WALTER M. SHELDON

Building
W. B. BURR

Finance
W. H. REGNERY

Real Estate—Finance
FRANK VAN INWAGEN

Jury of Award
(Architectural contest)
W. B. BURR

Ex-residents
HORACE B. HENCH

Outlying Residents
J. L. HENCH

Publicity
C. R. KIMBELL

Fund Raising Campaign
PHILIP R. CLARKE

* * *

THOSE who enlisted from Fullersburg and Hinsdale for the various wars:

Black Hawk War, 1832

SHERMAN KING

WHEN Lieutenant King was sent here as one of General Scott's advance agents in the Black Hawk uprising, he joined the volunteers at Naper's settlement before having chosen his place of residence. When the war ended he settled at Brush Hill.

Mexican War, 1846–48

NO RECORDS have been found indicating those who enlisted from Brush Hill, and the War Department lists do not indicate the recruit's place of residence.

Civil War, 1861–65

MORELL FULLER
CHAS. M. GAGER
HENRY HAHN
CHRISTIAN HENRICK
GEORGE HOEHN
JULIUS KURTH
FREDERICK KURTH
JOHN SHULTZ
WALTER VAN VELZER
FREDERICK WERDEN

The War with Spain, 1898

Wilson Burt
Robert W. Childs
Robert W. Clarke, Jr.
Earl S. Dean
Joseph Duncan
Bert Edwards
Thomas Murray
William Pape
William E. Schmidt
Howard Scotford
Alfred Walker

World War I, 1917–18

For a list of the 380 citizens who enlisted for this war, see the *Memorial War Review,* published in 1920 by Post 250, American Legion. The Public Library has copies.

World War II, 1941–45

For a list of the more than 1,400 citizens who enlisted for this war consult the Merrill Printing Company, Hinsdale. Mr. C. D. F. Merrill has a complete card file of all the participants from this village.

Hinsdale Women in War Work

During the first World War the Hinsdale Branch of the Chicago Chapter of the American Red Cross was divided into ten separate departments. Church units, the Junior Red Cross, and many individuals contributed sewing, surgical dressings, Christmas boxes, and other services to these departments. Mrs. Charles A. Brown was President of the Hinsdale Branch.

Heading the departments were: Mrs. T. R. Weddell, sewing; Mrs. L. H. Freer, knitting; Mrs. W. B. McKeand, surgical dressings; Mrs. A. G. Dugan, comfort kits; and Mrs. J. C. Davis, purchasing. Miss Frances Stuart was in charge of the stock room.

* * *

Red Cross activities were organized differently during World War II; the work was more varied and covered a wider territory.

The Hinsdale Depot, for the collection and the distribution of things such as clothing and dressings, covered all of DuPage County and a part of Cook County. Mrs. Philip R. Clarke served as chairman of this Depot, and also as Vice Chairman of the Production Department of the Chicago Chapter of Red Cross.

The large group known as Gray Ladies performed many and varied services. Mrs. W. W. Kimball was Senior Gray Lady at Presbyterian and Vaughan Hospitals. Mrs. J. E. Eddy was in charge of the Ladies Motor Corps for the Chicago area, including the suburbs. Mrs. E. P. Brooks headed the Canteen Corps. Miss Gladys Cable, Mrs. James Walker, Mrs. E. W. Kettering, and Mrs. C. R. Osborn were instrumental in equipping the music rooms at Vaughan and Hines veterans hospitals.

The village did its part toward keeping the Chicago Service Men's Centers supplied with food. A booth was maintained at the Hinsdale railroad station for this purpose, tended largely by girls from the high school.

The high school girls helped in other ways: Under the direction of Mrs. Robert Foley Smith they learned to care for children while mothers engaged in war work. Mrs. Hugh Dugan organized a group of Junior Red Cross girls to serve as nurses' helpers.

* * *

THERE is the Village Caucus. Under the leadership of Mr. Wade Fetzer, this method of selecting candidates for village offices was adopted in 1934, and regardless of certain imperfections that might be expected in any new governmental departure, the caucus system is working satisfactorily. This is a favorable reflection on the character of the citizenry, for it is known to function effectually only in those municipalities in which high standards of administration are the rule. The caucus has eliminated the catch-as-catch-can characteristic from local political elections. It has created an atmosphere in which the office seeks the man, instead of vice-versa.

* * *

HINSDALE'S per capita representation in the services for both world wars was near the top, according to national estimates.

* * *

A LARGE NUMBER of Hinsdale women have found time from their household duties to serve the community in some capacity in peace time. The History Committee does not attempt to draw distinctions or to list some as being more worthy of recognition than others.

* * *

WE SALUTE Mr. William H. Regnery for helping the village acquire the fine Post Office building that was erected in 1939 at such an agreeable location.

* * *

MR. CHARLES O. RING, a battalion chief of Hinsdale's Fire Department. At the end of 40 years of service he was awarded a gold medal as Honorary Chief by the Village Trustees, and his exceptional services were similarly recognized by the Chamber of Commerce.

* * *

THE noteworthy gesture of Mr. C. D. F. Merrill in sending *The Hinsdale Doings* to every man and woman from the village who served in the recent war, every week, and for the entire duration.

* * *

HINSDALE has owned and operated its electric light and water plant over a long period of time, at reasonable rates, and with never a question having been raised concerning disposition of the profits derived therefrom.

* * *

IN THE purposes and in the enjoyments of life, the village, and its vicinity, has seen much fulfillment and realization. What does the future hold, and on what does it depend?

When Robert Jones, John Monell, and Grove Lawrence bought this land from the Government, which had acquired it from the red man, they did not forsee the thriving villages of Hinsdale and Clarendon Hills. When Orente Grant built his Castle Inn it was in the first faint dawn of the region's place in the American scene. Westward emigrants took the cue and settled along the "Little Aux Plaines." They

surveyed these rolling hills and found them good. They too, could not look far into the future, but they were willing to venture, and to place reliance in themselves. They were unquestioned exponents of the principle of venture investment.

But the pioneering spirit was not confined to the first arrivals. It continued with Marvin Fox, Alfred Walker, Anson Ayres, William Robbins, and Oliver Stough. These also had faith. They had confidence in the locality, in themselves, and in their abilities to develop the region of which their lands were part. Soon they were to be joined by the Warrens, the Lincolns, the Websters, the Bankers, and the hosts to follow. They likewise carried on in the same tradition.

As we arrive at this milestone of Nineteen Hundred and Forty Nine, the village has passed the eight thousand mark in population. Among our neighbors we find a large government-owned laboratory, and privately owned factories. Janus-like, we look back, while peering ahead. Behind, there is inspiration. In the future there is hope; because the spirit of the pioneer, the spirit of independence, and the spirit of self-reliance is among us still.

CHAPTER X *The Pivots of Village Life**

By mutual confidence and mutual aid great deeds are done, and great discoveries made. — Pope

THE SPOKES of a wheel rotate about its axle to carry the vehicle along its way, over surfaces smooth or rough, in fair weather or foul. Similarly, there are axes or pivots in the life of a village, about which the activities of its citizens revolve: the government, the church, the club, the charity. Let us start with the village government, and then review briefly those civic organizations that are considered to be permanent.

Village Government

DURING the first thirty years after incorporation, the work of the Village Trustees was largely of two kinds: the planning and execution of physical improvements, and the establishment of rules and regulations, or ordinances, designed to protect the citizen and to prevent his trespassing on the rights of his neighbor. Village improvements were to continue indefinitely, and the passage of ordinances as well, but by the year 1895 there had accumulated a large number of rules and orders in council that were in need of revision and bringing up to date. The accumulation had not been an orderly one, the reason being that there was no village attorney until 1890 because no provision had been made for that office. In that year, however, Linus C. Ruth was appointed to the office, and he soon convinced the Board of the necessity of revising the village statutes. Several years passed before the task was completed, but finally, in 1895, the trustees were able to publish in one compact booklet the *Revised General Ordinances of the Village of Hinsdale.*

Some of these ordinances have remained in force, with but little change, up to the present time. Others relate exclusively to the by-gone

* Most of the information for this chapter was furnished by the organizations concerned.

era, and have long since been repealed. Today they hold interest merely as antiques. For instance—

"No cow, horse, colt, mule, bull, ox, calf, swine, sheep, goat, asses, or cattle of any kind shall be permitted to run at large within the Village of Hinsdale . . . ."

According to news items of the day, this was a much needed ordinance.

"It shall be the duty of the pound master of said village to take up any such animal or animals found running at large as aforesaid, and confine same in a pound provided for that purpose . . . ."

"It shall be unlawful for any person or corporation to construct within the limits of said village any fence composed wholly or in part of barbed wire . . . ."

"The base or datum for the levels of the Village of Hinsdale, is hereby fixed at the plane of low water-mark of Lake Michigan in the year 1847, as established by the Trustees of the Illinois and Michigan Canal, which plane is one hundred and twenty-seven—feet below the top of the N.E. corner of the stone doorsill of the entrance to the brick base of the water tower . . . ."

This was the tall, cylindric water tower that stood on the Garfield hill just north of the School building.

"Any person who shall use any sport or exercise likely to scare horses, injure passengers or embarrass the passage of vehicles, shall be subject to a fine . . . ."

The 1895 Ordinances set forth 66 regulations pertaining to plumbers, having to do with such things as the quality and weight of pipe, the location of catch basins, etc.

Planks for sidewalk were specified to be five feet, four inches long and two inches thick.

"All shade or ornamental trees shall be planted at least two feet from the edge of the sidewalk."

In many instances, time has demonstrated two feet to have been too close. Many of the trees that were planted as saplings have grown to such size as to crack or raise the cement walks.

The Ordinances of 1895 prescribed the duties and compensation of various village officials, and provided for the repeal of all previous ordinances.

The early ordinances, of course, were modified from time to time, the last complete revision having been made in 1935 by Village Attorney Malcolm Mecartney. In addition to the listing of laws and regu-

lations, this revised code book includes an outline of the village offices, departments, and commissions. They appear in this order:

Village Offices and Departments

President of the Board

The Board of Trustees
(6 members)

Village Clerk
Village Treasurer
Village Collector
Village Attorney
Police Department
Fire Department
Superintendent of Utilities
Department of Public Works
Chief Electrical Inspector
Purchasing Agent
Police Magistrate
Poundmaster

Boards and Commissions

Electrical Commission
Plan Commission
Utilities Commission
Library Board
Board of Local Improvements
Police Pension Board

In general, each title is descriptive of the purpose of the office, the board or commission. The Electrical Commission recommends and effects changes in the code governing wiring installations. The Plan Commission has jurisdiction over subdivisions of land, and is advisory on questions of zoning. The Board of Local Improvement, which has been in existence since 1882, functions in the initiation and supply of municipal facilities such as water mains and sidewalks. The Police Pension Board supervises the police pension fund. The Department, the public, and the pensioners are represented on this board. The Library Board maintains the Public Library with tax money collected for that purpose, and with gifts from the Friends of the Library, and from individuals. A newly created Utilities Commission is advisory to the President and his Board on questions concerning the water and electrical equipment and supply.

Four of these governing units, Electrical, Plan, Local Improvement, and Library, were created under state statutes applicable to

villages generally. All members of boards and commissions serve without pay.

Municipal management is effected largely through a system of committees, each member of the Village Board serving as chairman of a committee. A Village Manager, recently employed, is expected to act as general executor for the President and his Board. He will function under duties and responsibilities of a more specific nature than were those of the Village Manager back in the 1920's.

The President and his Board meet twice each month. Board meetings are open to the public and on many occasions have been attended by individuals or groups, to plead a cause, or to introduce some kind of business for the Board's attention. Occasionally, some citizen is asked to appear before the Board.

The utilities, other than gas and telephone services, are owned and operated by the village. Operation of the water and electric plant usually nets a profit, and this goes to the general village fund, for general municipal purposes. A Comptroller, whose office includes the function of village collector, accounts for these and other public funds.

Public offices, including those of the School Board, are filled through a village Caucus. Membership in the Caucus is open to all the established civic, religious and cultural organizations, and to seven designated sections of the village. At present, the Caucus has about 90 members. A membership is of two years duration, and it may be renewed.

The Churches

THERE are eleven churches within the village limits, or one church for about every 700 persons. Following a survey of Hinsdale churches that was conducted by the research department of the Chicago Theological Seminary in 1944, these further statistics concerning them are available:

Total membership	3,564
Members who live outside of Hinsdale (per cent of total)	15.8

Between 1931 and the time of the survey, church membership increased in all but two of the institutions, and the total increase

amounted to 32.2% for the twelve year period. During almost the same period (1930–1940) the population of persons 21 and over increased 10.5%.

The Sunday School enrollment decreased 21.8% between 1931 and 1943. The population of those under 21 decreased 2.6% between 1930 and 1940.

Chronologically, the churches are listed in this order:

UNION—Theodore K. Vogler, *Minister*

The Congregationalists organized themselves into a church August 12, 1866. C. M. Saunders, a student at the Chicago Theological Seminary, conducted the first services, in the railroad station. He was ordained in April, 1867. During his two years ministry thirty-five members were added to the original number, and the stone school house became the place of worship. After the Baptist Church was erected on First Street, the Congregationalists shared their building, until construction of the first Congregational Church building was under way, on the Garfield hill, across from the school.

Other early ministers were Reverend Flavel Bascomb, and Reverend J. W. Hartshorne. In 1916 the Congregationalists joined with the Presbyterians to form the Union Church. Thereafter, the present modern building replaced the first church edifice.

BAPTIST—C. Raymond Johnson, *Pastor*

A Baptist Church was organized in Hinsdale in 1868. For several months it had no pastor, and, as is true of most of the churches, no record of its early years has been preserved. In October, 1869, Reverend James Lisk accepted an invitation to the pastorate and soon began services, in the waiting room of the depot. Shortly the Baptists erected a large frame church at First and Garfield (Page 84) where services were held jointly with the Congregationalists for a number of years, until, by mutual consent, the arrangement was discontinued.

The large frame building proved a heavy financial burden, and was abandoned to other purposes. The congregation became inactive until 1904, when the church was reorganized. It is now a member of the Swedish Baptist Convention, and for many years has occupied the building at 11 N. Lincoln. This is the former Stough Hall, one of Hinsdale's most venerable buildings.

UNITARIAN—Raymond H. Palmer, *Minister*

The first Unitarian Church was built in 1870 By Mr. O. J. Stough, on a lot just west of the present one. No meetings were held there after 1877, and the building burned in 1882.

On March 27, 1887, a group of thirty persons met in the Music Hall (the former Baptist Church) to consider another church union. Thereafter, a canvass of the town having proved it advisable, a meeting was held and the

Unity Church of Hinsdale was organized. Later, the name was changed to the Unitarian Church of Hinsdale. The following Sunday, thirty-four persons signed the Church Book and became members. At the end of the first year there were fifty-three members.

A church building was begun in 1888, and was dedicated in January 1889. This had been made possible by the donation of a lot and $5,000 by Mr. Stough, and by other subscriptions. In this building, services have been held regularly ever since, except for two years during World War I.

EPISCOPAL—Donald H. V. Hallock, *Minister*

In the spring of 1873 a few citizens met at the house of D. J. Crocker to organize the Grace Episcopal Sunday School, of which Mr. J. F. Stuart was chosen Superintendent, and which formed the foundation of the parish which was organized in March 1875. Easter services had been held, previous to this date, in the uncompleted Congregational Church. Soon the services of N. F. Tuson were engaged, and he served for one year. Other early, part-time, ministers were Reverend Mr. Fisk, Reverend D. F. Smith, Mr. Perry, and Mr. Lewis.

Some of the early services were held in the old Baptist Church building, others in Stough's Hall; a few in private homes. Concerts and musicals helped to raise funds for the church building, erected on land donated by Mr. William Robbins. The building has expanded, a little at a time, to its present proportions.

ZION EVANGELICAL LUTHERAN—P. H. Scheer, *Pastor*

Services were started in the Fullersburg school house in November, 1888, and in April of the following year a constitution was adopted. In the same year the congregation purchased a lot and erected its first church, at the corner of Vine and Second Streets. The present building, at the southwest corner of Grant and Second, was dedicated in 1915. A pamphlet, *The Informant* is published each month, telling of Church activities.

EVANGELICAL MISSION COVENANT—A. Vernoy Peterson, *Pastor*

The Scandinavians, like other groups, at first met in private homes before establishing their Church, which was completed in 1889. For a time thereafter the group was associated with the Congregationalists. In 1918 the members affiliated themselves with the Evangelical Mission Covenant Conference. In 1930 an attractive Church was built at the corner of Fourth and Garfield, one of the newest religious buildings.

IMMANUEL—D. G. Passman, *Pastor*

In 1898 there was a peaceful division within the Fullersburg Church when members from Hinsdale expressed the desire to have a church closer to home. Until 1900 the group met in a small hall in Hinsdale, and the same minister served both congregations until the new Church obtained a pastor of its own. In that year the Church at Third and Grant was built, and in 1908 a parsonage was added.

SEVENTH DAY ADVENTISTS—Lawrence R. Scott, *Pastor*

This is the group that established the Hinsdale Sanitarium and Hospital, in the year 1905, in the Highlands. To accommodate the staff and others of this faith, the Church was established and facilities for worship were provided, within the sanitarium building. For many years the Adventists operated the Rescue Home near-by, a refuge for unadjusted young people. A new Church building was recently completed, at Oak and Walnut.

REDEEMER LUTHERAN—C. F. Dankworth, *Pastor*

This Church is an off-shoot from the Zion Lutheran. It was organized in 1922, and for the first few years a suitable Church sanctuary was devised within a leased building. In 1925 the group joined the English District of the Missouri Synod. Two years later the new Church-building at First and Blaine was finished and occupied.

CHURCH OF CHRIST SCIENTIST

In the spring of 1931, the members of this faith who resided in Hinsdale, organized themselves into the Christian Science Society of Hinsdale. On September 12, 1931, this Society was recognized as a branch of the Mother Church, and was incorporated in 1938. Regular services have been held in the auditorium of the Monroe School. The Church owns a building site, and plans for the building are in preparation. A reading room, which is open to the public, is maintained at 14 W. First Street.

SAINT ISAAC JOGUES—J. T. Farrel, *Pastor*

This Church, of the Catholic faith, also was established in 1931, under the guidance of the Order of Dominican Fathers. The Hinsdale Theatre served as the first meeting place, where services were continued for a year. Services next were held at 16 E. First Street as temporary quarters, where the congregation was served by traveling monks. The present Church, at 425 S. Clay, is a two story structure with the parochial school on the second floor. It was built in 1932.

In five of Hinsdale's churches the services at first were conducted in a foreign language. As the younger people of these parishes grew up and gradually acquired control, the English language ultimately was adopted in all five churches. This change came about during the period 1910–1920.

All the churches have Sunday Schools, or Church Schools, as they are called by some. Most of them have women's organizations and other groups doing auxiliary work in the service of the church. Three of the churches maintain parochial schools in the elementary grades; these are the Catholic, the Lutheran, and the Seventh Day Adventist schools.

The Public Schools

THE Hinsdale school system had its beginning in the stone school house that was erected at Third and Main (Garfield) by William Robbins in 1866. In the two lower rooms of this structure a Miss Stocking conducted the classes until the autumn of 1867, when it was organized into a public school, as a part of the Fullersburg School District, with Mr. B. F. Banker as Principal. As Directors of the school, these men were chosen: W. R. Banker, E. P. Hinds, and B. Plummer. Soon the building was purchased by the village from Mr. Robbins, and the South side of town was formed into a separate school district. A Mr. Gleason then became principal. In 1877, while Mr. P. A. Downey was Principal, the North side was incorporated into the district, and it was then called the Hinsdale School District.

During the year 1879 the stone building was enlarged. Mr. A. R. Robinson became Principal in that year, and during his administration the school was employing the services of five teachers. Mr. Robinson was followed by E. L. Harpham and others.

In 1893 the building became a total loss, by fire. As a result, school was held temporarily in churches and halls of the village. In 1887 the North Side School was erected on Maple Street, and a new South Side School was built in 1894. The latter is known as the Garfield School, and it has received many improvements and additions throughout the years, including two wings which were added in 1909. It then required the services of 16 teachers. In the same year the North Side School employed 7 teachers.

Not all of the minutes of the various boards of education have been preserved, but the casual reader may pick up threads of history, which may be pieced together in fairly consecutive order. Economies, salaries, teachers' housing, the collection of tax monies, and modern improvements were problems confronting the citizens who managed the school in each decade.

In 1892, $60 organs were purchased for the primary and intermediate grades, and a $275 piano for the high school. An admission fee was charged for reserved seats at the commencement exercises. A school census was made at a cost of $15. Teachers were paid $55 a month, only while school was in session, but this rate of pay was in-

creased $2 per month two years later. Coal was purchased at $2.55 a ton.

In 1893 algebra was introduced into the high school. A sewing class was to be added in the South Side School, but this project was abandoned owing to the expense.

In 1895 Mr. J. M. Frost was made Superintendent of Schools at a salary of $1,400. The following year it was difficult to pay bills because tax collections were slow, following the business recession of 1893.

The Womans' Club, in 1897, donated $50 to the board to fit out a room for manual training. The board added $100 worth of tools. Later, the Womans' Club gave $10 for reference books.

By 1902 the school tax levy was $16,000 and the building tax levy $3,000. Although Mr. Frost's salary was increased some, he decided to accept another position, whereupon the board paid tribute to his seven years of service in a "properly engrossed" resolution which read in part, "He has brought order out of chaos." Mr. H. K. Jokish became Superintendent in 1904, to be followed by H. E. Giles, and others.

Teachers in the public schools who linger in the memories of those of their older students who are still living are, the Misses Bailey, Blodgett, Boujan, Boyd, Hattendorf, Hinckley, Irish, Lairison, and Loomis.

Following the year 1905, school developments included these, among many others:

A donation of furniture to the North Side School by the Womans' Club, and a flag pole by the Village League.

By 1918 the school enrollment had reached 506.

The Parent-Teachers Association instituted a lunch room for students.

In 1921 a salary schedule, based on certain specified requirements, was drawn up.

The Madison School was acquired in 1923.

Monroe School was built during the latter twenties.

The widespread depression of the thirties brought curtailment of expenses and a reduction in personnel, but since 1935 expansion has continued in teaching personnel, in enrollment, and in facilities for education. The high school district has been extended to include Clarendon Hills and Westmont.

Today the Hinsdale Public Schools consist of Garfield, Madison,

Monroe, and Clarendon Hills elementary schools, a junior high school on Maple Street, and the high school on Washington. A new high school is under construction. There is a dual system of school boards, one for the grade schools, including junior high, and one for the high school. Members of the boards are nominated by the caucus and elected by the people.

* * *

Back in 1914 the Parent-Teachers Association began to appear in the local news. The PTA Council now is made up of representatives from each of the schools. Both of the PTA groups, grade school and high school, are members of the national PTA organization.

At the turn of the century the word "chaos" was used in a school board resolution, as descriptive of a state from which the schools had been delivered. Concurrently with the functioning of PTA, the word has not appeared since.

The Library and Its Friends

The Hinsdale Public Library began as the Hinsdale Library Association, which was incorporated during the winter of 1886–87. The incorporators and first directors of the Association were Mrs. John H. Bradley, Mrs. Mary C. Childs, Miss Mary Hannah, Dr. D. K. Pearsons, Mr. Demming H. Preston, Mrs. C. D. Snow, and Mrs. Sarah Warren. Soon, six hundred books were donated to the Association, and a fee of one dollar a year was charged for the privilege of drawing them out.

There are two versions concerning the first location of this set of books. According to one, they were placed in the residence of Mrs. C. D. Snow at Washington and Third. Others say the start was made in a small building on the north side of First Street, west of Washington. There is unanimity of opinion that the Library moved from one of these places to the store of Mr. George Prouty, which was in the building now numbered 37 So. Washington Street. The first Librarian was Miss Wilsden, who later became Mrs. Van Liew.

In 1892 the question of tax support of the Library came before the voters and it received a favorable decision. That year also marks the beginning of public election of officers and members of the board. Following these events, the Library Association was dissolved. It had served its purpose well.

Mrs. Flora Candee became Librarian, to be followed by Mrs. L. C. Ruth who served in that position for many years. She had various assistants, among whom was Miss Alice Warren. The next move of the Library took place in 1917, to the Davidson Building, 106 S. Washington. From there it went to the Memorial Building, its present home.

* * *

DURING the winter of 1937–38, four women met occasionally to talk over the possibilities of strengthening the Library for a more vital contribution to community life. They were Mrs. Paul Burt, Mrs. Hugh Dugan, Mrs. Harold Moore, and Miss Marcia Wheeler, Librarian. Eventually, plans for organization were drawn up and presented to various civic groups and others for approval. The *Friends of the Library* became an organization on April 28, 1938.

The Friends became just what the name implies, a group of persons who are interested in the Library's welfare and who are ready to help it toward increasing its resources and promoting its services. The Friends has furthered projects such as the obtaining of memorial bequests to the Library, the purchase of new books, and the issuance of leaflets describing the Library's services.

A, F. & A. M. Lodge

Hinsdale Lodge, A, F. & A. M., No. 649, under dispensation granted in 1870, held its first meeting in the upper room of the stone "academy." Three years later it moved to quarters on Washington Street, down town. The original organizers of the Lodge were D. A. Courter, J. M. Barr, and N. H. Warren.

The Veterans Groups

Hinsdale Post 250 of the American Legion has an unusually large membership, as compared with the town's population. Most of the Legionaires served in one of the two world wars, but its roster includes a few veterans of the Spanish War.

This Post was organized in 1919, with Mr. C. G. Dennison as its first Commander, in Evernden's Hall. Soon thereafter, headquarters

were moved to the Grace Church Guild Hall, where the Post continued to meet until completion of the Memorial Building in 1928. Growth, through service, has marked the history of the Post. Its activities have been extensive and useful, especially in the causes of Americanization, the interests of disabled and needy veterans, the village Fourth of July celebrations, and participation in other local projects. Sociability and good fellowship has been always a feature of membership in the Post. Aside from the regular business meetings, there are regular and special social gatherings, including the annual dinner for Past Commanders held on November 11 each year, and the annual home-coming in May. The Post's influence in the village has been a good one, and it takes its part in the county, state, and national Legion organizations.

In January, 1920 the Legion Auxiliary was organized, with 117 charter members, and with Mrs. Gertrude Ketcham as its first President. The Legion and the Auxiliary cooperate closely in furtherance of their joint objectives. Largely, the Auxiliary is concerned with the rehabilitation and other needs of disabled veterans, this work being carried on through sewing, financial contributions, the Veterans Craft Shop in Chicago, child welfare, visits to hospitals, and the annual sale of poppies. The Auxiliary also contributes to other local charities.

* * *

The Veterans Civic Association, consisting largely of young men who took part in World War II, aims toward comradeship through the association of persons of similar experience and outlook, and to take its place in community service. At this time the group's program is not fully developed. Mr. Philip Cochran was the first President. The Association meets in the Memorial Building.

* * *

The Veterans of Foreign Wars, a well-known national organization, has recently become established in Hinsdale under the leadership of Mr. Thomas Spears. The membership of this Post consists of men who served overseas in the various wars. The purposes and functions of the Post, and those of the V. F. W. Auxiliary, are similar to those of the American Legion and its Auxiliary. Meetings are held in the Community House.

The Charities

Hinsdale Community Service. Organized in 1936, this is the principal agency for local relief. It serves the Hinsdale Township High School area. The Village has provided an office in the Memorial Building. Since its inception, Mrs. H. C. Holzbach has been in charge of the Service. Sixteen members comprise the Board of Directors.

The main divisions of the work are: Employment, the collection and distribution of Christmas baskets, emergency relief, rehabilitation, optical, dental, and medical. Information for veterans may be obtained there, and the office is also the permanent headquarters for the Hinsdale Community Chest.

During the second World War years the Hinsdale Community Service was headquarters for the Office of Civilian Defence. The Service collaborates with other agencies in the reference and handling of cases. For many years Mr. Harold G. Townsend has been the leading spirit in this service.

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In common with other towns and villages, Hinsdale has always participated in the outside charities, especially in support of the following causes:

Infant Welfare. In 1915 the Infant Welfare Society of Hinsdale began functioning, with Mrs. J. C. Davis as its President. This group sews and raises money for Chicago infants who come into the world in need of more care than their parents are able to give.

By 1923 the need was felt of younger women's participation in the work, so Junior Infant Welfare was formally organized in 1925, with Mrs. John Parker as President, and the younger women have been most active ever since. In addition to performing some of the same functions as the senior group, the Juniors actively participate in the work at Burlington Welfare Station in Chicago, and they supervise and conduct certain concessions at the annual Oak Brook Horse Show, the proceeds from which are allotted to the welfare of infants.

External Civic Work. A number of Hinsdale residents have served public causes outside the village. These have pertained to objectives such as the public health, various charities and charitable funds, the

distribution of war bonds for the United States Treasury, and the filling of temporary Federal posts.

Other Civic and Cultural Groups

American Association of University Women. With more than 100,000 members, nationally, the A.A.U.W. has "practical educational work" as its purpose. Since 1934, when the Hinsdale branch was started, study groups have been encouraged in subjects such as International Relations, Social Problems, Creative Writing, and the Creative Arts. National and local problems are approached and studied objectively. Thus the group serves the public, as well as the individual. The Mesdames Paul O. Germann, W. R. Jordan, and H. B. Lundberg are resident charter members.

* * *

Chamber of Commerce. Many years ago the organization of local business men was known as the Commercial Association of Hinsdale. After one or two modifications in name, and a brief tenure of the Lions Club, the association of merchants became known as the Hinsdale Chamber of Commerce. It is affiliated with the State and the National Chambers of Commerce. In various ways the Chamber has furthered the interests of the community. It helps newcomers become acquainted with the town, furnishes festive decorations for the business district at Christmas time, takes charge of the Fourth of July parades, and offers its counsel on questions involving conduct and progress of the village. Mr. Mac Morris was President of the Chamber in 1949.

* * *

Daughters of the American Revolution. In 1934 Mrs. Guy J. Dart obtained authorization to organize a chapter of the D.A.R. The chapter was accepted by the National Board of D.A.R. in April 1935 and was named in honor of Captain Hubbard Burrows. The membership is confined to lineal descendants of Revolutionary soldiers. By 1948 there were 52 regular members and 4 associate members. The objects of the Society are to "protect historical spots, encourage and publish historical research on the Revolution, to promote educational institutions and foster true patriotism." The Chapter also has been active in Red Cross, and in projects looking toward better citizenship.

* * *

The Garden Club had its start in 1921 when fifteen women, interested in gardening, met at the home of Mrs. Frank D. Farr and organized The Garden Club of Hinsdale. The first officers were Mrs. Frank D. Farr, President, Mrs. Walter H. Eckert, Vice-President, and Miss Fanny Brent, Secretary and Treasurer. The membership initially was limited to thirty-five active members, but now it numbers sixty.

The club has landscaped many areas, among which are the Community House grounds, the Junior High School yard, two blocks along the right of way of the Burlington Railroad, and a bird sanctuary at the east end of Third Street. A substantial contribution was made toward landscaping the Memorial Building grounds. The members of the Club have staged many flower shows in Hinsdale and have participated in all the shows given under the auspices of The Garden Club of Illinois, where they have taken many first prizes and special awards in major exhibits.

* * *

The Garden Study Club. A Junior Garden Club was organized on Monday, February 19, 1929, with the assistance of Mrs. O. W. Dynes, who was then President of the Garden Club. Mrs. Donald O. McLeran was voted the first President of this new group. The club was comprised of young Hinsdale women who had watched, with interest and admiration, the achievements of the senior Club, and who were inspired to organize a club of their own. The membership was confined to those who were actively interested in gardening and in the work of the club. In 1931 the name was changed to The Garden Study Club. The aim; to become an influence in the community by creating and maintaining beauty, has been carried out. In many instances the two garden clubs have worked together on projects.

* * *

The Music Club. There have been several music groups in the village over the past sixty years, the Musical Union and the Amphion Society being the most clearly recalled among those that existed before 1900.

In January, 1937, Mrs. Andrew E. Fenn, an accomplished pianist, invited a group of ladies, who were interested in music, to her home. At this gathering the Music Club of Hinsdale was formed, with Mrs. John Roberts as its first President, and Miss Jean Hall its Secretary and

Treasurer. The Club now has forty members. It engages in the study and performance of various instrumental and vocal works, and has made contributions in the form of records and entertainment to Vaughn Hospital, and to Hinsdale institutions and assemblies. Mrs. Fenn's interest and participation has continued from the beginning.

* * *

The P.E.O. Sisterhood was founded in 1869 at Iowa Wesleyan College, Mt. Pleasant, Iowa. In the 80 years since that time, the organization has become international, with chapters in 47 states, Canada, Alaska, and Hawaii. The Hinsdale chapter was organized in 1928 under the leadership of Mrs. Nettie Newman. It now has 64 members.

Nationally, P.E.O. assists young women toward obtaining higher education, and has improved the facilities at Cottey Junior College, in Missouri, an institution which was donated to the organization by one of its members. Locally, the chapter has made gifts to the Public Library, to the schools, and has assisted students financially.

* * *

Scouting. In the year 1912 the Reverend Messrs. Brown, Merriman, and Wallace appointed a committee of local residents to investigate the possibility of organizing a Boy Scout Council in Hinsdale. At a meeting of the committee, in May of that year, Mr. Teeter, a Scout Commissioner, gave a talk at the Hinsdale Club concerning the Boy Scout movement. Eventually, a constitution and by-laws for the Hinsdale Council were drawn, and Mr. E. P. McKenna was elected President, with C. T. Lamb and R. S. Pierce as members of the executive board. Other men who served the movement were Frank Bebb, H. T. Cartledge, Guy Dart, William Regnery, and W. W. Williamson.

Several Scouting units were formed, and in 1916 Hinsdale, with other communities along the Burlington, organized the West Suburban District of the Chicago Council. Hinsdale, in the year 1949, is in the Indian Trails District of the West Suburban Council.

Before the advent of Boy Scouts in Hinsdale a troop of *Boys Brigade* had been formed, under Alfred Walker, in 1910. Boys Brigade was a similar, but less comprehensive establishment.

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Girl Scouting had its beginning here in April, 1920, with a troop of 13 girls under the leadership of Isabelle Jackson. A charter for the group was issued in November of the same year, signed by Bertha T. Beatty, Commissioner; Olive Hicks, Mary A. Leary, and Frances Regnery. A trainer was employed in 1936, in the person of Mrs. I. L. Milton, who now is known as the Executive Director.

At the present time, there are 264 girls, 14 troops having 30 leaders, and 13 girl scout board members. In June, 1948, 126 girls attended Day Camp, with 45 adults assisting.

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The Woman's Club. Early in the 1890's a number of ladies were talking of "united and systematic action toward intellectual improvement, social enjoyment, and the welfare of the community." These resolved purposes grew out of a class for mothers, that was meeting during those years, and the movement soon developed into a club, simultaneously with the federation of all women's clubs throughout the state. Its charter members numbered one hundred, and the new club immediately joined the federation.

A constitution and by-laws were drafted by Mrs. John Burton, Mrs. Robert Childs, Mrs. S. Hough, Mrs. J. V. Ridgeway, and Mrs. W. J. Pollock. Mrs. John Burton was elected president.

Classes were formed in History and Literature, Travel, Current Topics, the Bible, and the problems of mothers. During its first twenty years the club extended its activities to groups and causes outside, as well as within, the village, but eventually the outside work was discontinued. The early meetings were held at various places: the hall over Evernden's drug store, Unity Church, the Presbyterian Church, and finally at the Hinsdale Club, in which building the members still gather. At one time, the Club's funds were kept in the safe at Ditzler & Linsley's grocery. This was before the village had a bank.

The club has sponsored many local projects such as better garbage disposal, sprinkling of the streets, compulsory education, certain needed equipment in the schools, and many pleasant social functions. The club has participated in a long list of philanthropies. Today some of the activities are conducted under different names, and the program includes outside speakers and entertainers, but generally the club's purposes and objectives remain the same as they were in the beginning.

The Community House

HERE is the center of many activities. When the Hinsdale Club found it necessary to discontinue, its commodious building at First and Garfield was put to a new use that has brought many conveniences and benefits to the village at large. Through foresight, generosity, and good work on the part of its original board of governors, and with the assistance of an efficient corps of fund raisers, the building was acquired. It has since been fitted out as a varied and constructive recreational center, under a full-time manager.

It houses these principal activities: indoor athletics and games, dramatics, social functions, music, public speaking, arts and crafts, and educational classes. Community House serves as a central meeting place for civic organizations and their committees, and for activities that are conducted outside, such as the camera, archery, and riding clubs.

First Board of Governors

Chairman, WILLIAM R. JORDAN

MRS. F. J. BILGER
MRS. CARROL BROOKS
F. H. CLIFTON
P. A. CRANE
MRS. RUTH DICKINSON
OSCAR DREUSICKE
FRED J. KELLER
E. W. KETTERING
MRS. J. B. MITCHELL
ABNER SOMMERS
COURTLAND SYMONDS

Hinsdale's Newspaper

O. O. MCINTYRE, of the *Chicago Herald & Examiner,* said one day in his column:

"Much of the very best stuff written in American newspapers reaches only a limited audience. This is because it is turned out for country weeklies and small town dailies."

Daniel H. Merrill displayed an interest in newspaper publishing at an early age. Before he was out of school, he started a little paper, in Frank Merrill's barn on Woodside Drive, for the benefit of the town's "small fry". Then came *The Columbian Era,* "a monthly jour-

nal devoted to the interests of youth", edited by D. H. Merrill and W. H. Linsley, at 20 cents a year to its subscribers. Although this journal was motivated in much the same spirit that led other boys to set up back yard stores or wild west shows, there was this difference: Dan Merrill had found his forte at this early age, and his production gave evidence of a genuine flair for journalism.

On Saturday, October 5, 1895, the first issue of the *Hinsdale Doings* was distributed through the village by Dan and his helper, Tom Page. Said Mr. Page, in writing about this event many years later: "I shall never forget the first issue of the *Doings* which I, with Dan Merrill, took about and delivered personally to each house; and I saw Dan take the first paid subscription from, I think it was Mr. Crossett, near Congressman Child's corner". For this work, Tom Page received a silver dollar. Editorially, this first issue remarked: "With this number *Hinsdale Doings* begins its existence. How long and how successful that existence will be, the publishers do not know". But time, that inexorable judge, has told. In 1944 *The Doings* observed its fiftieth anniversary, and its future appears very bright indeed.

The Merrill Printing Company, publishers of *The Doings,* had its shop on Chicago Avenue, east of Washington in the 1890's. Later, the company moved to the N.E. corner of Chicago Avenue and Lincoln, where it remained until 1938 when its new quarters next door were occupied.

* * *

The civic group is a traditional American institution, of noble ancestry. It has descended from our Colonial custom of holding town meetings. If, therefore, a town displays a certain lofty self-respect, or a sense of delight in its own civic groups, it is a time for recognition and admiration. Their efforts and their achievements are to be applauded.

From about 1870 onward, Hinsdale has had many such groups, and always there has been close cooperation between the civic organizations and the newspaper. In the 80's and 90's the groups were a little more on the social side than they are now, but always they have served toward construction, collaboration, neighborliness, and well-attuned community progress.

ADDENDA

ADDENDA

Presidents of the Village

Joel Tiffany.....1873
William Robbins.....1874
M. A. Donohue.....1875-77
E. P. Hinds.....1878
C. H. Hudson.....1879
A. Pugh.....1880
C. C. Warren.....1881
D. L. Perry.....1882
J. C. Merrick.....1883
E. P. Hinds.....1884-86
Wm. Duncan.....1887
E. P. Hinds.....1888-89
D. H. Preston.....1890-91
E. P. Hinds.....1892-93
J. C. F. Merrill.....1894-98
James A. Blood.....1899-01
J. C. F. Merrill.....1902-04
John C. Hess.....1905-08
John C. Wood.....1909-14
E. F. Hasbrook.....1915-18
R. W. Burns.....1919-24
W. T. Bruckner.....1925-30
S. F. Beatty.....1931-34
Wm. H. Regnery.....1935-39
F. H. McElhone.....1939-45
H. A. Brinkman.....1945-49
Dale Cox.....1949-

Signers of the Petition for Village Incorporation

Anson Ayres
F. Bascomb
John Bohlander
L. Bush
C. P. Clark
T. B. Clark
B. F. Deming
M. A. Donohue
F. A. Doolittle
H. L. Estabrook
B. E. Ferrill
Caroline P. Fisk
C. P. Frye
L. E. Gifford
E. P. Hinds
Isaac L. Hinds
C. H. Hudson
Windsor Leland
A. A. Lincoln
T. E. Lonergan
W. McCredie
A. A. Mann
M. H. Middleton
John Parker
D. L. Perry
William Robbins
David Roth
E. Sawyer
Robt. S. Slocum
John F. Stuart
H. R. Thompson
Joel Tiffany
N. H. Warren
Geo. H. Wells
William Whiting
J. W. Wilcox
W. W. Wood

Presidents of the School Board

R. A. Childs.....1879-94
W. H. Holcomb.....1894-03
W. G. Gordon.....1903-08
H. W. Holcomb.....1908-13
Robert Childs.....1913-17
Dana Slade Jr.....1917-20
S. F. Beatty.....1920-21
S. W. Banning.....1921-24
W. H. Eckert.....1924-25
E. W. Childs.....1925-29
P. R. Clarke.....1929-32
D. W. Pratt.....1932-33
C. L. Cobb.....1933-40
E. B. Johnson.....1941-44
J. O. Heppes.....1944—

A search of the records, here, and in the County Seat, reveals no names of Presidents of the School Board from 1867, when the first Hinsdale School District was set apart, until 1879. Messrs. B. Plummer, E. P. Hinds, and W. R. Banker are known to have constituted the School's "Board of Directors" when it was a branch of the Fullersburg School District, in 1866.

Presidents of the Hinsdale Club

1889 William Duncan
1890 *
1891 *
1892 *
1893 *
1894 E. P. Hinds
1895 C. A. Allen
1896 W. H. Crocker
1897 *
1898 *
1899 J. A. Blood
1900 *
1901-03 W. H. Knight
1903-05 C. H. Crossette
1905 J. N. Redfern
1906 J. J. Danforth
1907-09 L. P. Conover
1909-11 George E. Smith
1911-13 H. H. Holcomb
1913-15 Dana Slade Jr.
1915-18 Wade Fetzer
1918 Fletcher W. Rockwell
1919 E. H. Hicks
1920-23 Philip R. Clarke
1923-25 Walter H. Eckert
1925 T. R. Weddell
1927-29 George H. Bell
1929-31 J. B. Van Vleck
1931 George A. Knapp
1932 J. Frank Peaslee
1933-35 George M. Jackson
1935 F. H. McElhone
1936 G. P. Snow
1937 Frank Van Inwagen
1938-40 M. Samuel
1940-43 B. W. Hines

The Club discontinued July 26, 1943.

* The minute books for these years are not available and the names of the Presidents have not been determined.

Presidents of the Woman's Club

Hinsdale's oldest existing club.

Mrs. John Burton 1895-97
Mrs. W. H. Knight 1897-01
Mrs. C. E. Raymond 1901-03
Mrs. H. G. Hetzler 1903-05
Miss Louise L. Washburn 1905-07
Mrs. A. E. Walker 1907-09
Mrs. W. H. Edwards 1909-11
Mrs. Henry Holverscheid 1911-13
Mrs. Otis Cushing 1913-15
Miss Harriette C. Merrill . . . 1915-17
Mrs. Frank H. Belden 1917-19
Mrs. Houston I. Hiatt 1919-21
Mrs. Howard G. Hetzler 1921-22
Mrs. Ralph Peirce 1922-24
Mrs. William T. Bruckner . . 1924-26
Miss Florence Beckett 1926-28
Mrs. Davis McMakin 1928-30
Mrs. Harold G. Townsend . . . 1930-31
Mrs. Lester B. Converse 1931-33
Mrs. Duncan J. Hall 1933-35
Mrs. Earl Victor Johnson 1935
Mrs. Courtney D. Freeman . . 1935-37
Mrs. Martin B. Travis 1937-39
Mrs. Marshall Keig 1939-41
Mrs. Joel W. Greene 1941
Mrs. Davis McMakin 1941-42
Mrs. Charles L. Cobb 1942-44
Mrs. William W. Welsh 1944-46
Mrs. Philip A. Crane 1946-48
Mrs. W. T. Dawson 1948-

Postmasters

L. E. Moreley 1867-69
I. S. Bush 1869-70
I. S. Hinds 1870-72
R. S. Slocum 1872-74
L. E. Gifford 1874-76
A. L. Pearsall 1876-84
J. G. Bohlander 1884-88
A. L. Dorathy 1888-94
Frank Irvine 1894-98
D. A. Courter 1898-06
W. B. Carlton 1906-07
James McClintock 1907-15
J. G. Bohlander Jr. 1915-22
Norman Jefferson 1922-27
Syrena B. Roth 1927-35
F. M. Rawlings 1935-43
J. L. Zimmerman 1943-

From 1864 to 1867 Hinsdale people used the Fullersburg post office. In Hinsdale the post office has had these seven locations:

1. At the southeast corner of Washington and Hinsdale Ave., in the old Roth building.
2. On the west side of Washington in the Fox Bros. store building, opposite the first location.
3. In a frame building a little south of the second location.
4. Three doors south of the third location, on the west side of Washington.
5. In the Heineman building, northeast corner of First and Washington.
6. South side of Hinsdale Ave., west of Washington.
7. The present location.

Hinsdale's Population

1873	300 to 500	1910	3,451
1875	600	1920	4,042
1880	819	1923 (50 yrs.)	5,000
1885	1,100	1930	6,972
1890	1,584	1940	8,200
1900	2,500	1949 (est.)	8,600

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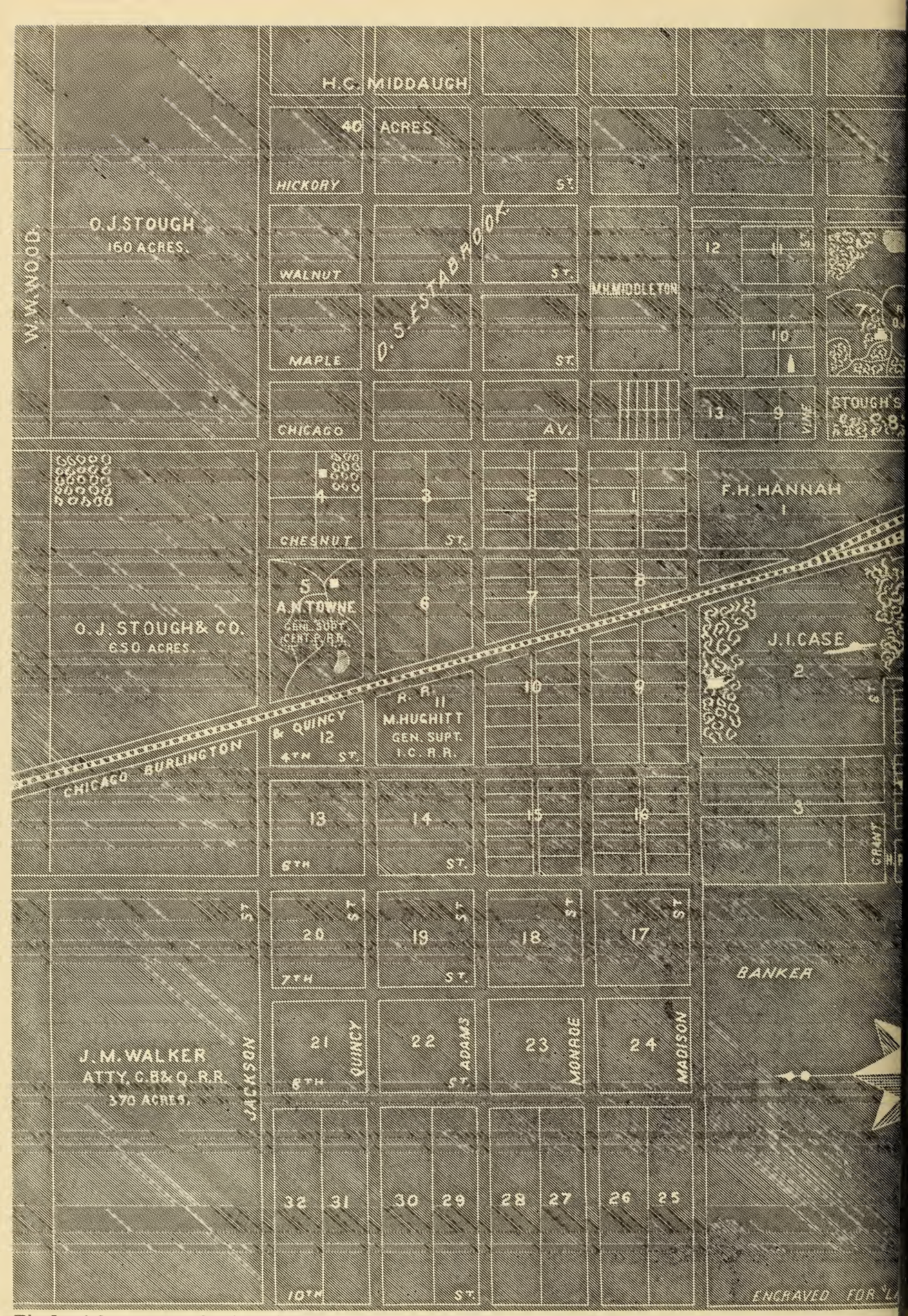

The Land Owner Map, showing Hinsdale streets and subdivisions in the year 1869.