

The Magazine of Illinois



OUTDOOR

Illinois

75¢



AUGUST-SEPTEMBER 1974

Madison County: A New Geography

Mrs. Holman's Famous
Illinois Cooking

By Mrs. Laura H. Holman

PECCALILLI — INDIAN METHOD

This consists of all kinds of pickles mixed and put into one large jar—girkins, sliced cucumbers, button onions, cauliflower, broken in pieces. Salt them, or put them in a large hair sieve in the sun to dry for three days, then scald them in vinegar a few minutes; when cold put them together. Cut a large white cabbage in quarters, with the outside leaves taken off and cut fine, salt it, and put it in the sun to dry for three or four days; then scald it in vinegar, the same as cauliflower, carrots, three parts, boiled in vinegar and a little bay salt. French beans, rack samphire, reddish pods, and masturchions, all go through the same process as girkins, capsicums, &c.

To one gallon of vinegar put four ounces of ginger bruised, two ounces of whole white pepper, two ounces of allspice, half an ounce of chillies, bruised; four ounces of turmeric, one pound of the best mustard, half a pound of shallots, one ounce of garlic, and half a pound of bay salt. The vinegar, spice and other ingredients, except the mustard, must boil half an hour; then strain it into a pan, put the mustard into a large basin, with a little vinegar, mix it quite fine and free from lumps, then add more; when well mixed, put it to the vinegar just strained off, and when quite cold put the pickles into a large pan and the liquor over them; stir repeatedly, so as to mix them all; finally, put them into a jar, and tie them over first with a bladder, and afterwards with leather. The capsicums want no preparation.

SPICED APPLES

Cook together one quart of vinegar, 3 pounds of sugar and one teaspoon each of ground cinnamon, cloves and allspice, tied in a bag. Have ready four pounds of tart red apples which have been pared, cored and quartered. Place in sirup and cook slowly until tender, then put in jars.

Cook the sirup down until quite thick, pour over the apples and seal.

CREAM BISCUITS

Mix and sift 2 cups flour, 1 teaspoon salt and 4 teaspoons baking powder. Add 1 cup thick cream and ½ cup milk. When well mixed, turn out on lightly floured board, pat and roll out. Shape with small cutter. Bake in quick oven.

PEANUT TURNIPS

Slice turnips in rounds, throw into a rapid boiling meat stock and cook until tender. Make alternate layers of chopped peanuts, dissolved peanut butter, and the turnips.

Season each layer with salt and pepper. Bake in oven for about 15 minutes. Baste every few minutes with thin peanut butter.

PEACHY CREAM COBBLER

1 cup sugar	6 cups sliced fresh peaches
¼ teaspoon salt	1½ cups sifted all-purpose flour
½ teaspoon mace	
1 teaspoon grated lemon rind	2 teaspoons baking powder
2 tablespoons lemon juice	2 tablespoons sugar
3 tablespoons corn starch	½ teaspoon salt
1 cup dairy sour cream	½ cup shortening
2 tablespoons melted butter	½ cup milk
¼ teaspoon cinnamon	2 tablespoons sugar

Combine 1 cup sugar, ¼ teaspoon salt, mace, lemon rind, lemon juice, cornstarch, sour cream and butter in large bowl. Mix well. Add peaches. Sift flour, baking powder, 2 tablespoons sugar and ½ teaspoon salt together. Cut in shortening with pastry blender until fine. Add milk, stirring with fork until flour is dampened. Turn out on floured board; knead lightly for 20 strokes. Roll out to rectangle 9 x 13 inches. Spoon peach mixture into two-quart 8 x 12-inch baking pan. Carefully place rolled out dough on peach mixture. Press edges of dough down on rim of baking pan. Cut several slits in dough to allow steam to escape. Combine two tablespoons sugar and cinnamon; sprinkle over top of dough. Bake at 425° F. 25 minutes or until top is well-browned and juice is bubbling. Makes eight servings.

HOW TO DRY BEETS

Select young, quickly grown, tender beets. Peel and slice into one-eighth, or one-fourth inch slices. Spread thinly on trays or earthenware plates. Dry in sun, in oven, over kitchen stove or before the electric fan until leathery. Stir from time to time.

SALT-PICKLED GREEN TOMATOES

Water-tight kegs or crocks may be used to hold pickled tomatoes. Wash thoroughly and steam the kegs or crocks.

Wash the tomatoes. On the bottom of the container place a layer of dill and a handful of mixed spice. Pack the container full of tomatoes. Add a top layer of dill and spice. Pour over all enough weak brine to cover the tomatoes. Cover with a cheesecloth and a clean board cover. Place upon the board cover a clean stone weight sufficiently heavy to hold the tomatoes beneath the surface of the brine. Leave for extended length of time.

TO PICKLE ONIONS

Put what quantity desired into salt and water for nine days, observing to change the water every day.

Next put them into jars and pour fresh boiling salt and water over them, cover them close up till they are cold, then make a second decoction of salt and water, and pour it on boiling. When it is cold, drain the onions on a hair sieve, and put them into wide-mouthed bottles, fill them up with distilled vinegar; put into every bottle a slice or two of ginger, a blade of mace, and a teaspoon of sweet oil, which will keep the onions white. Cork them well up in a dry place.

OUTDOOR ILLINOIS

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SUMMER IN ILLINOIS: CORN, by Wayne Bridges of Delavan

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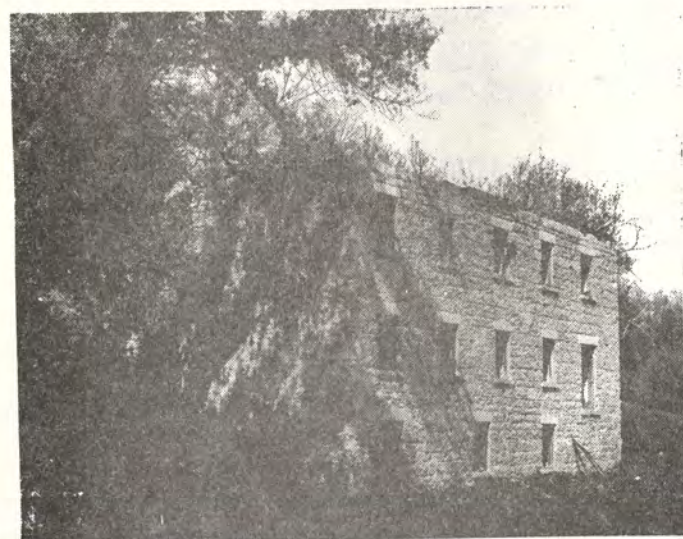
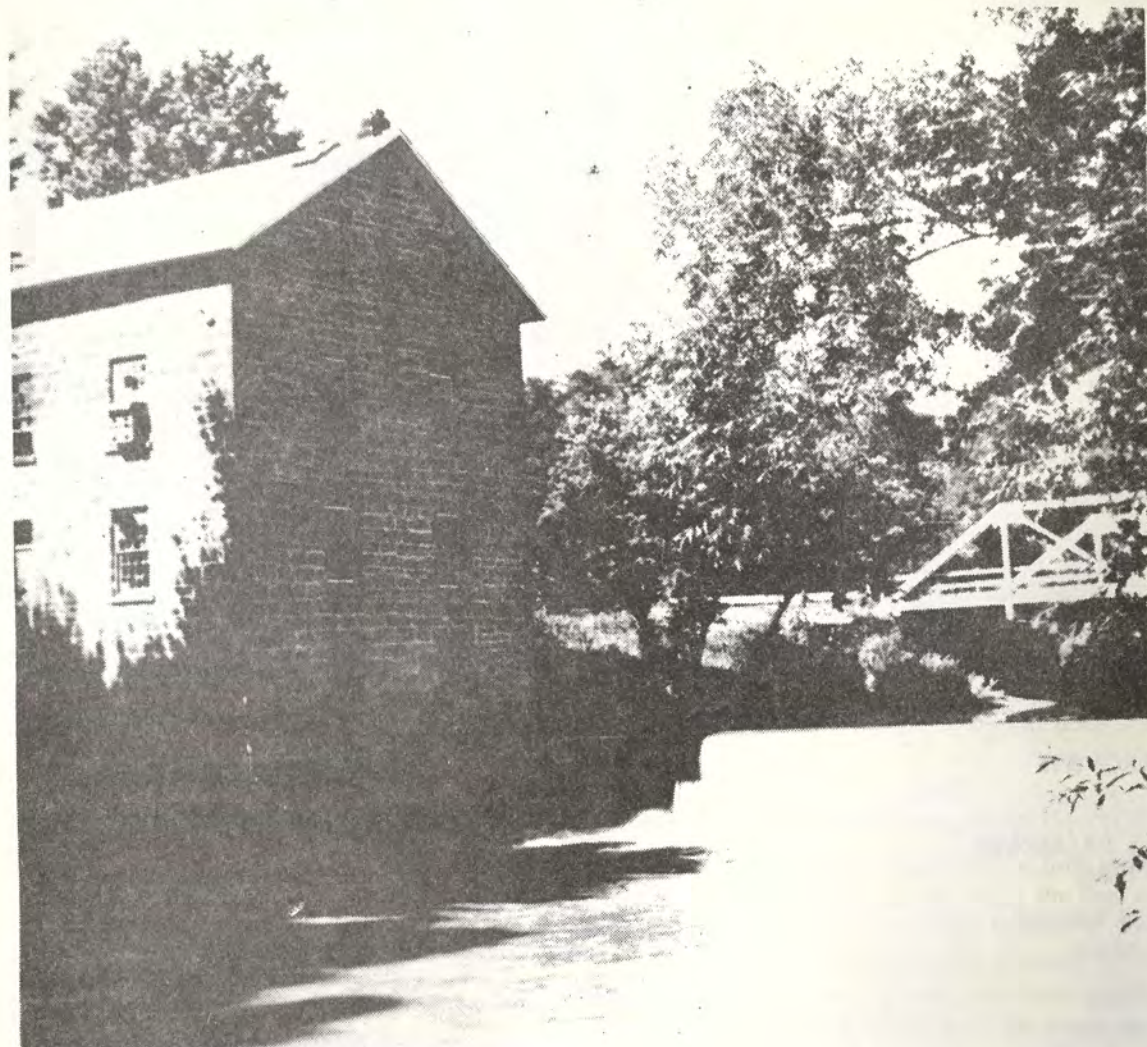
COVER PICTURE
THE RIVERFRONT at Alton in the 1840s, from an old lithograph, at a time the city was vying for leadership among Illinois towns.

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WHAT and WHERE

CAN YOU IDENTIFY this old picture of a mill, some place in Illinois? You might try for the date, too, as long as you are wildly guessing. It is near a town which begins with the letter "M."



Last Month's Picture

Incorrectly identified was the old brewery near Galena in Jo Daviess County, which was submitted to us by W. C. Millhouse of Galena, who sent it along with a statement that "the biggest and best morels grow in the northwest corner of the state." We leave his sentence to you.

A Compendium of Illinois Happenings, Events and Comment, Past and Present

Madison County Featured

THIS MONTH'S ISSUE contains the third in our series of in-depth studies of Illinois counties, called *A New Geography of Illinois*.

This month's feature, Madison County in southwest Illinois, was researched and written by Larry Underwood, of Meppen in neighboring Calhoun County.

For those who would like a peek at the future, Lowell A. Dearing has prepared the fourth of the series, on his own Jefferson County. Dr. Robert H. Mohlenbrock is in the throes of Johnson County and will be zeroing in on Wayne County in the near future, and Larry Underwood is in the last stages of completing Vermilion County and will follow that with Adams County.

All in all, this planning ahead is not all it's cracked up to be, according to those who are most responsible for putting together the magazine. It was a lot more fun in previous years when they never heard from one month to the next what would be in a forthcoming issue, they say.

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A Second Look

And they tend to miss, mightily, those letters which began, "Here it is August and we don't have our July issue yet. What are you? Some kind of nut?"

It always indicated that someone cared, they say.

Late New Boston News

THE GREENING AT NEW BOSTON, on Page 12 of this issue, may have a happy ending, late reports indicate. A sudden flurry of activity by representatives of the U. S. Army Corps of Engineers indicates someone, or a combination of someones, has brought about a change in the slow matriculation of thought within that bureaucracy. A telephone call from one of the homeowners at Prentiss Addition reports that in mid-July a sprouting of flags and survey teams tended to create the feeling locally that the Corps' attitude had changed in the matter. Whether the credit should go to area Congressman Tom Railsback or the needling of Nancy Phillipi in the office of Governor Dan Walker, in any case it is a tribute to the

belligerence of John Raptis, who stands to lose a home, and to the interest of Eleanor Buskirk, Aledo city editor of the *Rock Island Argus*, who has kept the issue alive with feature articles in that newspaper and the forewarning of the article which appears in this issue of *Outdoor Illinois*.

Tilting at windmills has never paid well, as an occupation, but an occasional score is made by dedicated individuals, even in this day of organization-think.



Cahokia Mounds Exhibit

AN EXHIBIT of over 1000 arrowheads taken from Mound 72 at Cahokia is now on display at the Cahokia Mounds State Park Museum. The collection will be on display until mid-August.

Judging from their grouping and materials of which they are made, the arrowheads are of many types and represent the work of prehistoric Indians from various parts of the country. This is only one indication that Mound 72 is the burial site of an individual prominent throughout the continent. Probably never used as missiles, the arrowheads were more likely the work of outstanding craftsmen which was included in the burial as a symbol of high respect and homage. These artifacts were associated with the burials of six retainers near the main figure.

Excavation of Mound 72 was conducted from 1967-1971 under the direction of Dr. Melvin Fowler of the University of Wisconsin-Milwaukee.

The Cahokia Mounds State Park is on Business Route 40 between Collinsville and East St. Louis. The Museum is open daily from 9:00-5:00, with guided tours at 10:00 and 2:00. Admission is free.



Lusk Creek Report

LUSK CREEK, that paragon of Illinois as it once may have been, is again the center of a bit of a firefight between those who would preserve and those who would not.

We see some validity in both sides of the arguments advanced by contending sides.

As most know who read this magazine, we were in the forefront of the fight to preserve the Lusk Creek Canyon-Indian Kitchen area and were even so bold as to start the fight back in 1965 when a proposal for a lake by local proponents would have inundated much of that unique Illinois natural area. Five years later, after many words and a great deal of hogwash, the canyon area was signed into the Illinois nature preserve system—on October 15, 1970. It was particularly apropos that the signature which accepted it for the State of Illinois belonged to the editor of this magazine, and it was scrawled on the document on the last day he acted as director of the Illinois Department of Conservation.

There are those who said he was heard to murmur, "Here's a kiss for my friends," but that was apparently not documented.

In any respect, we want to make our position on the matter perfectly clear.

We do not believe any private landowner in the Lusk Creek valley—most of whom aided in the fight to preserve Lusk Creek canyon—should be forced to sell his land holding for use in the proposed Lusk Creek Wilderness Area.

Secondly, we feel the folks at the *Golconda Herald-Enterprise* should take a little more care in reporting the facts, which will be a relatively new departure for them when it comes to reporting on Lusk Creek.

Finally, we believe it is time for state and federal agencies to get to the matter of adequately compensating Pope County and nearby counties for the massive removal of taxable property from tax rolls in those counties within the Shawnee National Forest. With almost 40% of its land under public control, Pope County is in dire straits in attempting to provide even the primary public services, and its taxpayers are unable to provide enough income for basic needs within the county.

The federal government should boost the *payment in lieu of taxes* rate at the earliest possible date. State agencies which are in the landholding business should be equally responsible for their removal of taxable land from taxation by local agencies, beyond a reasonable number of acres which may be charged to local recreation.



Palzo Success

THE PALZO PROJECT, in southeastern Williamson County, is more and more pointing to a compatible use of sludge in reclaiming land adversely affected by stripmining.

Unlike the disastrous proposal for use of sludge as fertilizer for row-crops in the flood-plain of the Middle Fork tributary of the Big Muddy River in nearby Franklin County, the Palzo project was well-conceived, carefully thought out, and extremely well planned as to execution by Charles J. Hendricks, supervisor of the Shawnee National Forest, and the professional staff he assembled to undertake the project.

Palzo is showing a way to alleviate the highly toxic outfall from abandoned strip mines and surface tailings from deep-shaft mines in many locations in Illinois. It is obvious that a great deal of prodding remains before the Illinois coal industry takes the hint, or the tail that is wagged by that dog, the Illinois Department of Mines and Minerals, undertakes to incorporate the imaginative work at Palzo into the Illinois mine reclamation law. But it needs to be done and we will support the folks who undertake it.



Hardin County Fluorspar Museum



An original beaver hat

Hardin County Fluorspar Museum

VISITORS TO the fluorspar mining region of southeastern Illinois may now visit in Rosiclare at the Hardin County Fluorspar Museum on weekdays from Monday through Friday and on weekends by appointment.

The center has been established in recent years in the old hospital building on Walnut Street in Rosiclare. The building was donated for the purpose by Mr. and Mrs. Harker Miley of Harrisburg.

A number of mineral displays have been created in the spacious quarters, including some outstanding specimens of fluorspar crystals and other minerals associated in the mining industry there.

Spearheading creation of the Hardin County Fluorspar Museum was Otis Lamar, of Rosiclare, long-time mayor there and active in many civic and charitable enterprises in southern Illinois.

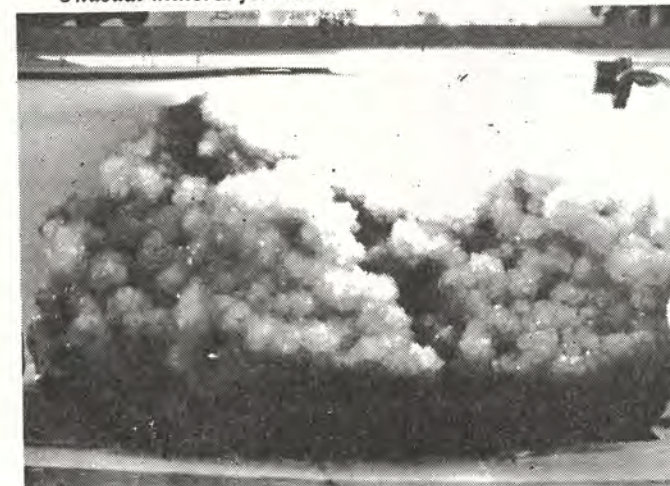
Much of the work in renovating the interior of the building was done by labor furnished through the Operation Mainstream program under the direction of the Illinois Farmers Union, according to Mr. Lamar. The Golconda Job Corps center furnished signs and installed them at the museum and the Ozark-Mahoning and Minerva Oil companies furnished much of the electrical work. Specimens and souvenirs of

fluorspar may be purchased at the museum.

In addition to items associated with the fluorspar industry, the museum has a display of pioneer artifacts from the surrounding area, including a remarkably well-preserved beaver hat which stems from the heyday of that fashion in men's wearing apparel.

Visitors to the museum will enjoy a tour of nearby fluorspar mining sites, and the numerous scenic and recreational places in the surrounding Shawnee Hills of Hardin and Pope counties. Rosiclare itself overlooks the Ohio River and has an excellent riverside park for picnickers and tow-boat watchers.

Unusual mineral formation



Huge fluorspar specimen



WHAT THE HECK IS FLUORSPAR?



ON JULY 7, 1965 the Illinois legislature voted to designate the mineral *fluorite* as the official state mineral. Rockhounds who had led the fight to have the colorful mineral so named said it wasn't a moment too soon for the beautiful 200-million-year-old resident of the state.

Brought from deep within the earth's interior by a violent volcanic action which disturbed Hardin and Pope counties, and two neighboring counties of Kentucky, huge dikes of black igneous rock from the abysses below penetrated into faulted zones of much of this area of southern Illinois.

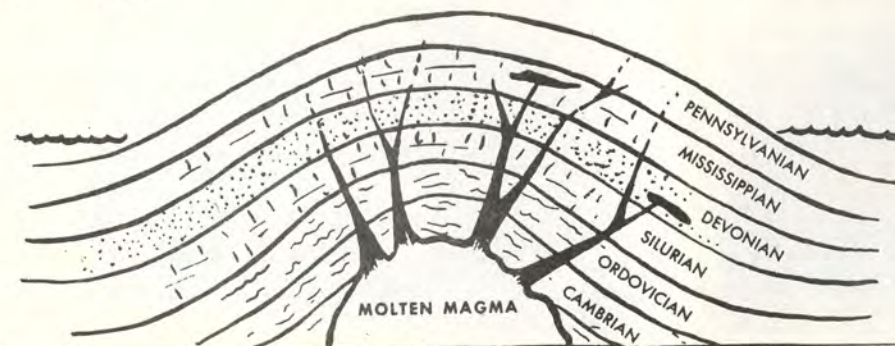
As the molten magma cooled and contracted the minerals within the mass began to separate out. And as the mass shrank and subsided, the region collapsed into a series of long, narrow fault blocks.

As the earth began to stabilize from the violent eruption, mineral-laden gases and liquids rose through the fault

fractures. These gases, heavy in fluoride, lead, zinc, barium and with small amounts of cadmium, germanium and silver were subjected to chemical reactions under certain temperature and pressure conditions with the rock walls of the fissures, and the minerals were deposited in veins and as replacements of limestone beds. These ore bodies of fluorospar, fluorite (calcium fluoride), sphalerite (zinc sulphide), galena (lead sulphide), barite and calcite were hidden deep below the surface of the huge dome created by the earlier disturbance.

At the close of the Pennsylvanian geologic period, 200 million years ago, the area stood high out of the sea which covered much of the surrounding land, and became subject to the ravages of wind and water erosion. The long years of weathering removed some 3,500 feet of the domed area, leaving the relatively low and scenic hills of today and exposing for discovery veins and bedded deposits of fluorospar.

MAGMATIC INTRUSION penetrates overlying sedimentary rocks, bulging much of the earth's surface in Hardin, Pope and neighboring counties. In the process which happened over 200 million years ago, fluorospar deposits were left in veins and bedded layers.



It was not until 1842 that the first recorded fluorospar mining in Illinois commenced with a small operation in Hardin County, near the site of the present Rosiclare mine within sight of the present Rosiclare main street. The fluorospar had been discovered by a man named Pell, and by 1880 an advertisement was proclaiming: "A Wonderful and Valuable Flux, 'Fluorspar'", was being mined and especially manufactured by The Pell Fluor Spar Mining Co., of Rose Clare, Hardin County, Illinois".

The county for many years has been the principal producer of fluorospar in the United States and has provided more than half the total fluorospar produced within the country. Although imported ore from Mexico has gained the lion's share of U. S. consumption in recent years, the availability of Hardin County fluorospar to markets and the great expansion of hydrofluoric acid plants has aided the Illinois industry.

Prior to 1888, consumption of fluorospar was very small and probably never exceeded 5,000 tons per year, much of it derived from the Hardin County area. Following the introduction of the open-hearth method of steel production into the United States that year, the demand for fluorospar jumped dramatically and for more than 60 years the steel industry was the leading consumer of fluorospar. Recent perfection and growing use of the basic oxygen furnace for making steel bodes well for the fluorospar industry, but it is the proliferation of hydrofluoric acid production

which has helped boom production of fluorospar beyond a million tons a year.

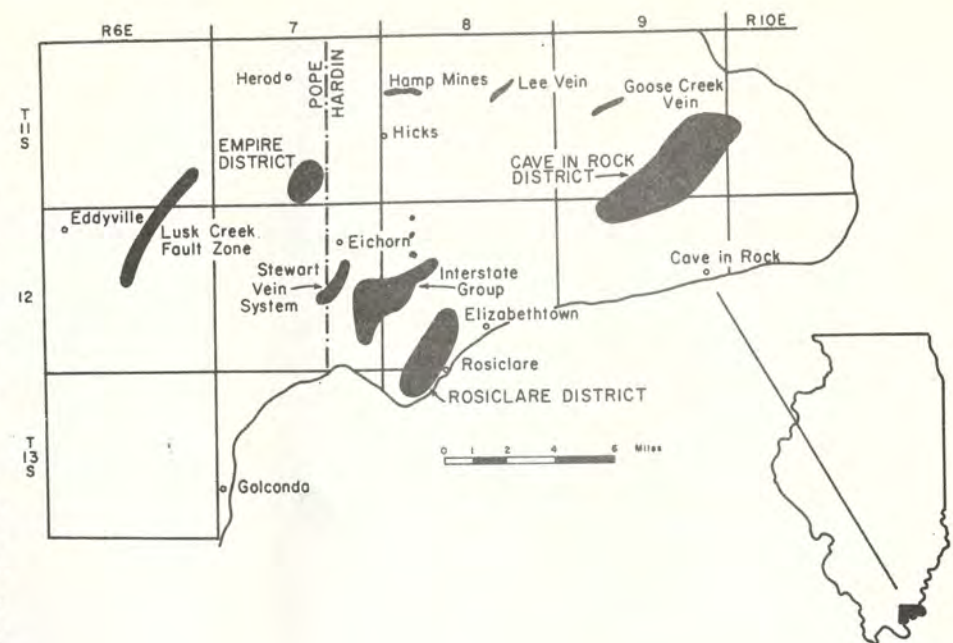
The phenomenal increase in the hydrofluoric acid industry stems from increased use of fluorine chemicals. Fluorine chemicals are used for insecticides, wood preservatives, welding fluxes, antiseptics, concrete hardeners, tooth decay preventives, synthetic optical crystals, plastics and many other purposes. It plays an important part in the production of aluminum.

In ceramics, fluorospar is used in the manufacture of opal, opaque and colored glass, and to make various colored enamels for coating metal and metalware and ceramic tiles. It is also used as an artificial abrasive and as an additive in portland cement, rock wool, basic refractory cements and buff-colored face bricks.

In the making of steel, spar functions as a fluxing agent and may also assist in the refining process.

One part per million of fluorine in drinking water is considered desirable for the prevention of dental caries, and various fluorine chemicals are being used for the fluoridation of municipal water supplies.

Colored spar has found use as a gemstone in jewelry and stone ornaments since wealthy Romans of 2,000 years



PRINCIPAL FLUORSPAR mining districts in the extreme southeastern Illinois region are these in Pope and Hardin counties.

ago treasured goblets of fluorospar from Parthia (Persia). The mound-building Indians of Illinois carved crude figures from fluorospar and many beautiful goblets, urns and vases of native spar were cut and polished in the 1700's and 1800's in England.

Glenn C. Finger, chemist with the Illinois State Geological Survey for many years and a noted expert on the uses of fluorospar, has a set of beautifully

turned fluorospar goblets acquired in England, once the property of a Roman of some note in the colony established there. (It was the definitive work on Illinois fluorospar, "Fluorspar in Illinois", co-authored by Finger, J. C. Bradbury and R. L. Major, from which much of the material in this article was derived.)

The uses of hydrofluoric acid are numerous and important. It is used in frosting, etching and polishing glass; as an antiseptic in breweries and distilleries; in electroplating; in cleaning of copper and brass; in extraction of tantalum and columbian; in making of filter paper and carbon electrodes; in removal of silica from graphite; in acidizing oil wells to increase oil production.

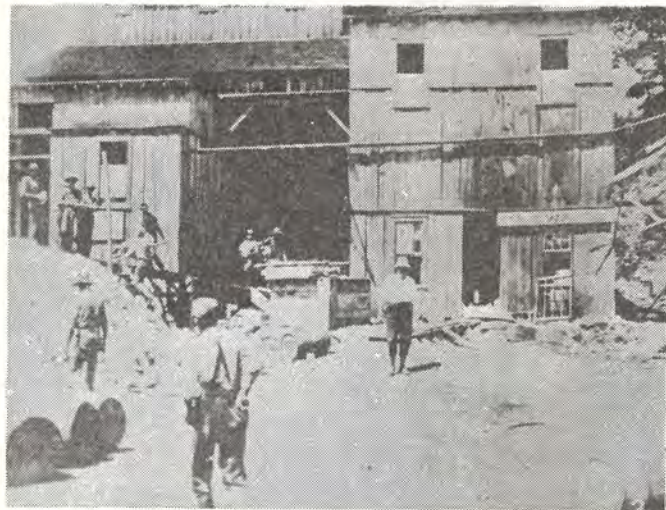
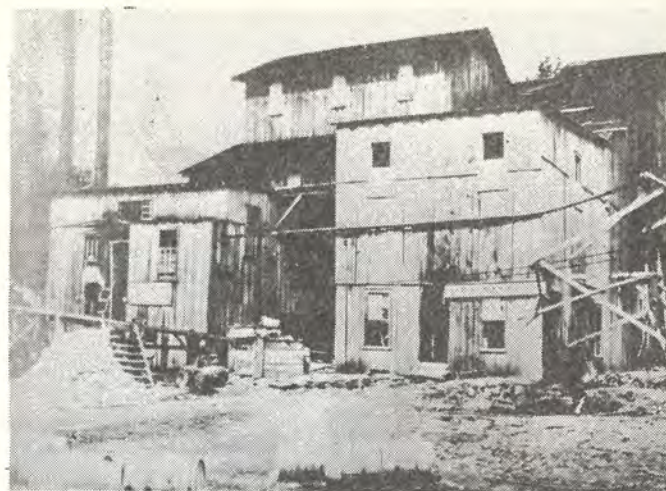
The hydrofluoric acid is also the basic chemical used in making aerosols, fluorinated hydrocarbon refrigerants and a host of other fluorine-containing chemicals.

In the mining of fluorospar, two methods are used depending upon the manner in which the fluorospar is deposited.

SURFACE VIEW of fluorospar mining operation, with hoisting drum housed in building at left, with steel cables running to sheave at top of tippie and a mid point, for hoisting of buckets from the shaft.



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In vein mining, a vertical shaft is driven into the ground adjacent to the vertical-trending vein. From this shaft, a crosscut is driven horizontally to connect with the vein at a selected depth below ground surface. A drift (horizontal tunnel) is driven into the vein and serves as a haulage way and beginning point for shrinkage stoping (the *stope* is the open space created as ore is removed from the vein above the roof of the drift). The stope is excavated upward from the drift by drilling and blasting.

UPPER PHOTOS AND one at left show Old Mill at Rosiclare, circa 1908. Lower right, the Blue Diggings shaft and power plant about 1915.

In wide veins, the roof of the drift is commonly an arch of vein material left in place. In narrow veins, timbers are used to form a roof.

In flat-bedded deposits, a modified version of the room-and-pillar method used in coal mining—called open stoping—is the method used. A main haulage drift is usually driven along the center of the ore body, the rooms are mined out from it at intervals throughout the workable deposit, and ore is drilled and blasted, loaded into cars or trucks and hauled to the mine shaft.

After it is mined, the ore is subjected to a milling process to separate the ore from waste material and valuable minerals from each other (fluorspar from lead and zinc and similar metallic sulphides).

The newest process for this separation is called heavy-media separation, in which the ore materials are separated from waste in a cone or a drum containing a suspension of finely ground ferrosilicon in water. The specific gravity of the suspension, or heavy medium, is maintained between 2.55 and 2.62 at

the top of the cone and 2.85 and 3.1 at the bottom.

Crude ore is crushed and introduced at the top of the cone. Particles having specific gravities greater than that of the medium near the bottom (such as fluorite and the metallic sulphides) sink and are recovered at the bottom. Particles of lesser specific gravity (such as quartz and calcite) are buoyed up and carried away with the overflow from the cone. Ferrosilicon is washed from the ore and waste materials, is recovered magnetically, and is returned to the cone. The product of heavy-media separation may be marketed directly or further processed by flotation.

Most of the higher grades of fluorspar shipped from Hardin County mines are in the form of concentrates produced by the flotation process. Flotation is valuable to the Illinois fluorspar industry since it allows use of lower grade ores and permits selective separation and economic collection of the valuable lead and zinc minerals, galena and sphalerite, that occur with the fluorspar in some of the deposits.

The ore is milled to a very fine size and put into flotation cells along the specific chemical reagents mixed with water. The mixture is agitated to produce a froth. The particles of galena adhere to the bubbles and rise to the surface where they are collected and dewatered by vacuum filters, producing a lead concentrate.

Other reagents are added to the remaining mixture and a zinc concentrate is produced next, and a third reagent separates fluorite from the waste rock

particles to produce an acid-grade fluorspar concentrate.

Fluorspar is marketed in three general grades—metallurgical, ceramic and acid. The metallurgical grades are commonly listed at 60, 70 and 72½ per cent effective CaF₂, ceramic grades range from 85 to 96 per cent and acid grade must contain 97 per cent or more. To market the fine, powdery concentrates from the flotation process, Illinois producers press the concentrates either into briquets or roll them into pellets.

Active fluorspar mines are found in northeastern Pope County as well as Hardin County. The region, in addition to its fluorspar deposits, is one of the most scenic in Illinois because of those violent earth-shaking days many millions of years ago. The uptilting of the

earth and subsequent eons of erosion have fashioned many unusual scenic ridges and deep hollows well-endowed with a variety of plant and animal life. For botanists, places like upper Lusk and Little Lusk, Grand Pierre and Big Creek valleys have significantly outstanding botanical species. For rock-hounds, it is "bonanza-ville."

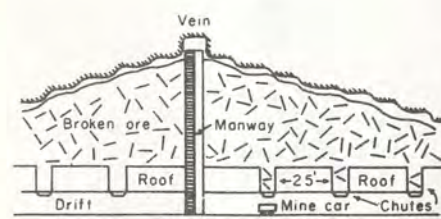
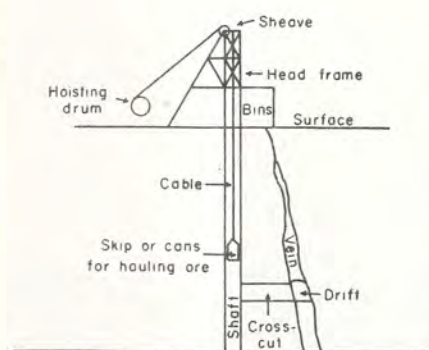
Other features for visitors include Williams Hill, highest point in southern Illinois at 1,064 feet; Garden of the Gods, an unusual wind-eroded bluff top; High Knob, with one of Illinois' finest scenic views; Pounds Hollow picnic and camping area; and historic Cave-in-Rock, the mysterious cave which has attracted visitors since man first arrived in the wildly scenic area.



ROOF BOLTING has replaced timbering in most modern mines. Long threaded "bolts" are drilled into roof of rooms to stronger layer of material which overlies fluorspar bed.

IN 1921, mules were used to haul tram cars from the face of the shaft at Fairview Fluorspar and Lead Company Extension mine in Hardin County.

MINING IN vein deposit: top drawing shows relation of surface installation and underground workings. Lower drawing illustrates shrinkage stoping method of vein mining. Space between roof of drift and vein material is called stope.



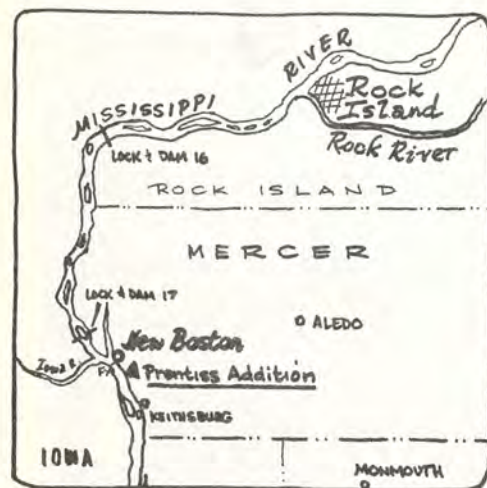


PRIVATE HOMES in Prentiss Addition two miles south of New Boston are endangered by the swift current of the Mississippi River. Land controlled by the U. S. Army Corps of Engineers (foreground) has slumped into the river, creating extreme hazard for private land which adjoins it.



The Greening at New Boston

By Eleanor A. Buskirk



SEVERAL YEARS ago when homes were built on the wooded banks of the Prentiss Addition high above the Mississippi River about two miles south of New Boston in Mercer County, the owners were reasonably sure they could spend their retirement years in the beautiful, scenic area.

The houses were built with windows facing out over the river with a sweeping view of river traffic. Towboats moving at a majestic pace pushing barges loaded with tons of grain, coal and oil, were an exciting part of the panorama. Care was taken by the builders to preserve the big old trees for shade and to

protect against the glare from the water.

About 20 feet of lawn separated the houses from the banks which sloped away to sandy beaches 30 to 40 feet wide. The banks were government owned and a fee of \$10 was paid annually by homeowners for the privilege of constructing wooden stairs for access to boats moored on the beaches.

The entire shore line was protected from wave damage by a past-disposal area three quarters of a mile long, with three wing dams. There were small islands near the wing dams where fishermen could sit under the shade of trees. They could also walk halfway across the

top of the wing dams to fish, without getting their feet wet. Water farther out was only ankle deep.

Since 1965 the idyllic setting has slowly changed until it has become a nightmare situation to the residents. The sight and sound of huge boats moving at top speed night and day throws them into a state of near-panic.

In 1965 the worst flood on record bit high up into the banks, eating away 20 to 25 feet of the slopes, leaving a shelf which soon cascaded into the water from the weight of the trees, bushes and landscaping. At that time there was still from 25 to 30 feet of beach left.

On May 7, 1969, foreseeing further flood damage, owners Glynn and Faye McElhiney of Kewanee, wrote to the Corps of Engineers asking help to prevent more bank erosion.

The answer, dated May 29, read: "Representatives of this office investigated Prentiss Addition river frontage on May 27. This inspection revealed that the houses located on top of the steep riverbank (no longer sloping because of flood damage) are not endangered at this time. Observations along this reach of the river bank during the past 20-25 years has shown only minor change in alignment due to erosion. Therefore it is my opinion that work on the riverbank south of New Boston is not required.

"The area of your concern, between your lot line and the waters' edge, was acquired by the federal government during the 1930's in connection with the nine-foot channel project. It is suggested that you and your neighbors refrain from cutting or removing the vegetation and trees growing on the river slope. This growth helps prevent any sloughing and the root structure will encourage the stabilizing of the soil."

The letter was written by Col. Walter C. Gelini, district engineer. The trees and vegetation to which he referred have long since slid down into the river. To save the banks, the householders were forced to cut the heavy trees which, if allowed to slide, took great chunks of their precious land.

The small islands which held back waves and river turbulence caused by

boats, have been sheared off in recent years by ice and sloughed away by high water. They are now about 14 feet below the surface.

Until about 1940 the river traffic was no threat to the banks, which had withstood both normal and flood stage for centuries. The huge old trees testified to that.

In 1930 the U. S. Army Corps of Engineers decided that the six-foot channel was obsolete, and put into motion a project which, lasted 10 years, deepening the channel to nine feet and widening it to 400 feet. A series of locks was built, with dams which raised the water level.

The result of the multi-million dollar project was a boon to barge companies and resulted in an explosive jump in river tonnage. From 0.5 million tons in 1930, records kept by lock and dam masters showed an increase to 54 million tons in 1970.

In 1970, 18,397,510 tons of coal, grain and petroleum products passed through Lock 17 between Muscatine, Iowa and New Boston. In the first six months of 1971, 5,377,600 tons of cargo had gone through in 1,264 lockings with 20 millions expected by the year's end. Lockmaster Leonard Ringle reports 6,778,012 tons locked through by June 21 this year, in 1,533 lockages which includes pleasure craft. All of these have left their mark on the shore.

Freight-carrying vessels began to change, too. In 1940 the average towboat for long-haul operations generated about 350 h.p. By 1955, tows of 1,200 h.p. had appeared and by 1966 the power had moved steadily up to 3,200 h.p. Now, tows with 5,000 h. p. engines are common, and when the water is high enough to give more clearance, monsters of 7,200 h.p. can operate, the New Boston house owners say.

With the river as high as it has been for the past several years, water displaced by a fast-moving tow or big houseboats, causes huge waves to fan out across the surface of the river to crash against the banks at and below the surface. This is a constant source of beach erosion, undermining the slopes.

The flood of 1973 added to the toll, taking from 10 to 15 feet of the banks.

As the year began there was still about 20 feet of beach. It has been swept away in one year. The depth of water where the beaches were, is now measured at nine to 14 feet. There is nothing left to stop the wave action from striking the banks with full force.

Today, two homes, one owned by a Kewanee newspaper man, and the other by the long-time Kewanee assistant city clerk, are in danger of falling into the river at any moment. One owned by the Rev. John West, Baptist minister, is poised on the brink. Others are in danger almost as imminent. There is little time left before they topple like the trees, to become a part of the river pollution.

Many have used conservation methods to save the bank. In the fall of 1973, landowner John Raptis sunk posts in the slope and strung wire fencing to hold 325 bales of hay and straw along the upper bank. This was cabled to tree trunks above. It was done to soak up the rain runoff and prevent it from cascading over the brink and washing out gullies. The process was repeated lower down, within 25 feet of the water. He also bought posts from utility companies which he lowered into the water and weighted down with loads of tires.

All this to protect an area which does not have one foot of beach left. Last year he lost 700 small trees, planted in the vain hope of preventing the slide which took them.

In one of many letters to the Corps of Engineers, Mr. Raptis told of tows moving between the mile markers at from 12 to 15 miles per hour. The waves they generate have undercut the bank to within three feet of the second fence which had been 25 feet above water level. When this fence goes, he can expect the bank above it, which is perilously close to his home, to follow.

April 19 of this year the owners attended a public meeting of the Corps of Engineers of Pool 18 between New Boston and Burlington, controlled by Lock 18. Raptis was spokesman for the group, explaining the situation and showing pictures of the damage. Once again they were told that nothing could be done for private individuals. A carload of engineers did visit the area the following day to look over the edge

of the banks, but did not go out on the river to survey the erosion from a better vantage point.

James Wren of New Boston wrote the Corps on April 3 this year, asking assistance. His reply came from a spokesman for Col. Walter H. Johnson, currently the district engineer, who stated: "A bank erosion problem is almost always considered to be a matter of local responsibility." (Still, the federal government taxes the homeowners for stairs built there).

The letter continues, "under current policy, the Corps of Engineers can be of assistance in construction of bank erosion projects only at locations where vital public works operated by a government agency are damaged or endangered by erosion. We have no authority", etc.

Congressman Tom Railsback, 19th Illinois District, has been contacted many times over the years. In June of 1973 he sent copies of a statement he had submitted to the Water Resources sub-committee of the House Public Works Committee, calling their attention to the streambank erosion as recognized in the 1968 Rivers and Harbors Act.

He also sent a copy of a letter to John A. Blatnik, chairman of the Public Works Committee, which stated in part, "A June 1972 investigation by the Army Corps of Engineers found that while the residential homes located on top of the bluff are not in immediate danger, there has been serious damage to stairs, trees, and vegetation on the bank. The natural degradation of the bank during periods of high water will cut into the private property and undermine the homes if action is not undertaken in the near future." He requested a study be made.

Time is running out for the people of the threatened area, who feel that all that can save them now is action designed to slow down the tows and big boats between mile markers 431½ and 432, and to riprap what's left of the shore with gravel and rock dredged from the channel.

The Corps objects to placement of the dredged materials on the Illinois shoreline because of the time involved. They use a dredge with a discharge

The View from Congress

Congressman Tom Railsback's comments on Streambank Erosion in New Boston were submitted to Outdoor Illinois in early July:

THE SITUATION in New Boston has been serious for a number of years, and, most unfortunately, no corrective action has as yet been taken. The prime area of concern — the Prentiss Addition — is located on a sand bluff overlooking the Mississippi River. In recent years, bank erosion has taken its toll during high water periods, and the frontage is gradually being eaten away. At several locations, erosion has caused damage to private property and other lots are in danger of similar problems in the future.

Two years ago, I requested the House Public Works Committee to adopt a resolution authorizing the Corps of Engineers to study the situation at New Boston. About the same time, in November of 1972, I also wrote to President Nixon, recommending a comprehensive program to combat bank erosion. Most discouraging was the fact that neither the committee's nor the President's response was encouraging. The committee quoted a negative report of the Corps which said in part: "An expenditure on this order . . . probably could not be justified at this time . . ." The President's reply to me of February 13, 1973, pointed out that while streambank erosion in general had been considered, he had not recommended a federal program to the Congress.

Nonetheless, I renewed my request to the Public Works Committee for a resolution to aid New Boston, both in letters and in testimony before the members of the committee, and also introduced a bill last year that would establish a federal program to investi-

capacity of 2,000 cubic yards per hour of material as far as 1,650 feet from the center of the dredge cut to shore where a shore pipe can carry it another 800 feet. Sand of vital importance to the other side of the river is deposited on

gate, plan, and construct projects for the control of streambank erosion. Despite repeated efforts, no final action has been taken on either of my proposals.

Some of the residents of New Boston have recently contacted me, inquiring about the applicability of authority contained in the 1968 Rivers and Harbors Act, for initiating a federal program to alleviate the bank erosion problem. The State of Illinois Governor's Task Force on Flood Control is under the impression that this law would indeed apply in this case since the Mississippi River is a canalized river maintained for commercial navigation as a federal waterway. The initial response I received from the Corps of Engineers on this matter was negative. But, in light of all the confusion on this issue, I have again written the Chief of Engineers, asking for a clear interpretation of the law. Since there is no other federal program to combat streambank erosion stemming from natural causes that affects private property, I am hopeful we will receive an affirmative report. However, if we do not, I will certainly look into the possibility of amending the existing law.

In addition, I am also investigating the possibility of arranging an airplane tour with a member of the Public Works Committee to survey the situation at New Boston. It is my hope that we gain immediate assistance for the residents of New Boston, and also continue to work with the Public Works Committee and the Corps of Engineers to determine what long-range solutions can be undertaken to prevent the yearly agonies that result from bank erosion. Communities such as New Boston need and deserve our help!

the unused beaches of a large island. Wave action there moves it back into the current and eventually into the channel again.

Right now, Governor Dan Walker
(Continued on Page 50)

OUTDOOR ILLINOIS



SHAPED BY EARTHQUAKES, wind, water and ice, Madison County probably did not know its first human inhabitants until sometime around the time of the fourth and final glacier to doze away at the Illinois landscape.

In pursuit of large animals (these early men have come to be called Indians by modern man), they probably found prehistoric animals in abundance and they must have found a great expanse of water tearing at the present bluffs along the edge of the American Bottom. Too, the wide flood plain would have been covered by the great, roaring river, perhaps twenty or more miles wide in spots in the Madison County area.

As the age of glaciers faded from the land, the great river slowly found a smaller, more normal bed in which to travel. Those early men then found what later inhabitants were to call Goshen, the land of milk and honey. They, like the Europeans after them, settled the land. By and by, they built mounds and give permanence to their beautiful land. Today, archaeological excavations continue to increase knowledge of these early men and their ancestors. (See *Outdoor Illinois*, May 1974.)

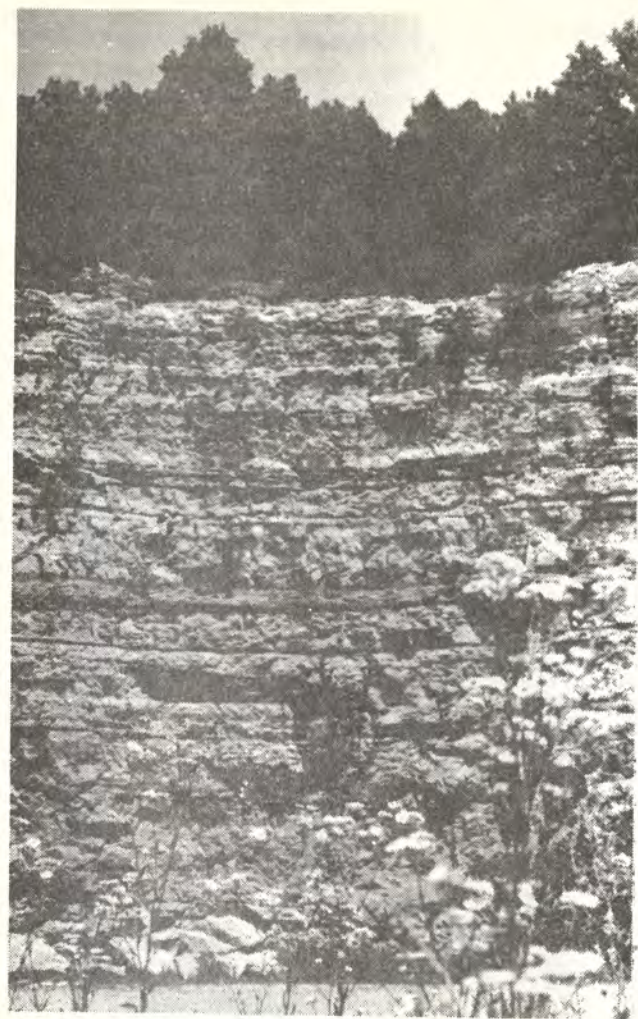
By the time French explorers arrived, the early mound builders were gone. In their place came other Indians, the Illiniwek. These "superior men," as they called

themselves, were a loose confederation of many tribes. Those tribes in Madison County were primarily Tamaroa and Cahokia. From time to time, other tribes in their confederacy visited; they were Michigamea, Moingwena, Peoria and Kaskaskia. Later, their relatives, the Kickapoo and Piankashaw, visited.

Although Hernando de Soto claimed the Mississippi Valley for Spain in 1541, of European nations it would be the French who entered Madison County first. They knew the Indians. They hunted with them, they lived with them, and they married them. (Later, the English would fight them. And eventually, the Americans would run them from their land.)

In 1673, a cautious band of French explorers led by Louis Jolliet and Father Jacques Marquette were hastened down the Mississippi by current spitting from the mouth of the Missouri River. On their east was Madison County. Nine years later, LaSalle and Tonti planned the settlement of the country and by 1699, Cahokia, in nearby St. Clair County, was established as a Jesuit mission.

In 1718, Pierre Duque, Sieur de Boisbriant, built a fort in the American Bottom some distance south of Madison County, but it was probably during 1750 that the first European settlement sprang up on Chouteau Island in



PIASA BIRD on cliff face overlooking the Mississippi River upstream from Alton has disappeared and then been repainted several times since first seen by French explorers Louis Jolliet and Father Jacques Marquette.

what is now Madison County. At least, evidence of settlement and remnants of pear and apple orchards were found there during 1802. There was also evidence of a French settlement on Cabaret Island just south of Chouteau.

Nevertheless, there was never a concerted effort on the part of the French to settle the county as the Americans would later do.

By 1763, the fate and future of French settlement in Illinois was decided. The British and French fought a great war which had ended two years earlier in favor of the British.

The period of English occupation (1765-1778) was an uneasy one. An Ottawa chief, Pontiac, tried to rally the various tribes to overthrow the British forts in the Northwest. He failed and was later assassinated near the French settlement of Cahokia. French displeasure with the British, their age-old enemies, led many Frenchmen to flee west of the British boundary, the Mississippi River. A few others remained and acquired land. As late as 1783, Jean Baptiste Cardinal built a house, probably a trading post, near Piasa Creek. Other entries show the following French land owners: Alexis Buvatte, Alexander Denis,

Jean Baptiste Gonville, Louis Bibb, Jean B. Girard and Pierre Lejoy.

By now it was time for the Americans. They were to be the latest chapter in the story of this land, Madison County. The opening pages were written when George Rogers Clark of Virginia arrived in 1778. With a flash of the pen, Virginia added the Illinois country later that year. To test the Clark hold on the country, the British attacked St. Louis and Cahokia in 1780. Frustrated, the British sliced at the current with their paddles, bitter at the loss of this beautiful land as they struggled up the Mississippi toward Canada, all that remained of a once-magnificent empire.

MADISON COUNTY'S FIRST AMERICAN SETTLERS BY TOWNSHIP

Settler	Date	Township	Origin
Ephraim Connor	1800	Collinsville	.....
James Gillham	1800	Chouteau	Kentucky
Patrick Hanniberry & Wiggins	1801	Nameoki	.....
John Gillham	1802	Edwardsville	S. Carolina
Isaiah Dunnegan	1803	Fort Russell	Georgia
Robert Seybold	1803	Jarvis	Virginia
Thomas Rattan (?)	1804 (?)	Wood River	Ohio
.....	1804	Venice	.....
Joseph Duncan	1804 (?)	Helvetia	Kentucky or North Carolina
Joseph Bartlett (?)	1808 (?)	Pin Oak	Virginia
..... Howard (Mrs.)	1809	Saline	Tennessee
..... Price & Ellis	1810	Alton	.....
John Lindly	1810	St. Jacob	Kentucky
..... Ferguson	1811	Hamel	.....
Joseph S. Reynolds (?)	1812 (?)	Fosterburg	.....
Isaac Ferguson & John Warwick	1813	Marine	.....
William Hinch	1817	Alhambra	Kentucky
Abram Carlock,	1817	Olive	.....
John Herrington, Jr. & John Hoxsey			.....
James Pearce	1818	Leaf	North Carolina
Daniel Funderburk	1819	New Douglas	South Carolina
David Swett	1820	Omphgent	Edwardsville
Zenas Webster	1820	Moro	.....
Nathan Scarritt	1826	Godfrey	New Hampshire

Virginia's men were proud that they had held their claim, but four years later the Continental Congress caused Virginia to relinquish it. And so, in 1787, Madison County became a part of the great Northwest Territory. Before long, the county was cradled in the wide-reaching arms of the Indiana Territory. Then in 1809, by petition of its inhabitants, the county became part of the Illinois Territory. Finally, on September 14, 1812, Madison County received its name and the blessings of Territorial Governor Ninian Edwards and about 1000 inhabitants.

One thousand inhabitants? Despite the hardships of



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People like the Indians who met the first European explorers three centuries ago last year, a handsome, strong race descended from Illinoisans who had lived on this land for at least 117 centuries before that day in 1673 . . .

Places like Lusk Creek Canyon and Kincaid Mounds and Nauvoo and Galena and Maramech Hill and Prairie Albion and Zion and Creal Springs and the Koster Site and Jubilee College and Bishop Hill . . .

Outdoor Illinois Magazine

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Times like the Pennsylvanian period, 400 million years ago, when bituminous coal was beginning its long process of formation with the decaying vegetation in the widespread swamp forests which covered much of Illinois or times like the Middle Woodland when skilled Indian artisans were turning out marvelously shaped and smoothed effigies and statuary . . .

Things like the New Madrid earthquake and wild Illinois orchids and early trails in Illinois and lists of the biggest trees in Illinois and where to find them and how to create a wildflower garden under glass and U-Boats on the prairie and the Great Sauk Trail . . .

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- ☐ Enclosed is my check for \$2.00 for map only.

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MONUMENT TO the memory of victims of the Wood River Massacre on July 10, 1814. A woman and six children were slain by Indians.

frontier living, men came and men brought their families. (Women came too. A Mrs. Howard brought her two sons from Tennessee to Saline Township in 1809.) The first wave of immigration was up from Kentucky, Virginia, Tennessee and the Carolinas.

Why did they come? In 1799, a Baptist minister from Virginia announced that Madison County, especially the area in the American Bottom, was indeed "the land of Goshen," the land of milk and honey. The Reverend David Badgley's phrase undoubtedly charmed some pioneers. Others were lured by the Land Act of 1800. Ephraim Connor, probably an Irish Protestant, and others like him, may have come in search of the political and religious freedom their native Erin stripped from them. Whatever the reasons, families like the Barnsbacks, Gillhams, Cumminses, Carpenters, Joneses, Kirkpatricks, Lusks, Moores, Judys, Newmans, Preuitts, Seybolds, Waddles and Whitesides were suddenly calling Madison County the Land of Goshen, and the American Bottom home.

They came by flatboat, keelboat, foot, horse and wagon. They settled where there was water, food and

fuel. And they needed a doctor, a school, a church, a store, a tavern, a post office, law and courts. Soon, they got them. That was the story of settlement all along the frontier of the United States and it was the story of the Americans in Madison County.

But another part of the story, a tragic side, dealt with the first inhabitants of the area, the Indians. During the French occupation, the settlers of the American Bottom lived at peace with the Indians. Brown-robed mission priests moved freely through the area visiting the various tribes, befriending them, and telling them of the Christ.

With the entry of the Americans, the Indians saw trees stripped from the land; they watched as the mother earth was torn apart by wooden plows. It was too much for their hearts to bear. Five miles southwest of Edwardsville, at the foot of the bluff, a Pottawatomie called Turkey Foot and some of his followers encountered Dennis and Van Meter. Uneasy signs were exchanged and the two Americans were slain. The year was 1802.

If other incidents were few, it was because Americans avoided the Indians and the Indians avoided the Americans. But in June, 1811, the anger of both sides was stimulated, probably by ignorance. At Alton, on the site of present Broadway and Spring, a Mr. Price and his young son plowed the warm soil. Suddenly, from nearby trees, there appeared a number of Indians. They seemed friendly at first, but soon Mr. Price lay dead. Quickly, Price's son scrambled onto the plow horse and, riding for his life, escaped to Abel Moore's at the forks of Wood River. A day or so later, a band of Moore's friends killed an Indian two or three miles above the mouth of Piasa Creek. And so, Mr. Price was avenged, but for the next four years, there was open warfare between the Americans and their Indian neighbors.

Whether spurred on by the British to the north, or agitated by the Americans to the south, the Indians were the enemy for Madison County settlers during the War of 1812. Swiftly, they prepared for the worst. Just northeast of Edwardsville, Governor Edwards erected the strongest military post on the frontier, Fort Russell. A half acre of stockade fence in the northeast quarter of Section 34 surrounded several small block houses and became the seat of government for the young, threatened territory of Illinois. Colonel William Russell of Kentucky was its commander.

Three hundred fifty men made up ten companies of Rangers and a company of Regulars. To give Fort Russell some firepower, five Louis XIV cannon were brought from Fort Chartres. Two expeditions left the fort during 1812. Two boats sent up the Illinois River under Captain Thomas E. Craig failed to engage the enemy, but Russell's men, moving overland, destroyed two Kickapoo villages in their five day march to Peoria. Coldly, they also massacred a village of friendly Indians. Few other expeditions from the Madison County area met with such good fortune during the remainder of the war.

Perhaps in retaliation, on July 10, 1814, Reason Rea-

gon's wife and two children, plus two of William Moore's children and two of Abel Moore's, were killed in the night north of the fork in Wood River. Three days later, on the Sangamon River near present-day Virden, ten men from the area caught the Indians responsible.

Fortunately, at a place called Ghent four thousand miles away in Belgium, a treaty was signed. Little was said about the Indians and the Americans in Illinois, nothing was said about the friendly village at Peoria or Mrs. Reagon and the children, but the senseless killing stopped.

Successive treaties in 1816, 1818, and 1819, the latter two at Edwardsville, settled the problem of Madison County's relations with the Indians. For a price, the Indians were induced to move west to Missouri where they were promised land along the Blackwater and Osage rivers.

With the end of the War of 1812, the migration pump to Madison County was again primed. This wave of immigrants was mostly from New England. In the three years to 1818, the county's population doubled. A federal Land Office established in 1816 at Edwardsville was overworked. By 1818, except for the northernmost townships, Madison County was well settled and a bank, the Bank of Edwardsville, was handling local money. (Three years later, it defaulted with a loss of \$54,000.) In December of 1818, when Illinois became the twenty-first state of the United States, Edwardsville, the county seat, counted 166 inhabitants. Alton and surrounding settlements had "about 50 houses." Farms were spotted about the Edwardsville area. There were peach and apple trees; there were crops of wheat, oats and corn growing; and there were melons. By 1819, Edwardsville was among the most noted towns in Illinois.

About ten years later, the third tide of immigration began. This time, it was a wave of German settlers who added to the county's wealth. They brought scientific methods of farming and this spurred agricultural production to all-time highs.

Since that time, Madison County has prospered. There have been setbacks, but they were always followed by the proverbial two steps forward—and sometimes, three.

Perhaps the most significant development since those early days has been the accelerating industrialization of Madison County during the Twentieth Century. By the early 1870's the urban complex from Alton to Granite City, with its steel factories and oil refineries, was gaining population at a tremendous rate.

Born of turmoil but fed on goals and ideals, Madison County and the Americans have progressed. That is the story of Madison County and of America.

LOCATION AND SIZE. Madison County, situated in southwestern Illinois, is approximately 190 miles north of Cairo, Illinois on the east bank of the Mississippi River. It is bounded on the north by Jersey, Macoupin and Montgomery counties; on the east by Bond and Clinton; and on the south by Clinton and St. Clair.

Its 744 square miles contain 24 civil townships. (One

unnamed township is a fractional part of Chouteau Island and is incorporated with Chouteau Township.) The townships contain 27 incorporated municipalities.

On September 14, 1812, during the administration of President James Madison, the county was organized. At that time, its southern boundary was the same, but it comprised all of Illinois north of that line, all of Wisconsin, portions of Michigan and Minnesota, and was bordered on the north by the Canadian border.

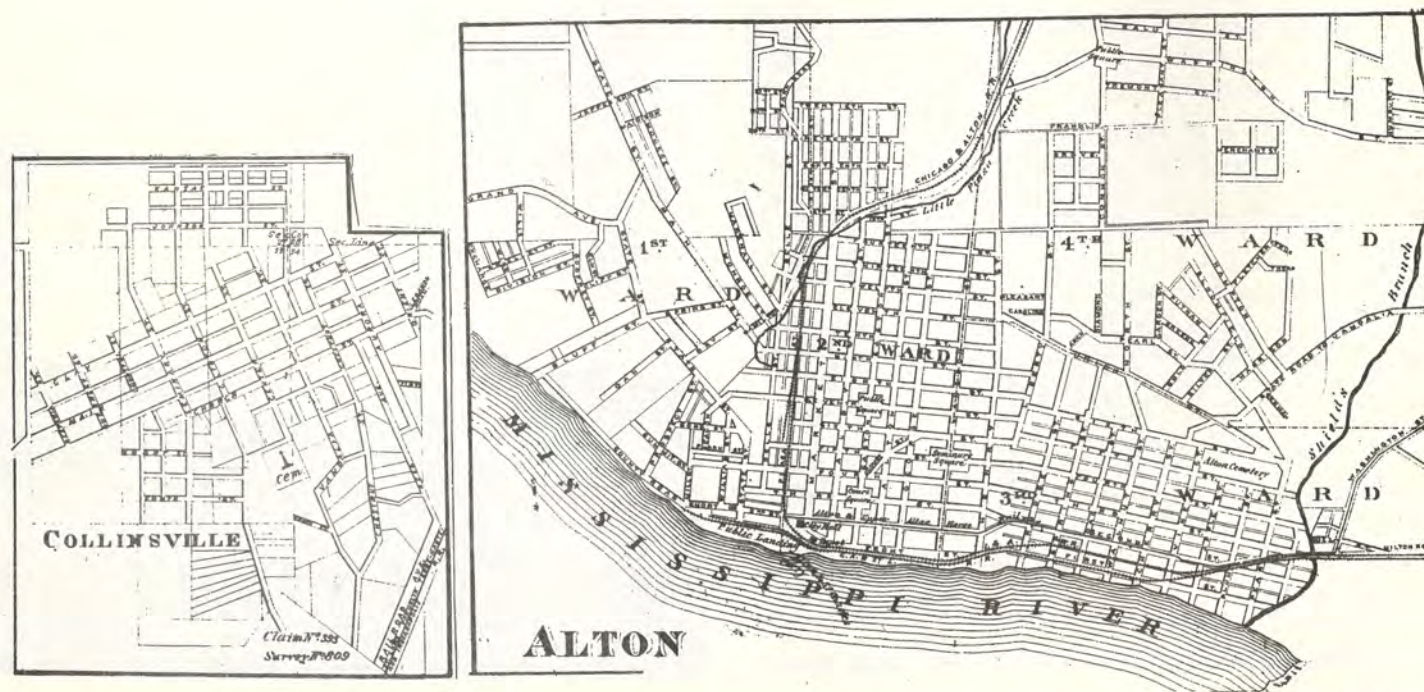
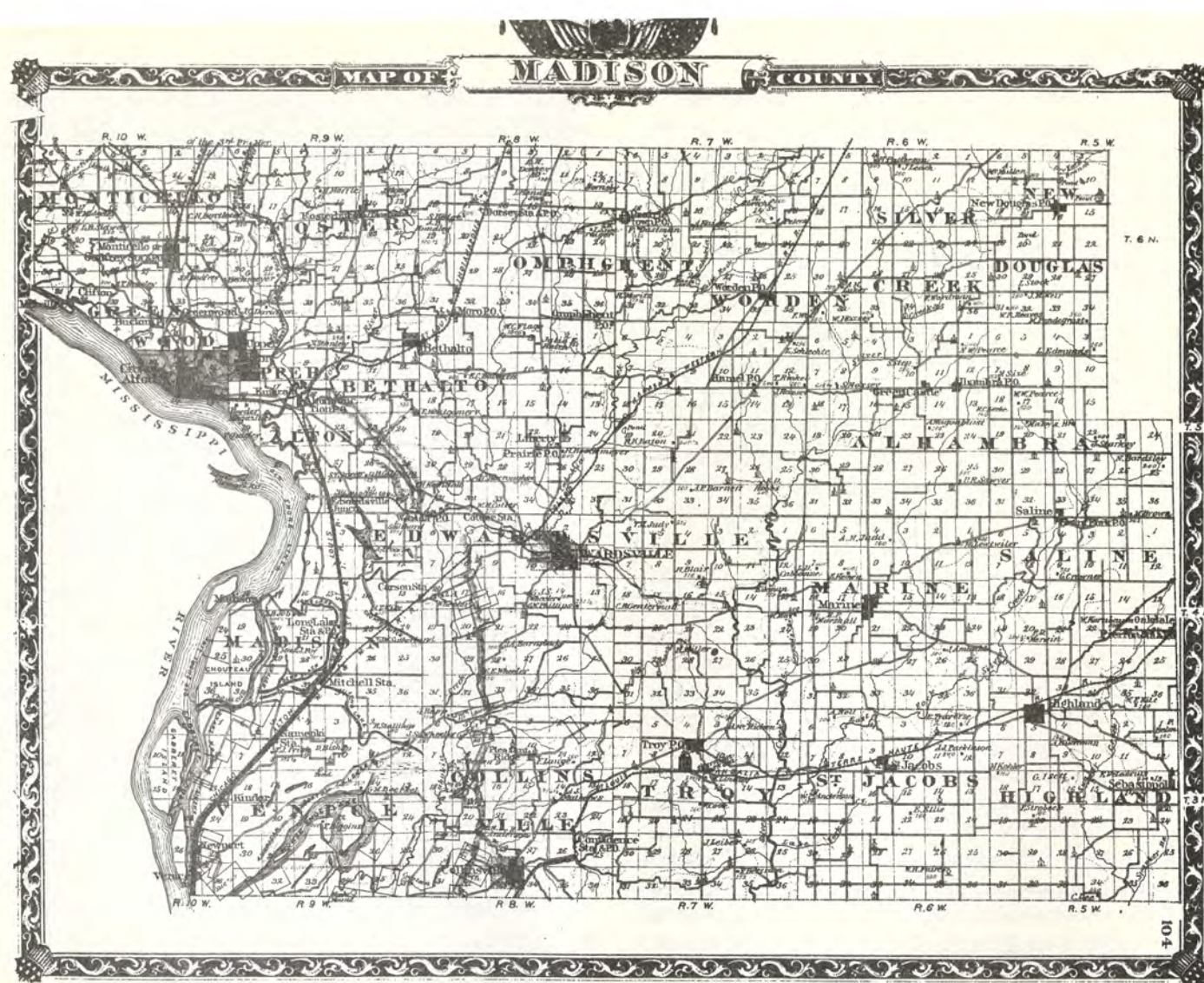
In 1843, the Illinois State Legislature gave eighteen sections from New Douglas and Leef townships to Bond County. Since that time, the county's boundaries have remained unchanged.

Madison County is 72% urban and is a part of the St. Louis Standard Metropolitan Area as designated by the United States Census Bureau.

PHYSICAL FEATURES. The same castellated bluffs that Father Marquette and Louis Jolliet marveled over three hundred years ago are perhaps the most spectacular sight in Madison County. Near Alton, for over 150 years the bluffs have provided the area with building stone, limestone and cement rock. The piers of St. Louis' Eads Bridge were constructed with cement quarried and burned just west of Alton at Clifton Terrace. The lower carboniferous limestones of the county include a thin outlier of the Chester group, St. Louis limestone (almost pure carbonate lime), and the upper layer of the shales of the Keokuk group.

ALL STEEL GEODESIC dome near Wood River houses repair facility for tank car company.





Sweeping east and south from the great Mississippi in a 30-40 mile arch, the bluffs form the eastern perimeter of the American Bottom. The American Bottom is approximately ten miles in width and comprises over 100 sections of land. While most of the industrial activity is located in the American Bottom, it also contains some of the richest farmland in Illinois.

Towering 150 to 300 feet above the American Bottom are highlands which comprise the remainder of Madison County. On the highlands, the central and eastern portions of the county are generally level or rolling. Small prairies occupy these highlands, cut by stream valleys. Over half the county's 450,000-plus acres was once native prairie. The French named one area of Madison *Prairie du Long*. Today, a village named Prairietown in the north central part of the county is the only reminder of the six-and seven-foot-high grasses that once waved over part of the county.

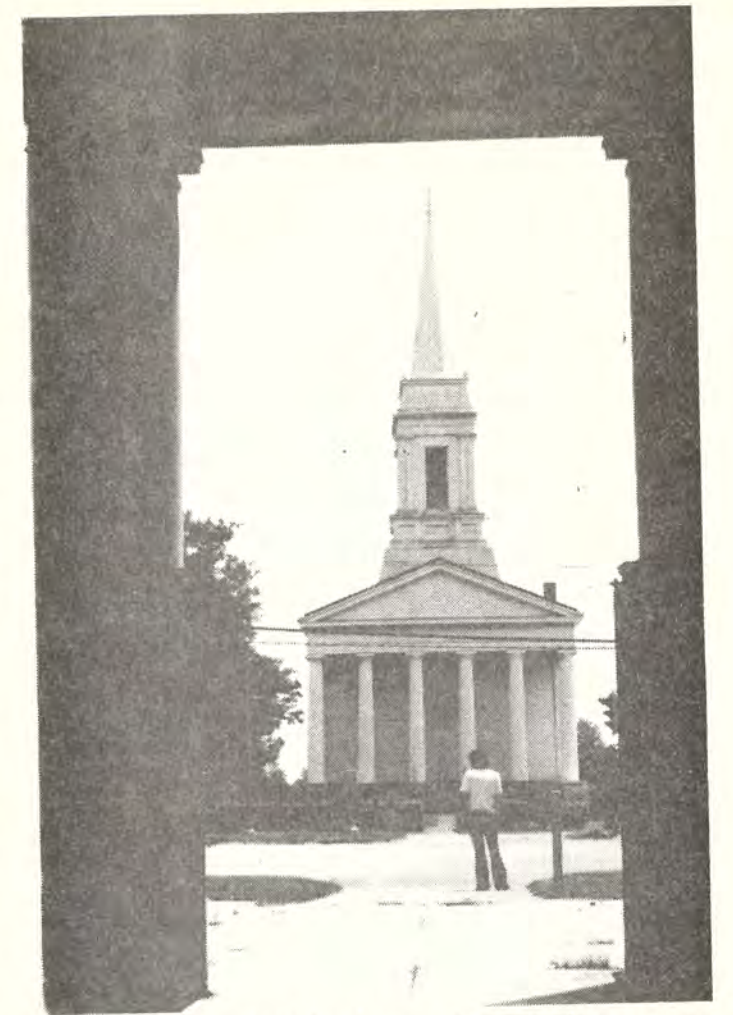
RIVERS, STREAMS AND LAKES. Twenty-six miles of Mississippi River course — and sometimes flood — Madison County's western border. Lock and Dam No. 26 at Alton creates Alton Lake, a recreation haven. Two-thousand-acre Horseshoe Lake lies near Granite City in the southwestern corner of the county. Near Highland in the southeast corner of Madison County is Silver Lake (550 acres) and Highland Old Reservoir (13 acres). Collinsville's Woodland Park Lake and Belk Lake, near Wood River, are two of the county's smaller lakes.

Several of the county's streams flow southeast to empty into the Kaskaskia River and its tributaries, while creeks with romantic names like Indian, Cahokia and Piasa empty their waters into the Mississippi. Wood River's historic mouth opens into the Mississippi also.

The Mississippi River has disrupted Madison County several times since the first recorded flood in 1770. The years 1772, 1785, 1826, 1844, 1851, 1858, 1903, and 1973 are among the more memorable. After the 1903 flood, the Cahokia Diversion Canal was built to alter Cahokia Creek's flow to a point 14 miles north of its original mouth. The 1973 flood has again caused several to recommend added measures to prevent recurrence.

CLIMATE. Sixty per cent of Madison County's annual rainfall of 35.31 inches occurs from April through October. Extremes of precipitation seldom occur. During August, 1946, over twenty inches of rain fell on the county, but long rainy periods are uncommon. Droughts are as unusual. Weather records from nearby St. Louis reveal high temperatures in the area of 115° and a record low temperature of -23°. July temperatures average 78.1 degrees, the hottest month, with January's average being 31.9°.

There is an average of 138 clear days in Madison County, with 115 partly cloudy and 112 cloudy days. The AUGUST - SEPTEMBER, 1974



GREEK REVIVAL church across the street from campus is framed by entrance columns at former Monticello College in Godfrey.

grayest months are January, February and December when the sun appears less than half the time. There are about 190 frost-free days and the average wind speed is a calm 1.1 miles per hour.

Snowfall has ranged from a low of 0.7 inches during the winter of 1931-32, to a high of 67.6 inches during the beautiful white winter of 1911-12. The average snowfall for the area is 17.7 inches.

SOIL AND MINERALS. The third of the four great glaciers stretched its icy fingers into Madison County 100-150,000 years ago leaving bedrock laced with minerals. Near Collinsville, a short distance from the famous Monk's Mound, the monks of La Trappe pulled black slabs of rock from the ground and used them for fuel. The year was about 1810. Coal mining continued until only recently (the early 1960's).

The Mississippi has provided some of the best silica sand in the world for the glass-bottle factories in Alton for the past hundred years. There are clay deposits for the brick and pottery industry and some oil pools are present. Limestone is mentioned elsewhere.



LEWIS AND CLARK Junior College is now housed in the buildings formerly occupied by Monticello College in Godfrey.

Throughout the American Bottom there is rich, alluvial soil. In most places, it is composed of a dark, sandy loam. In the uplands areas, the soil is generally a dark, chocolate-colored loam. Near the river bluffs, the soil is a light-colored, fine-textured mixture of marly sands of the loess that runs from forty to eighty feet deep.

PLANT LIFE. Early settlers in the uplands viewed treeless or very sparsely-timbered grassland. The six and seven foot grasses were occasionally interspersed with oak and hickory. There were mixed hardwoods of oak and hickory on the slopes. In the northeast corner of the county, trees occupied narrow strips along the stream bottoms, but tall grasses, chiefly big bluestem, abounded. In the American Bottom, mixed hardwood forest, mainly oak, hickory and tulip poplar encouraged settlers unaccustomed to settling prairie land.

Today, several varieties of willow trees are common along creeks and rivers. Red bud, dogwood, red haw and honey and black locust can be found in wooded areas. Mushroom hunters still look for a decaying elm; squirrel hunters seek hickories. Blackberries, dewberries and persimmon are still sought and rakeweed and cocklebur are often found. The water lily and cattail inhabit watery

homes, while slopes teem with various wild plants and flowers. The dandelion, introduced in early days of settlement, is still in direct conflict with most lawns.

ANIMAL LIFE. In the Mississippi Migratory Waterfowl Flyway, perhaps the most heartening time of the year is when the skies fill with beautiful V's of Snow, Blue and Canada Geese. Along the Mississippi, mallards, coots and scaup can be seen from late fall to early spring. While the black bear, elk and grey wolf have abandoned Madison County, the sight of an occasional fox, bobwhite quail, eastern fox squirrel, or deer quickens the pulse. The badger and beaver long ago departed, but a trained eye will often detect an eagle soaring from its nest in the bluffs along the Great River Road.

Most snakes common to southern Illinois, both poisonous and non-poisonous, still occupy the thoughts of every wary hiker in Madison County.

In the Alton pool of the Mississippi River, carp, drum, channel catfish, black and white crappie, white bass, bluegill and warmouth are taken. The largemouth bass, bluegill, sunfish, crappie and yellow bass are found in county lakes and streams.

LIFE AND WORK OF THE PEOPLE

THE PEOPLE. On Monday, January 1, 1900, when the new century dawned, Madison County was proud of a population of 64,694. Ten years later, the U.S. Census showed 90,747 inhabitants. By 1960, Madison was 25,000 short of the quarter-million mark that it had attained by 1970. The best predictions are that 300,000 persons will inhabit Madison County during 1975.

According to the 1970 count, the average population per square mile in Illinois was 156. Madison County, with more than double that count, had 342 people per square mile.

Granite City is the largest city with 40,685 (1970) and Alton is a close second with 39,700 citizens. Three other communities boast populations of over 10,000. Collinsville with 19,567 residents is the leader of the three. Wood River has 13,186 and Edwardsville has 11,070.

The 1970 Census showed 237,231 whites and 13,053 blacks. Other groups counted 650 persons.

INDUSTRY. Madison County, with only 1.2% of its population involved in agriculture, is a manufacturing and shipping center. Mills and plants turn out glass products, paper products, cartridges, explosives, boats, awnings, tents, clothing, plastic products, automobile dies, brooms, clay and lead products, foodstuffs, and steel, meat, wood, and asphalt products. Pipeline terminals and oil refineries add to the county's industrial production.

With the civilian labor force up 13% in the period from 1960 to 1970, there seems no end to productivity in this highly industrialized county.

AGRICULTURE. In 1801, Samuel Judy set out an orchard in Goshen. From that humble beginning, Madison

County has grown to one of the top fifty counties in Illinois in agricultural production. Scientific farming and persistent engineering have elevated it to this position. Once much of the American Bottom suffered from seasonal flooding. Such projects as the Cahokia Diversion Canal have reshaped the land and called a halt to the annual floods and ravaged crops in most areas.

At present, however, the urban sprawl is encroaching upon agricultural land in the county. Skyrocketing land prices seem to have no slowing affects upon the spread of suburbia, the construction of industrial parks, or the development of recreational needs.

As late as 1969, there were still 2,171 farms in the county with an average of 161.1 acres. Cash receipts for all crops, livestock and livestock products for 1972 were at \$33,762,000, a sizeable amount, but only 4% of Madison County's gross income.

Judy's orchards and Koepfli's Catawba grapes have disappeared in favor of major plant crops like corn, oats, wheat and soybeans. Soybeans, the county's leading producer among the plant crops, brought in \$10,052,000 in 1972.

Livestock and livestock products amounted to \$13,283,000 in Madison County during 1972. Hogs brought the largest receipts with \$5,514,000; cattle sales produced \$3,765,000. Milk amounted to \$3,407,000.

About 800 acres of Madison County's farmland was planted in horseradish in 1969, while the remaining commercial vegetable and fruit acreage (841 acres), for the last U. S. Census of Agriculture reporting date, was used in raising sweet corn, melons, tomatoes, onions, potatoes, berries and fruit.

By the close of 1972, there were 7500 beef cows, 6300 milk cows, 67,300 hogs and pigs, and an average of 102,000 laying hens on Madison County farms.

MINING. Several Madison County communities owe their beginnings to the veins of coal left from prehistoric times. In 1840, coal was found on the north limits of Alton. Outcroppings were found ten years later in Wood River Township and a shaft was sunk at Collinsville in 1862. Some of these early adventures in mining failed because of the small veins found. The most productive mines were near Collinsville and Troy. Later mines were opened at Worden and in Olive Township and by 1910 annual tonnage was running over 3½ million. The coal hauled from these mines was considered of fair to average quality. It was suitable for steam and general heating purposes.

In 1910, 4,322 persons were employed by the mines. Today, although reports show that Madison County was producing coal during the period from 1960 to 1964, there are no coal mines operating in Madison County.

TRANSPORTATION. French settlements to the north at Peoria and to the south in old Kaskaskia were connected by land as well as water routes. Prior to 1800, a trace ran north and south by the present town of Hamel in eastern Madison County. One of the oldest routes in

the county used by Americans was the Goshen Road (See OI, March, 1973). It entered the county south and east of Highland and continued on to Troy, Glen Carbon and Peters Station, connecting Madison County with the thriving community of Shawneetown in southeastern Illinois.

In the early history of the county, a stage line from Galena to St. Louis passed through Madison, Illinois. The first transportation enterprise into Edwardsville was a four-horse stagecoach line inaugurated in 1832. For 5c a mile, a passenger could ride to St. Louis or Springfield.

Beginning in 1818, steamboats visited the public landing at Alton. By 1839, over 1000 paddle-wheeled boats docked there each year. Time and the railroad took their toll on the romantic old boats until today the only calliope heard in Madison County is that aboard the *Delta Queen*, which passes on occasion laden with sight-seers.

The first railroad in Illinois was that built by Governor John Reynolds in 1837. It was a coal mine road with wooden rails and mules and ran from East St. Louis to the bluffs near the line between Madison and St. Clair counties. Then in 1852, under the direction of Madison County's Captain Benjamin Godfrey, the Chicago & Alton Railroad was completed. Rail travel increased until more than sixty daily passenger trains served Alton's Union Depot. Like the steamboat, however, the passenger train has diminished.

At present, in the decade of the energy crisis, another nostalgic mode of transportation that is sorely missed is the streetcar. From 1905 to 1956, the Illinois Traction Company supplied transportation by streetcar. In 1925,

IN DOWNTOWN Alton overlooking the site of Lincoln-Douglas debate, this building has resisted the inroads of progress. It stood there at the time of the debate.





DECORATE GATE at entrance to former campus of Monticello College, once one of the leading educational institutions for young women.

buses got a start and by 1956, the nostalgic "Yellow Hammer" streetcars sputtered to a halt. The streetcar company could not afford to expand into outlying areas, and the automobile added another trophy to its collection.

Fourteen hundred ninety-eight miles of paved roads have stripped Madison of much of its beautiful landscape. This story begins with the projected Plank Road that was to run from North Alton to Jerseyville. Three-inch oak planks, eight feet long, were sawed and laid on stringers in the mud. But soon, they rotted, sunk and twisted out of shape. The road was abandoned in 1863. By 1905, Madison County had only 26 miles of gravel and macadam.

Today, however, Interstate 270 and 70 cross the county east to west. Interstate 55-70 and Interstate 70-US 66 cross from northeast to southwest. US 67, US 40 and the Great River Road also serve Madison County. Illinois Route 3 is a major municipal street that stretches through Venice to Alton. At East Alton it handles a daily volume of over 40,000 vehicles. Connecting with US 67 at the Clark Bridge in Alton, Route 3 continues north out of the county. Other State Routes are: 4, 100, 111, 140, 143, 157, 159, 160, 162, 203, 267.

Alton's Lock and Dam No. 26 opened in the 1930's.

By 1967, forty million tons of river traffic locked through yearly. The 1970's will see a larger, more efficient lock and dam constructed two miles down river from the old site.

Air travel is responsible for four other transportation enterprises in Madison County. In 1946, Civic Memorial Airport opened and now has a main runway 660 feet long. Three privately owned airfields of note are located in south Madison County. They are Lakeside at Granite City, Highland-Winet at Highland, and St. Louis Downtown Airpark at Collinsville.

COMMUNICATION. In March of 1868, the telegraph came to Madison County and with that the modern period of communication began. There are still no television stations in Madison County, but St. Louis serves the area with the major networks of ABC, CBS, NBC and NET. Alton has an AM-FM radio station (WOKZ), as does Granite City (WGNU). AM-only stations originate from Highland (WINU) and Wood River (WRTH). From Southern Illinois University at Edwardsville, WSIE-FM rides the air waves. Only recently Lewis and Clark Community College has added a low-power FM station.

Edwardsville and Madison County had the third newspaper published in what is now Illinois. On May 30, 1819, an early newspaper editor and anti-slavery voice, Hooper Warren, began publication of the *Edwardsville Spectator*. The paper thrived and was read statewide until its demise in 1826. Today, Edwardsville's only daily is the *Edwardsville Intelligencer* with a 1969 circulation of 6,196. The county's other surviving daily is the *Alton Telegraph*. It dates from 1836 when R. M. Treadway and L. A. Parks gave it life. Circulation in 1969 was at 36,169. There are weekly, or semi-weekly newspapers published at Collinsville (*Herald*), Granite City (*Press Record*), Highland (*News Leader*), and Troy (*Tribune*).

EDUCATION. Casterline's public pay school opened near present-day Collinsville in 1804. Since that day, Madison County's public school enrollment has grown to 60,000 students. Fifteen school districts handle these young people. Total breakdown of pupils, by grades, in 1973, was: kindergarten, 3,975; first, 3,893; second, 3,703; third, 4,108; fourth, 4,346; fifth, 4,394; sixth, 4,478; seventh, 4,752; eighth, 4,787; ninth, 4,916; tenth, 5,073; eleventh, 4,936; twelfth, 4,413. There are 1,184 primary Special Education students and 296 at the secondary level.

In addition to public schools in Madison County, there are 31 private schools including a Montessori Child Development Center at Edwardsville. Another private school, Western Military Academy, a college preparatory boarding school, closed a few years ago.

Prior to Western's founding in 1892 by Colonel Albert M. Jackson and Colonel George D. Easton, its campus was used by the Rural Park Seminary (1840-73) and Wyman Institute. Rural Park Seminary was a school "for females."

Higher education in Madison County began when the Reverend John Mason Peck's Rock Springs Seminary moved from St. Clair to Madison County in 1831. In Alton, it became the Alton Seminary, but the name was changed in 1836 to honor a \$10,000 donation by a Boston physician, Benjamin Shurtleff. Shurtleff College, long known as "Pioneer School", remained in existence until 1957 when the campus became the Alton Center of SIU-Edwardsville.

Southern Illinois University at Edwardsville Campus had its start when ground-breaking ceremonies were held May 2, 1963. SIU-E's spring 1974 enrollment was approximately 10,100, down 400 from 1973. There were 1,786 freshmen, 1,632 sophomores, 2,031 juniors, 2,485 seniors and 2,102 graduate students. The School of Education had 1,558 of these and 1,188 were enrolled in the School of Business. Fine Arts (590), Science and Technology (536), Social Sciences (512), Nursing (265), Dean's College (213) and Humanities (116) make up the remaining schools. During 1968-70, the Board of Higher Education and the State Legislature approved a degree program in dental medicine to be offered through the Edwardsville Campus. In the spring of 1974, there were 64 students in the School of Dental Medicine.

"When you educate a man, you educate an individual; when you educate a woman, you educate a family." With those words on his lips and, it is said, \$53,000 in his hand, Captain Benjamin Godfrey founded Monticello Female Seminary in April, 1838. Monticello, known and respected nationwide, held the title of the "oldest female seminary in the west" until June, 1971. It was then that Lewis and Clark Community College purchased the campus and began their educational program which, by the spring of 1972, had attracted 2,191 junior college students.

IMPORTANT PERSONS IN THE COUNTY

EDWARD COLES. The first of eight Illinois governors who lived part of their lives in Madison County, he was the only one elected from Madison County. Born in Virginia, Coles was private secretary to President James Madison and appointed in 1815 as special envoy to Russia. In 1819, President Monroe appointed him to be registrar of the Government Land Office at Edwardsville. In 1822, he was elected Governor of Illinois from which office he successfully held off a move to call a pro-slavery convention in Illinois. In 1833, at age 47, Coles moved to Philadelphia where he married Sallie Logan Roberts. He died there in 1868. Coles County is named in his honor.

NINIAN EDWARDS. From 1818 to 1825, Edwards was a resident of Edwardsville. Born in Maryland (1775), this Dickinson College graduate became Attorney General of Kentucky; at 28, Chief Justice of the High Court of Appeals; territorial governor of Illinois in 1809; and United States Senator from 1818 to 1824. He resigned his Senate seat and was appointed minister to Mexico, returned to Illinois and was elected Illinois Governor in 1826. When his term ended in 1831, he returned to Belleville where

cholera claimed him on July 20, 1833. In addition to a life of politics, Edwards was involved in business, owning from eight to ten stores in Kaskaskia; Belleville; Carlyle; Alton; Springfield; St. Louis; Franklin, Missouri and Chariton, Missouri. Edwardsville and Edwards County are named in his honor.

BENJAMIN GODFREY. In 1832, this adventurer came to Alton. At nine he had run away to sea from his Massachusetts home. He called many places home for the next thirty years. The United States Navy, Mexico and New Orleans had all served him well. One of that breed of men who make and lose fortunes overnight, Godfrey was on top when he arrived to become one of Alton's leading citizens. With Winthrop S. Gilman, Godfrey waged a trade war with St. Louis by attempting to gain control of the Galena lead market. Gilman and Godfrey's efforts failed and bankrupted the State Bank of Alton which they controlled. Never one to quit or admit defeat, Godfrey engaged in railroad construction. He mortgaged all his holdings to build Madison County's first railroad, the Alton & Sangamon. On April 13, 1862, the 68-year-old businessman died in Godfrey, the village named for him. He left a fragile monument to himself by founding Monticello College, now known as Lewis and Clark Community College.

MONUMENT MARKS the burial place of Private William E. Fisher, who fell while serving in the 2nd Regiment of Illinois Volunteers in the Battle of Buena Vista during the Mexican War.



ELIJAH PARISH LOVEJOY. While defending his printing plant from a pro-slavery mob, this native of Maine became, prior to the death of John Brown, the most famous abolitionist martyr in the United States. Lovejoy had studied theology, then moved to St. Louis and soon to Alton. After organizing the Illinois Auxiliary of the American Antislavery Society in October and losing three printing presses to mobs, Lovejoy was shot while protecting his fourth press from destruction. He died November 7, 1837 in a warehouse owned by Benjamin Godfrey and Winthrop S. Gilman near Alton's Public Landing. His death at age 35 not only caused the slavery issue to raise its ugly head, but caused serious doubt as to the Constitutional guarantee of Freedom of the Press.

FRANK W. OLIN. In 1892, this engineer, inventor and businessman invested \$28,000 in a black powder mill on Wood River. Six years later, he formed the Western Cartridge Company which became the country's largest cartridge producer during World War I. In 1921, with his sons, Olin developed the Super-X shotgun shell. After purchasing Winchester Repeating Arms, the Olin company designed and manufactured the .30 caliber M1 Carbine and cut in half the cost of the Garand rifle, the infantry weapon of World War II. In 1954, Olin Mathieson Chemical Corporation included Western, Winchester, Ecusta Paper and Ramset Fasteners. Franklin W. Olin died in 1951. Today, his son, John, is honorary chairman of the Olin Corporation board and another son, Spencer, is a former executive and director of the East Alton corporation.

JOHN MASON PECK. An author and clergyman, Peck was ordained by the Baptist Church in 1813. After establishing a mission in St. Louis with James Wesch, Peck became home missionary to Rock Spring near Alton. In 1827, he helped found Rock Spring Seminary in St. Clair County, but soon moved it to Alton. When Dr. Benjamin Shurtleff of Boston contributed \$10,000 to his "Pioneer School", he renamed it in Shurtleff's honor. Peck edited the *Guide for Emigrants* (1831), *Peck's Gazetteer* (1834) and later published a sectional map of Illinois with John Messinger, who had surveyed Madison County in 1806-07. A biography of Daniel Boone also came from his active pen. He died at Rock Spring in 1858.

LYMAN TRUMBULL. Born in Connecticut, Trumbull lived in Georgia before moving to Belleville, Illinois. From there he came to Alton where he resided until moving to Chicago. He served Illinois as Secretary of State (1841-43), Justice of the Illinois Supreme Court (1848-53), and United States Senator (1855-73). One of the greatest lawyers to practice at the Madison County bar, Trumbull should perhaps be remembered most for his "nay" vote in the Impeachment Trial of President Andrew Johnson. Although it was to ruin them politically, he and six other Republican Senators obeyed justice and not politics to avoid what might have been the darkest moment in our nation's history. Moving from Alton toward the close of his last Senate term, Trumbull died in Chicago in 1896.

HOOVER WARREN. This newspaper editor, born

in New Hampshire in 1790, began publication of the *Edwardsville Spectator* in 1819, making it the third newspaper in the state and the first distinctly anti-slavery newspaper printed in Illinois. Along with his friend, Edward Coles, Governor of Illinois, Warren fought the 1824 pro-slavery constitutional convention movement in Illinois thirty years before Kansas "bled" over the same issue. Leaving Edwardsville in 1826, he continued in the newspaper business with the *Cincinnati Crisis*, *Sangamon Spectator* (Springfield), *Galena Advertiser*, *Upper Mississippi Herald* (Galena), *Chicago Commercial Advertiser*, *Bureau Advocate* (Princeton), and *Chicago Free West and Western Citizen* until death found him at his farm near Henry, Illinois. In 1864, the *Chicago Tribune's* obituary read: "Few men have passed through a long life of labor as his with a purer record. Few men . . . could write more justly and more wisely."

EMIL FREY. Shortly before the Civil War, this Swiss immigrant came to Highland. He served in the Civil War as a captain, then returned to his native Switzerland where he was appointed Swiss Ambassador to the United States. He later became President of Switzerland.

LOREN KENT. This Alton dry goods clerk from New Hampshire entered the Civil War as a private in the Tenth Illinois. At 23, he was a Lieutenant Colonel. A brevet Brigadier General at 26, he was appointed collector of the Port of Galveston at the end of the war where he died of yellow fever when only 27 years old. He is buried in Alton Cemetery.

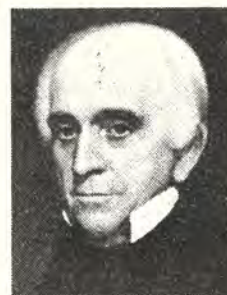
STEPHEN L. LONG. A native of New Hampshire, the discoverer of Long's Peak in the Rocky Mountains resided in Alton. Sharing early exploratory honors with Zebulon Pike, Long was eventually appointed Chief of Topographical Engineers for the U.S. Army in 1861. He died in 1864 and is buried in Alton Cemetery.

VIEW ALONG the Great River Road, at the edge of the Mississippi River upstream from Alton.

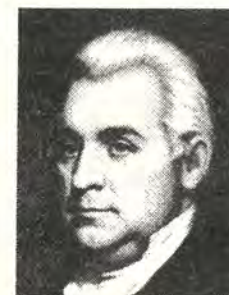


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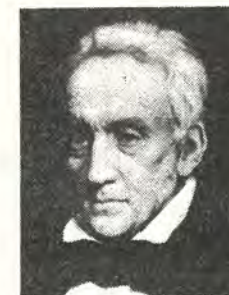
Eight Governors of Illinois Who were Associated with Madison County



Edward Coles
1822-1826



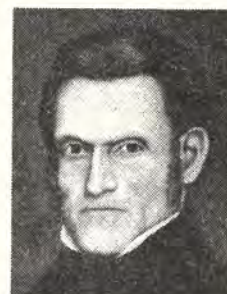
Ninian Edwards
1826-1836



John Reynolds
1830-1834



Joseph Duncan
1834-1838



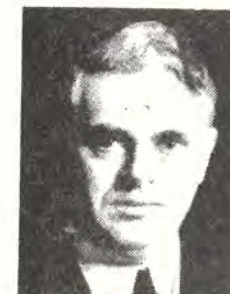
Thomas Carlin
1838-1842



Thomas Ford
1842-1846



John M. Palmer
1869-1873



Charles S. Deneen
1905-1913

JESSE BURGESS THOMAS. With Ninian Edwards, Illinois' first U.S. Senator was elected from Madison County and served from 1818 to 1829. He died in Mt. Vernon, Ohio in 1853.

JOHN TODD. Edwardsville's second doctor (1817-1827), Todd was the brother of Robert Todd of Kentucky, whose daughter Elizabeth married Ninian W. Edwards, son of the former Governor of Illinois. Mary, Robert Todd's younger daughter, married Abraham Lincoln.

OTHERS

Madison County has known many great men. George Catlin, the famous painter of American Indians, came to Alton in 1834 where his wife had stayed with friends while he painted his way through the Northwest.

Zebulon Pike, Meriwether Lewis (private secretary to President Thomas Jefferson) and William Clark, all explorers of note, were in the county at various periods. The Lewis and Clark expedition began from Wood River.

Abraham Lincoln campaigned in Madison County and was involved, with James Shields, in his only duel on a Mississippi island near Alton.

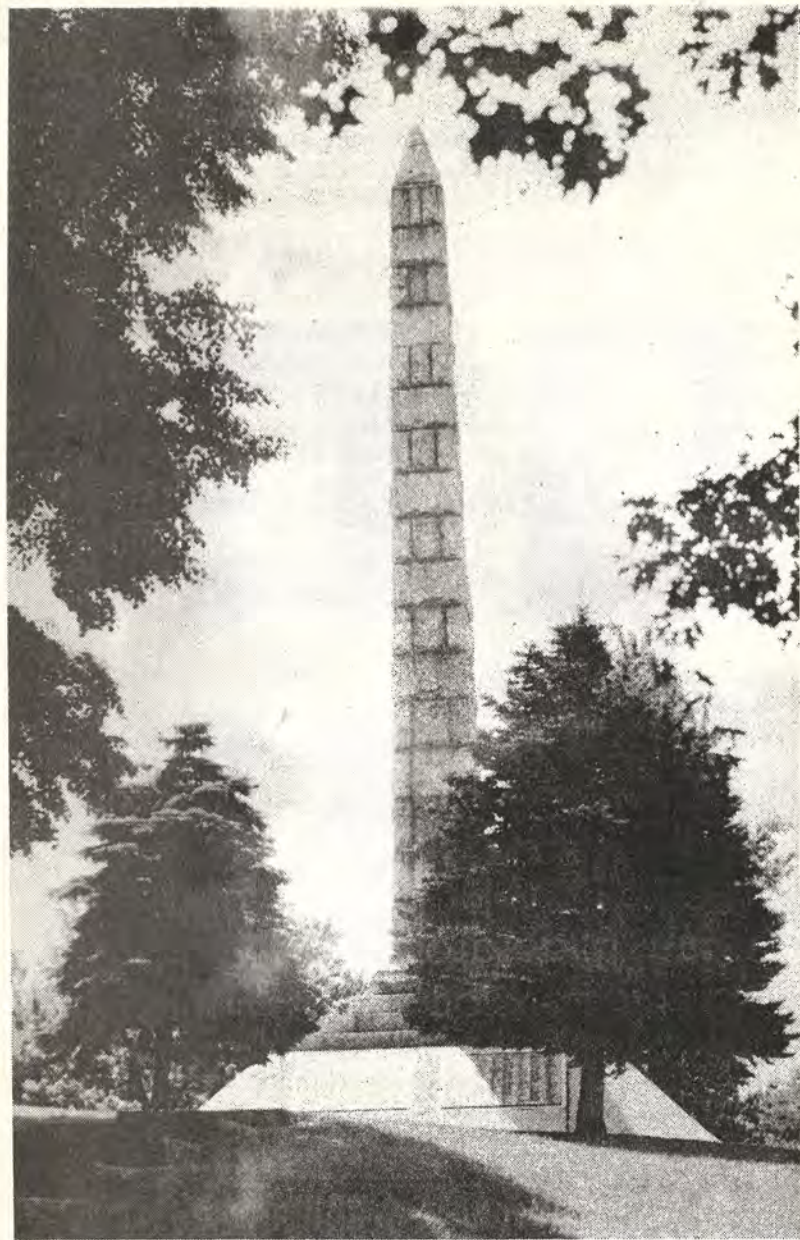
Presidential candidate William Jennings Bryan and Vice Presidential candidate Theodore Roosevelt campaign-

ed in Madison County. President Millard Fillmore and President Andrew Johnson visited the county as did General U.S. Grant.

Benjamin J. Seward, brother of William H. Seward, U.S. Secretary of State when Alaska was purchased, was an early resident of Edwardsville and cashier of a bank there. Secretary Seward spoke in Alton during the Johnson visit.

Many of Madison County's residents or former residents have left their marks on Illinois history. Stephenson County is named for Benjamin Stephenson, an early resident of Edwardsville. Whiteside County was named for Samuel Whiteside, a pioneer settler of Goshen and militia commander in the War of 1812 and the Black Hawk War. Daniel Pope Cook, for a time, had a law office in Edwardsville. Cook County is named for this brilliant young lawyer and newspaperman who deserves much of the credit for Illinois gaining statehood in 1818. He became Illinois' first Attorney General at age 25 and died at age 33.

Eight Illinois governors resided here at one time or the other. Edwards and Coles have already been mentioned. Thomas Ford lived and was married in Madison County. He served from 1842 to 1846. John Reynolds (1830-34) lived in Madison County from 1807 to 1815. Joseph Dun-



OBELISK MARKS the burial place of at least 1,354 confederate soldiers who died at the Alton Prison and the smallpox hospital on the adjacent island while prisoners of war, and whose graves "cannot be identified."

can (1834-38) and Thomas Carlin (1838-42) were in and out of Madison County, while John M. Palmer (1869-73) lived in Upper Alton as a young man. Charles S. Deneen (1905-13) was born in Edwardsville and taught for a time at Godfrey.

Worthy of mention is Troy's contribution to the Lieutenant Governor's office, Paul Simon. Several United States Senators besides Edwards, Thomas and Trumbull called Madison County home. They were James Semple (1843-47), David J. Baker (1830), John M. Palmer (1891-97), Charles S. Deneen (1925-31), and Alton's Ralph T. Smith (1969-70).

CITIES, TOWNS, AND VILLAGES

Early settlers in any new land often give their name to areas they settle in hope that long after they are gone,

their names will live on. Madison County's men of vision were no different. Some of the names have survived, but many have been absorbed or simply died and now occupy the ranks of the thousands of forgotten towns throughout the United States. Some of those Madison County settlements no longer on modern maps are: Benbow City, Kinders, Paddock's Grove, Scarritt's Prairie, St. Morgan, Lamb's Point, Herrin's Grove, Hunter's Spring and Greenwood.

There are countless others, some of which will be mentioned in the brief summaries of existing cities, towns and villages below.

ALHAMBRA. Laid out and named for the Moorish place on a hill near Granada, Spain by Dr. Louis F. Shepard in 1849, this community of 594 is actually a combination of two towns. Green Castle, west of Alhambra, was laid out in 1859 by W. S. Randle and Levi and Henry Harnsberger. Combining in 1884, the two towns became Alhambra on Illinois 140 in northeast Madison County.

ALTON. The first settlement at or near Alton may have been that of J. Baptiste Cardinal in 1783. A small, loose rock house appeared at the corner of Alby and Broadway about 1806 and it was not until 1815 that Rufus Easton bought land, platted and named the village for his son, Alton. During the several decades, the villages of Salu, Hunterstown, Upper Alton and Buck Inn (later North Alton) combined into the present city. Milton was added in 1959.

Today, with its 1970 population at 39,700, Alton has 100 churches and 628 acres of parks. It is a manufacturing and shipping center with most of its residents working near the river and living on the hills. Some historical highlights:

1832—First newspaper, the Alton SPECTATOR; 1837—Incorporated as a city; 1837—Elijah P. Lovejoy murdered; 1840—Daniel Webster visits; 1842—Lincoln-Shields duel; 1851-52—President Millard Fillmore visits; 1858—Lincoln-Douglas Debate; 1862-65—Alton's Civil War Prison; 1866—President Andrew Johnson and U.S. Grant visit; 1873-74—First major industries established; 1892—Olin invests \$28,000 nearby in a powder mill; 1929—Illinois Glass Co. and Owens Bottle Co. merge to form Owens-Illinois Glass Co.; 1930's—Nation's attention focuses on the "Alton Giant," Robert Wadlow, 8 feet, 8¼ inches tall; 1937—Alton Lock and Dam No. 26 opens; 1960—Alton is chosen All America City.

Foundries, mills and plants turning out foodstuffs, glass, paper products, cartridges, steel products, boats and plastics make Alton one of Madison County's industrial giants.

BETHALTO. This rapidly growing community (1960 Census=3,235; 1970 Census=7,332) was originally a milling town. There were blacksmith shops, harness and saddle makers, a railroad station, and coal mining was a big industry. It once claimed the largest mills in Illinois. Today, most of its residents work in the Alton-Wood River industrial complex. Joel U. Starkey platted the town in 1854. Its name derives from one of two sources. Some say

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"Bethalto" is a combination of Bethel (After the first church in that section) and Alton. Others claim that Bethel (Place of worship) and altus (Latin for high) were combined making Bethalto "the place of high worship."

BINNEY. Established originally on land belonging to Walter P. Binney, this former rail station is located just off Interstate 55-US 66 in northeast Madison County. It is a village of a dozen or so homes.

CARPENTER. This community of residences was platted in 1877 by John F. Opel. Once a flourishing village of 1,205 (1890 Census) and an important shipping point, the population has declined steadily for this community just off Illinois Route 140, two and one-half miles west of Hamel.

CLIFTON TERRACE. Once a favorite summer resort for St. Louisans, this community, known earlier as Clifton, rests along the Great River Road overlooking the Mississippi River.

In 1865 Lewis Stritz, who made a sizeable vineyard, built the Clifton Terrace Inn and wine cellar. The inn has since been destroyed. Several beautiful homes, both old and new, rest on the bluffs with Alton Lake for a view.

COLLINSVILLE. John Cook settled here first, but was soon followed by the Collins family from Litchfield, Connecticut. Originally, they named their village Unionville, but before long the name was changed to Collinsville for the four Collins brothers. In 1818, the first frame church in Illinois was erected here. It was ecumenical, serving all faiths. Formerly a coal mining and manufacturing center, Collinsville has developed since the 1940s as a residential suburb of St. Louis. Now famed for its excellent high school basketball teams, it was once called home by Tom Tippet who wrote the first novel about Illinois coal miners, *Horse Shoe Buttons* (1935). During the past decade, the population has jumped more than 5000 to the 1970 population of 19,567 residents.

COTTAGE HILLS. This unincorporated community borders Bethalto to the west and due to the ever-shifting nature of an industrial population, has declined in residents from 3,976 in 1960 to 1,261 in 1970.

DORSEY. Located in Moro Township, this village once had a general store, saloon and grocery, and a grain elevator which served the areas as far east as Prairietown. One hundred years ago, the St. Louis & Indianapolis Railroad served this community named for Samuel L. Dorsey and his family. Arriving in 1834 from Kentucky, the Dorseys were early settlers in the township.

DUNLAP LAKE-DEWEY PARK. The urge to escape the urban rush has led to the creation of this scenic community of 2,029 inhabitants just southeast of Edwardsville.

EAST ALTON. Several communities, or at least names, were in the area now encompassed by East Alton before the village was incorporated in 1893 with a popu-

AUGUST - SEPTEMBER, 1974

lation of 300. Names like Niagara, Blinn, Wann, Emerald, Milton and Alton Junction were all once completely or partially within the present limits of East Alton. The 1970 count showed a population of 7,734.

EDWARDSVILLE. Named for Illinois' Territorial Governor Ninian Edwards, Edwardsville is the county seat of Madison County and has been since September 14, 1812. Thomas Kirkpatrick, a native of North Carolina, surveyed, platted and named the settlement. *Peck's Gazetteer*, published in 1834, described the location as "pleasant, on high ground, healthy, and in the center of a fertile, well-watered and well-timbered county settled with enterprising farmers."

There have been four Madison County courthouses. The first was a log structure built in 1817 at a cost of \$437.50. Two brick structures followed within the next forty years and the present seat of government dates from 1915 and was completed at a cost of \$291,000.

Edwardsville's role in early Illinois history is difficult to measure. The Government Land Office focused attention on Edwardsville that the early capitals at Kaskaskia and Vandalia never received. The 1824 campaign against the calling of a pro-slavery constitutional convention was waged primarily from Edwardsville by Edward Coles, Hooper Warren and others.

Showing a population of 11,070, Edwardsville is destined to progress and grow in coming years if for no other reason than its proximity to Southern Illinois University-Edwardsville.

FAIRMONT. This unincorporated community lies adjacent to the Great River Road just west of Alton.

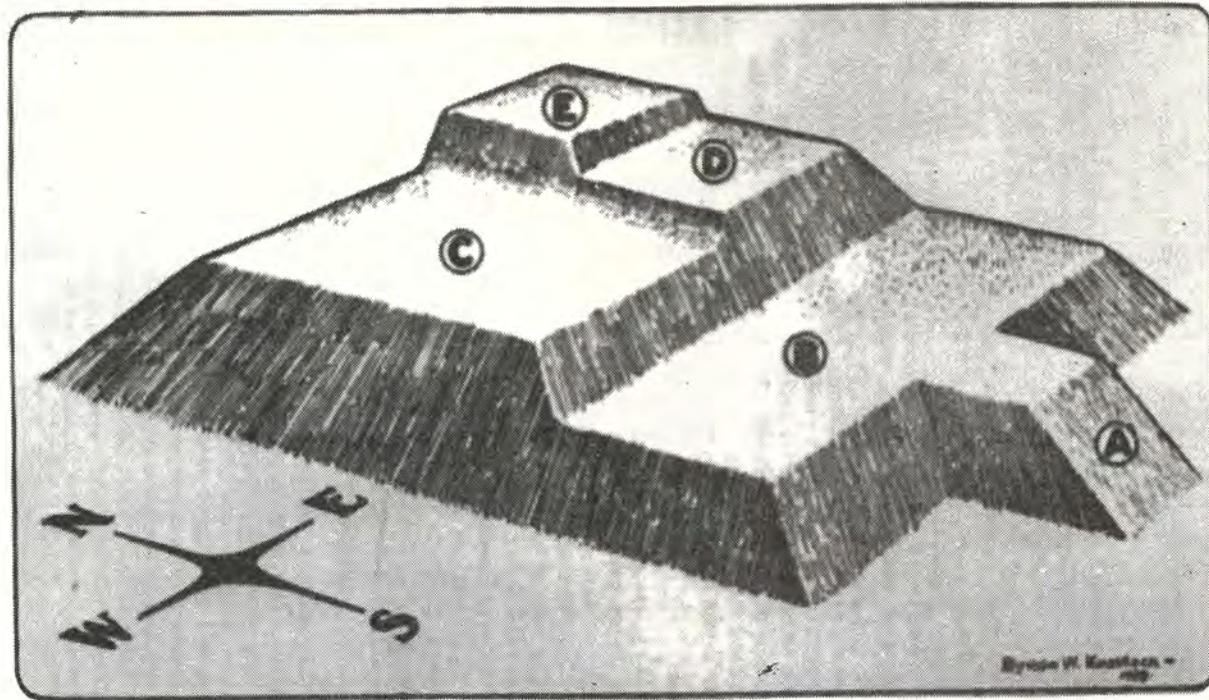
FOREST HOMES. Unincorporated and north of East Alton, this residential community boasts a population of 1,998.

FOSTERBURG. Starting as a relay station on the Alton to Springfield stage route, the Foster Inn built in 1825 by Oliver Foster of New Hampshire, has become Fosterburg. The little community, platted in 1857, lies approximately five miles north of Alton.

FRUIT. Located in north central Pin Oak Township,

LAST REMNANT of the Civil War prison for Confederate soldiers is this corner of a wall near downtown Alton.





MONK'S MOUND, near Collinsville in Cahokia Mounds State Park, is shown in this drawing made by Byron Knoblock in 1938. It is the largest man-made earthen mound in North America.

this tiny community takes its name from a family that once lived there. It was once a station on the Clover Leaf Railroad and John A. Fruit was agent and postmaster. Mr. Fruit also ran a store. The village had its beginnings in the 1880's.

GLEN CARBON. Once described as "a picturesque village situated on the bluffs and on the sides of a valley which opens into the American Bottom," this community of 1,897 still fits the description. Situated where Interstate 270 breaks up and out of the American Bottom, the former coal mining village is over eighty years old. The US Census Bureau reported 1,348 inhabitants in 1900, but the 1960 figures revealed a slump in population. Over the past decade, however, the trend has reversed and Glen Carbon's prospects for growth in both population and area appear excellent.

GODFREY. This community, the home of former Monticello College and the present Lewis and Clark Community College, lies just north of Alton on US 67. Nathan Scarritt and Joseph Reynolds settled here in 1826, but it was the arrival of Captain Benjamin Godfrey a few years later that holds the most significance. First platted as Monticello, the name was soon changed to Godfrey. The population of this unincorporated area was 1,225 in 1970.

GRANITE CITY. Two industrial magnates from St. Louis incorporated this city in southwest Madison County in 1896. Soon after, they established an enameling company and a steel works. The enameled porcelain made by William F. Niedringhaus' enameling company was dub-

bed "graniteware." Thus, the name Granite City. Served by rail and trucking lines, located on the Mississippi River, and highly industrialized, Granite City has grown from a population of 3,122 four years after its founding to a 1970 population of 40,685. Once called the "Pittsburg of the West," the county's largest city not only has large mills and plants, but several small industries. They deal in everything from coffee processing, to coal tar products, to dairy products.

GRANTFORK. Laid out by Henry Kent Lathy, James Carpenter and others in 1840 the little crossroads of Fitz James changed its name to Saline and prospered. A stone quarry and lime kiln operated there for a time. Diamond Mineral Spring became a spa of some note about one hundred years ago. Some remnants of those times still are visible. The community's first post office was called Grantfork. That name has stuck. Located six miles north of Highland on Illinois Route 160, the community has about 150 inhabitants.

HAMEL. Elder Thomas Ray from Virginia settled in this area about 1818, but it was A. J. (Jack) Hamel who gave his name to the community which had a population of 454 in 1970. Incorporated in 1955, Hamel was originally known as Hamel's Corner, being the crossroads for the Edwardsville-Hillsboro Road (1835) and the Alton-Greenville Road (1837). By the 1870's, a post office was established. Interstate 55-US 66 has contributed to the recent growth of the community.

HARTFORD. Located near a landing where boats handled coal and supplies for many years, Hartford began to grow when the International Shoe Company built a tannery in 1916. The White Star Refining Company came to town in 1919 and the town was incorporated a year later. Nineteen forty-one saw the Wood River Refinery

OUTDOOR ILLINOIS

founded and then, in 1950, sold to the Sinclair Oil Company. This refinery-surrounded community suffered a slight loss of population from 2,355 in 1960 to the 1970 population of 2,243.

HIGHLAND. Joseph Duncan settled near here in 1804, but it was the Swiss who located on the present townsite some years later. Highland, situated in Looking Glass Prairie, was laid out in 1837 as a possible station on a proposed Shawneetown-Alton railroad. Working with Illinois House speaker James Semple, Joseph Suppiger, James Reynolds and Dr. Caspar Koepfli laid out the town. The railroad did not come, but a few years later, while Semple was in the U.S. Senate, he was encouraged to move the National Road (US 40) through Highland. Various names were proposed for the town. The Swiss preferred Helvetia or New Switzerland. Highland, after Semple's native Scotland, was finally chosen. Joining the community later were Germans from Saxony in 1840 and, through the years, more Swiss.

One immigrant from Switzerland brought a new process for preserving milk. In 1885, he and others in the area established the Helvetia Milk Condensing Company. The company developed into a million dollar business, but closed in 1920 and moved to the St. Louis area. It is now known as the Pet Milk Company.

A progressive community, Highland's population rose from the 1960 total of 4,943 to 5,981 by 1970. It is located in southeastern Madison County a few miles south of Interstate 70.

KAUFMAN. During the 1880's, the Toledo, St. Louis & Western Railroad was given a right-of-way through land owned by Gustav Kaufman. A station located there and was named in Mr. Kaufman's honor. By 1910, one observer felt that Kaufman was "doubtless destined to become of increased desirability as a business point and place of residence." Located five miles north of Marine, Kaufman is yet to fulfill the prophecy.

KUHN. Three and one-half miles north of Troy is the former Illinois Central Railroad station of Kuhn. Like many communities basing their origins on rail stations, when the trains abandoned the stations, most residents abandoned the town.

LIVINGSTON. Situated near where Interstate 55 enters Madison County from the north, this community owes its beginnings to the New Staunton Coal Company. Heirs of John Livingston laid out the town in 1904. Within five years, 1,092 people resided there. The 1970 report counted 916 inhabitants.

MADISON. At least three communities in Madison County have had this name. One was at the present site of Marine; a second was located on Chouteau Island. Sometimes called Old Madison, the one on the island was established about 1830 by Nathaniel Buckmaster and John Montgomery. The Mississippi washed it away in 1865 and the third Madison, the present one, was founded a short distance south in the southwest corner of Madison County.

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A syndicate formed in 1887 encouraged construction of Merchants Bridge which pumped life into the Madison, Venice and Granite City area. The next year (1891) Madison was incorporated with a population of about 2000.

A product of the steel industry, Madison is served by 15 railroad lines. Products from steel, wood, meat and asphalt are produced here. Madison has grown steadily over the past 80-90 years to its present population of over 7,000.

MARINE. Originally named Madison when its founder, Captain Rowland P. Allen arrived in 1817, the name was changed to honor Captain Allen's shipmaster friends, the Blakemans, Breaths, Ellisons and Masons who soon followed. In 1834, George Welsh, General James Semple, J.W. Jeffress and Abraham Breath laid out the town as it appears, six miles northwest of Highland. Once a milling center, the population has grown little since 1900 when 666 persons called Marine home. The 1970 Census showed 882 inhabitants.

MARYVILLE. The site of Maryville Children's Center was incorporated in 1902 as a coal mining town. Located northeast of Collinsville, the 1910 population of 729 declined to the 1960 Census of 675. In the next decade, the population nearly doubled. Population figures in 1970 showed 1,290 residents.

MEADOWBROOK. Sitting nearly astride the 90° West Meridian of longitude, one-fourth of the way around the world from Greenwich, is the unincorporated village of Meadowbrook. It is a residential community with 1,295 inhabitants.

MELVILLE. Located just north of Clifton Terrace, this unincorporated village takes its name from the post office located there over one hundred years ago. At present, a church, a number of homes and a grocery store sit astride Illinois Route 100.

MITCHELL. With a population of under 250, Mitchell is located in southwestern Madison County and was once a station on the Chicago & Alton Railroad. In 1864, John J. Mitchell built the Alton & St. Louis Railroad. The station was named for him. Today, Interstate 270 passes nearby. It was the site of a Mississippian culture village destroyed by modern incursions.

MONT. This was a railroad station once called Montgomery. Nelson Montgomery, an early resident of the county, owned the land at the time the railroad was built. It is between Troy and Edwardsville on Troy Road.

MORO. Just northwest of Bethalto is the village of Moro. Established about 1853 as a depot on the New York Central lines, it flourished for a time as a milling and industrial center. The Cement Tile Manufacturing Company was once located there. Also, there was a three-story flour mill. Once called Hampton, Moro now has a population of about 250.

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NEW DOUGLAS. With a population of 378 in 1970, this town is 125 years old. Alonzo Foster, the son of Oliver Foster, laid out and named the town for his hero, U.S. Senator Stephen A. Douglas. It is located 4½ miles east of Interstate 55 at Livingston.

OAKWOOD HEIGHTS. This thriving suburban community of 3,229 residents is located just south of Civic Memorial Airport.

PETERS STATION. This former station on the Illinois Central Railroad is located south, southwest of Glen Carbon on Stallings Road. Near here, in the heart of the former Goshen settlement, Colonel Samuel Judy built Madison County's first brick house about 1810.

PIERRON. Partially in Bond County and partially in Madison, this community of 467 was laid out in 1871 by Jacques Pierron. It is northeast of Highland and was at one time known as Millerburg.

POAG. Near the site of the former Carson Station on the Chicago & Alton Railroad, this little community is just west of the Edwardsville Campus of Southern Illinois University. Fruit and vegetable stands mark the roadsides during the growing season.

PONTOON BEACH. Incorporated on December 12, 1962, this rapidly growing community boasted a population of 2,448 in 1970. It is located just off Nameoki Road north of Horseshoe Lake.

PRAIRIETOWN. The first settler in this area was Maurice Hartnett, but it was L.L. Dorsey who platted the community in 1858. Beginning as Prairie Town and becoming Prairie City around the turn of the century, the little community is again known as Prairietown. It's hundred-year-old St. Peters Evangelical Lutheran Church serves many of its 150 or so residents. It is five miles northwest of Worden.

ROSEWOOD HEIGHTS. This unincorporated suburban community lies along Airline Road just south and east of Civic Memorial Airport. In 1970, its population was 3,391.

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ROXANA. Incorporated on April 7, 1921, this community of 1,882 is the site of a Shell Oil Company refinery. Originally, the Roxana Petroleum Company began running crude oil (1918). Later this was absorbed by Shell. To serve the workers, fifty cottages were built north of the refinery. They formed the nucleus for Roxana. The community lies adjacent to Wood River on the southeast.

ST. JACOB. Located halfway between Troy and Highland on the old National Road (US 40), this village of 659 derives its name from Jacob Schutz and Jacob Schroth. Schutz built the first house and Schroth opened a store and tavern in 1849. In 1866, Louis Schiele laid out the town. Two years later, the railroad arrived. Chilton's Fort was located two miles west on Silver Creek. Many stories are told about this early fort whose remains have since vanished.

SEBASTOPOL. A settlement was begun here by Swiss from the French cantons about 1848. A native of France named Trembley promoted the establishment of a village in 1856. In 1860, a local storeowner, Timothy Gruaz laid out the town. It grew little, but a few buildings still remain along an unsurfaced road southeast of Highland.

SOUTH ROXANA. One of Madison County's more recent residential communities, South Roxana showed an increase in population of 353 from the 1960 report of 2,100.

STALLINGS. Formerly a railroad station named for one of Madison County's pioneer settlers, Henry Stallings, this village is 4 miles southwest of Glen Carbon.

TROY. One of the oldest settlements in Madison



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County, this neat community received its first settlers, Jacob Gregg and a Mr. Moore, in April of 1803. Sixteen years later, James Riffin and David Hendershott bought the town. Riffin named it Troy after the New York city of the same name. Two other nearby communities have since been annexed to this former change station on the St. Louis-Terre Haute stage road. Mechanicsburg (platted 1836; annexed 1857), to the west of Troy, and Brookside (annexed 1891), on the south, make up the present community of 2,144 inhabitants. Once known as Columbia, Troy showed an increase in population of over 300 from the 1960 tally. The only lieutenant governor in Illinois history elected with a governor of a different political affiliation claimed Troy as his residence.

VENICE. This community of 4,680 lies in the southwest corner of Madison County. While not platted until 1841 by Dr. Cornelius Campbell and Charles F. Stamps, Mathew Kerr had a horse ferry here as early as 1826. (Some sources even put a ferry here in 1804.) Floods nearly ruined the town in 1844, but with only three buildings remaining, it was rebuilt. Again in 1851, a flood struck. This time only one building remained. With flood control improvements, the village was rebuilt and prodded forward by a grain elevator in 1871 and the Union Stockyards in 1874. Incorporated in 1873, Venice showed a decline in population from 1960 of 700 residents.

WANDA. This tiny community, once known as Old Salem, lies at the southeast corner of Roxana and had its first post office in 1859. Its cemetery is the resting place of John Gillham, a soldier in the Revolutionary War.

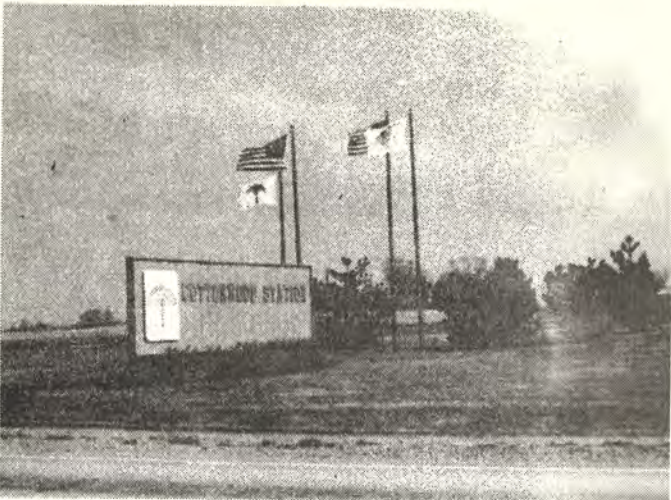
WILLIAMSON. With a stable population of 324 residents, this village lies adjacent to Livingston on Interstate 55. Laid out by the Mt. Olive and Staunton Coal Company and incorporated in 1907, John and Mathew Williamson, who owned farmland on the village site, have given their name to the community. An abandoned coal mine remains visible on the west edge of town.

WOOD RIVER. Taking advantage of excellent rail and river transportation, a Standard Oil Refinery located here in 1906. W.P. Cowan, Dr. William M. Burton and J.E. Evans were its founders. The village incorporated five years later with a population of about 500. It had been three communities: Wood River, East Wood River, Benbow City. By 1920, Wood River's census showed it to be the fastest growing town in the United States.

In addition to its refinery, Wood River is a pipeline terminal and has a Union Tank Car Company. The tank car company built an all-steel dome that houses a repair plant in 1961. The dome is 380 feet in diameter, with a 120-foot high roof.

Incorporated as a city in 1923, Wood River has shown a steady increase in residents to the 1970 figure of 13,186.

WORDEN. In 1854, John C. Worden came to Madison County and engaged in business. He purchased the community of North Hampton, two miles north of Hamel, and in 1870, with the arrival of the railroad, was honored



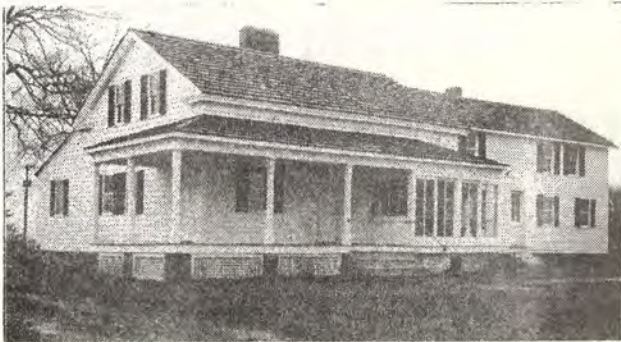
COTTONWOOD STATION near Edwardsville is a distinctive urban development which has attracted much attention.

by having the town named for him. The Worden Mining Company opened a coal shaft here in 1876 and the village was incorporated in 1877. The 1910 population was 1,082. Showing little increase, the 1970 Census reveals a population of 1,091.

In an industrial society with rapid mobility of people, many communities spring up quickly. Some making their first appearance, but showing less than 275 population in the US Census reports for 1970 in Madison County are:



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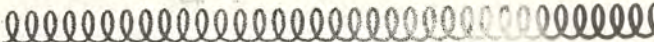


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ALTON - WOOD RIVER AREA:

Alan Dale, Altamont, Glendale Gardens, Southmoor and Villa Ridge.

GRANITE CITY - COLLINSVILLE AREA:

Cedar Park, Cloverleaf Addition, Lakeview Acres, Lumaghi Heights, Nameoki Acres, Nameoki Gardens and Pleasant Ridge.

Other communities in Madison County, most located along railroads, are: Brooks, Comstock, Manix, Oldenburg and St. Thomas.

OTHER POINTS OF INTEREST

BETHEL CHAPEL MONUMENT. Between one and two miles south of the Governor Coles Monument on Illinois Route 157 is a marker dedicated in 1941 to the first Methodist Church in Illinois. The stone proclaims the date as 1805. There is a church cemetery nearby. The last burial was in 1835. It was near here that Bishop William

McKendree and Reverend Jesse Walker, a Methodist missionary, held the first Illinois camp meeting in 1807.

BRIDGES. Few of Madison County's early bridges remain. They were usually constructed at the many fording points over the county's various streams. The objects of most industries and travelers during the past hundred years, however, have been those bridges spanning the Mississippi River and connecting Madison County with St. Louis.

About 1890, several businessmen in the Granite City area became concerned with the high rates being charged to use Eads Bridge, south of Madison County. They encouraged the building of Merchants Bridge at Venice. Two years later, another railroad bridge was constructed at Alton. Clark Bridge, constructed just below Alton Dam, became Alton's link with St. Louis via US Route 67.

In 1929, the Mississippi was spanned by the 699-foot, continuous-truss Chain of Rocks bridge. It has since been replaced by Interstate 270 which spans the Mississippi

just north of the older bridge. The bridge farthest south in Madison County linking Illinois and Missouri is the McKinley Bridge, built from 1907-10. At the time this bridge, named for William B. McKinley, U.S. Senator, University of Illinois Trustee, and president of the McKinley Lines of the Illinois Traction System, was the strongest and largest bridge across the Mississippi. The bridge was built at a cost of four and one-half million dollars. It connected the St. Louis streetcar service with Edwardsville, Staunton, Springfield, and points north and east.

CAHOKIA MOUNDS STATE PARK. Named after the Cahokia of the Illinois Confederacy who left the area about 1820, the mounds contain the largest prehistoric earthworks in the United States. Experts believe the mounds belong to the period of the Middle Mississippi Culture which thrived from about 1000 A.D. to 1500 A.D. The park contains 650 acres, but only a portion of this is in Madison County. Satellite communities, however, stretched several miles north of the Park site to Mitchell. Four-tiered Monks Mound is in Madison County and is named for the Trappist colony that located there for a few years around 1810. Another mound of interest not located in the park, but in Madison County, is one and

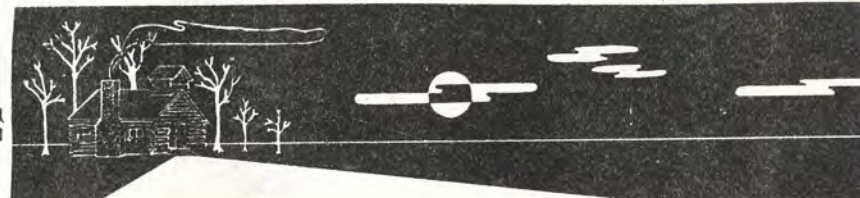
one-half miles north of Interstate 55-70 on Illinois Route 157 (Bluff Road). This is known as Sugar Loaf Mound.

CEMETERIES. Most of Madison County's older cemeteries are historically significant if for no other reason than that Madison is one of the state's older counties. Of particular interest is Alton's Oakwood Cemetery on Elm Street. It is there that Robert Wadlow, the Alton Giant, is interred. Milton Cemetery at the east edge of Alton off Milton Road is the resting place of two men who worked with the Lewis and Clark Expedition, but died during the winter of 1803-04. North of Alton at Godfrey just off US 67 is Godfrey Cemetery. Benjamin F. Godfrey's burial site is located there.

In Alton Cemetery, in addition to the Lovejoy Monument, there is a memorial to several hundred Union soldiers who died at Alton while it was a military post during the civil war. At Vaughn Cemetery, south of Civic Memorial Airport, are located the grave sites of the victims of Wood River Indian Massacre. James Gillham, a Revolutionary War veteran and early settler in Wood River Township, is buried in the cemetery at Wanda.

Other clues to Madison residents' past can be found in countless other cemeteries throughout the county.

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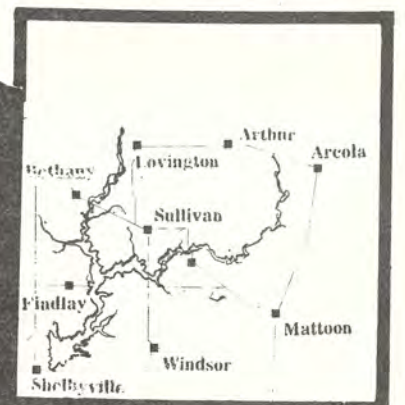
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CENTENNIAL MEMORIAL MONUMENT (Edwardsville). In a city park, near the Public Library, is a 16-foot tall monument to Madison County's pioneers. Sculpted by W. C. Zimmerman from a 60,000-pound block of Georgia marble, the monument was the design of Charles J. Mulligan of Chicago. It was a part of Madison County's centennial celebration.

CONFEDERATE CEMETERY AND MONUMENT (Alton). West off State Street on Rozier is located the monument to some 1300 soldiers of the Confederacy who were interred there as a result of the harrowing years of the Civil War. The POW's occupy mass graves at this site and on the now submerged Smallpox Island up river from Alton. A few of the dead were shot, but most died of disease contracted in the unsanitary conditions of the Civil War Prison near Alton's waterfront.

GOVERNOR COLES STATE MEMORIAL (Edwardsville). This tall, impressive monument sculpted by Leon Hermant and honoring Illinois' second governor is situated near Illinois Route 157 at the southwest edge of Edwardsville. Edward Coles, a native of Virginia and early resident of Edwardsville, moved to Pennsylvania in 1833, died and was buried there in 1868.

HORSESHOE LAKE. An ancient cut-off of the Mis-

issippi River, this 2,200-acre lake is slated to become a huge green oasis for recreation under plans devised by the Illinois Department of Conservation. It has been pursued for 40 years by Granite City banker Henry Karandjeff.

LEWIS AND CLARK STATE PARK AND MONUMENT. South of Hartford, west off Illinois Route 3, and opposite the confluence of the Missouri and Mississippi Rivers is the spot honoring the beginning point of the Lewis and Clark Expedition to explore what President Jefferson called the Louisiana Purchase. Actually, the camp was at the mouth of Wood River, some miles up river. The mouth of the Missouri has had three locations. It was at the second, near Wood River, that Meriwether Lewis and William Clark trained and equipped their band of men prior to ascending the Missouri River on May 13, 1804.

LIBRARIES. Edwardsville had the earliest library in Madison County, beginning in 1819 with 121 volumes. A \$12,000 Carnegie donation built the present public library in 1905. Set near the center of Edwardsville, the library, made of Bedford Stone, is quite distinctive.

Another Carnegie Library is located on the former campus of Shurtleff College. Matching funds (\$15,000-local; \$15,000-Carnegie) built this beautiful library about 1911-12.

In Downtown Alton, occupying two buildings, is Hayner Public Library. The main part was built in 1891 in memory of Jennie D. Hayner. Of Alton limestone and trimmed in Bedford Stone, Alton businessman John E. Hayner erected this memorial to his wife. In 1906, his grandson added a section to the library. Total cost of the library to the two men was \$33,000.

Two other libraries of note are those on the campuses of Lewis and Clark Community College at Godfrey and the beautiful, open-stacked Lovejoy Library on the campus of Southern Illinois University-Edwardsville.

LINCOLN-DOUGLAS DEBATE MARKER (Alton). The seventh and last of the great debates is commemorated by this marker in Lincoln-Douglas Square off Broadway near the west end of Alton. Placed on City Hall in 1908, the marker was moved after the building burned in 1924. Several thousand people listened to this debate in Alton in October, 1858. The results of the U.S. Senatorial Election of that year are forever etched in the history of our nation.

LINDENDALE PARK (Highland). At the east edge of Highland, this park is the scene of several festivities throughout the year. Within the tidy park is a monument to Heinrich Bosshard, an early inhabitant and creator of the Sempacher Lied, a part of which was incorporated into the Swiss National Anthem. Bosshard was a resident of Highland from 1851 until his death in 1877. Nearby is an 1836 cannon given by the State of Illinois in recognition of a battalion of Highland companies organized for the Mexican War. For many years, the cannon announced the opening of such festivities as the Fourth of July.

LOCK AND DAM NO. 26 (Alton). The first boat passed through the locks in November, 1937. The gates of the dam were put in operation in May, 1938. From Riverside Park, one can see the 1,725 feet long dam built at a cost of \$13,500,000. Tonnage during the first year through the locks amounted to 1,370,000. By 1966, 36,500,000 tons of freight, mostly grain, were passing through the locks. A new dam and lock is being planned at this time. It will be located down river from the present site.

LOVEJOY MONUMENT (Alton). Off Illinois Route 3, in Alton City Cemetery, is located the monument to Elijah Parish Lovejoy. Designed by R. P. Bringham and his assistant, Louis Mullgardt, this 8700-pound monument cost \$30,000 in 1897 when erected. It is a dramatic monument to the abolitionist newspaper editor killed by a mob in 1837 at Alton. The murder took place only days after Lovejoy and sixty members organized the Illinois Auxiliary of the American Antislavery Society at the T.B. Hurlbut house on the corner of College and Clawson Streets near old Shurtleff College.

PIASA BIRD PAINTING. Just west of Alton on the Great River Road is the present reproduction of what Father Marquette and Louis Jolliet first described in 1673. These explorers saw two painted monsters; today there is

only one. Quarry operators blasted a portion of the bluff away about 1870 permitting a present day auto parking facility while examining this site. The word "piasa" may be Illinois Indian language for the Cree word, *piyewiw*, or Thunderbird. Recent interpretation, however, indicates the word may be a contraction of *nippi wassa*, or water creature. This would then mean that the "bird" is not a bird, but a fish. (See Natalia Maree Belting, "The Piasa-It Isn't A Bird!", *Journal of Illinois History*, Autumn, 1973, pp. 302-305.)

RIVERSIDE PARK (Alton). Overlooking Lock and Dam No. 26 at Alton, this park has two monuments of note. The first, in memory of those from Alton who served in World War I, was constructed at a cost of \$6000. The other is a marker placed near where Elijah Parish Lovejoy was murdered on November 7, 1837. It was placed by Sigma Delta Chi, national journalistic fraternity, on November 9, 1952.

STATE PENITENTIARY AND CONFEDERATE PRISON SITE (Alton). At the west edge of Alton on William Street, there stands a partial wall of stone, the only remains of what has been described as the "Andersonville of the North." Illinois' first state penitentiary, after being found unsuited for criminals, was converted into a prison for Confederate POWs. Its darkest days were from 1862-65 and a cemetery and monument in North Alton attest to this fact.

WOOD RIVER MASSACRE MONUMENT. On Fosterburg Road just north of the Alton State Hospital, this monument is to the woman and six children murdered by Indians on July 10, 1814. Dedicated on September 11, 1910, the monument stands about three hundred yards from where the Moore children and Mrs. Reagon and her two children were attacked.

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RIVERSIDE PARK overlooks Lock and Dam 26 in downtown Alton. It is a favored place for noon-hour luncheons.



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Special thanks to Mrs. M. H. Stelbrink, Librarian, Brussels, Illinois.



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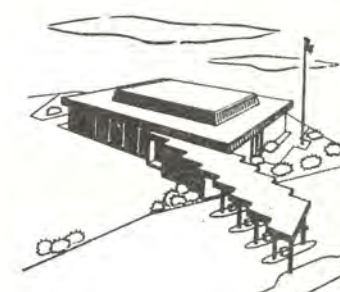
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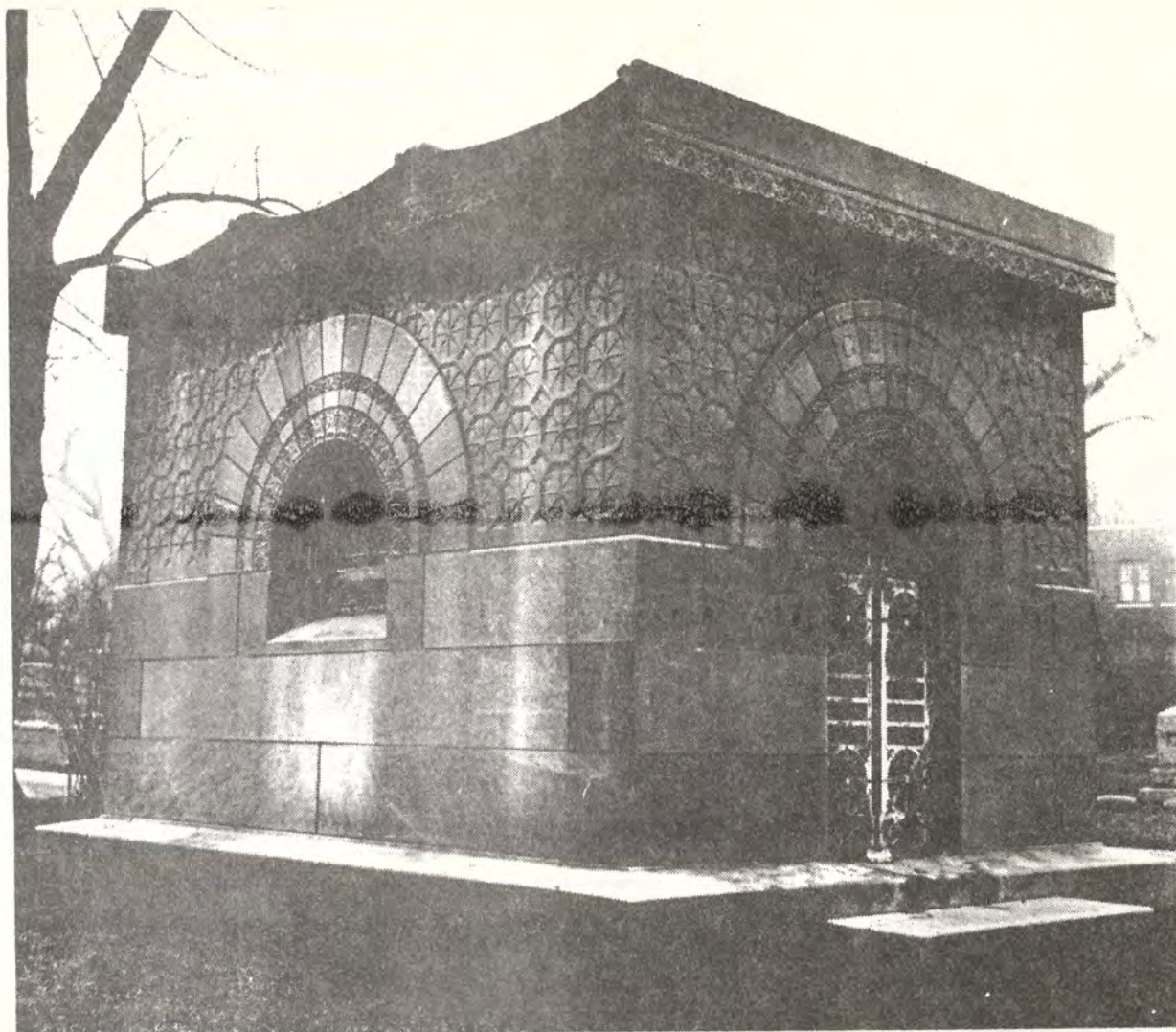
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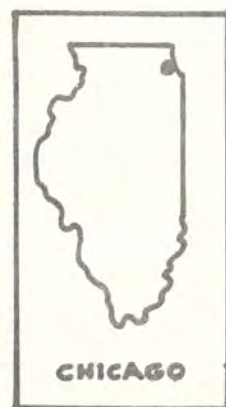


SIMPLE LINES and ornately embellished surfaces of the Getty Tomb in Graceland Cemetery in Chicago make it a distinctive architectural site. Based on the cube form, this Adler and Sullivan design is noted as a turning point in architectural thinking.

The Getty Tomb: A Masterpiece

Famous Illinois Architecture XV

By Paul E. Sprague



ONE OF THE most important architectural monuments in the United States is not an ordinary building but a tomb, set amid the elegant park-like landscape of Graceland Cemetery at Chicago. This cemetery is certainly the finest in Illinois and holds its own with similar well-known cities of the dead like Mt. Auburn near Boston and Bellefontaine at St. Louis. It was laid out (beginning in 1861) on the rolling terrain of a lake ridge not

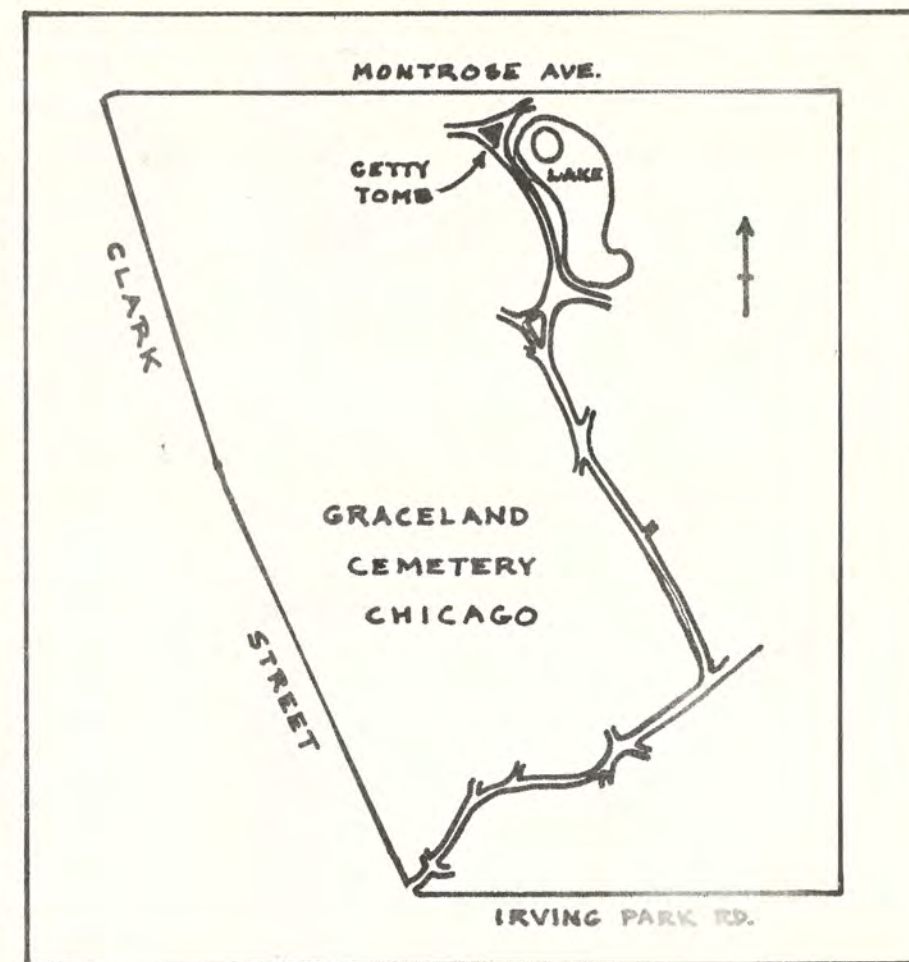
far from Lake Michigan. Its designer, the landscape gardener O. C. Simonds, who also laid out Lincoln Park, followed organic and picturesque principles in creating its curving avenues, clumps of trees and lake.

By 1890 when Henry Harrison Getty erected a simple limestone tomb for his family the area around the lake was already becoming one of magnificent tombs and monuments erected by Chicago's wealthy families. Today we find

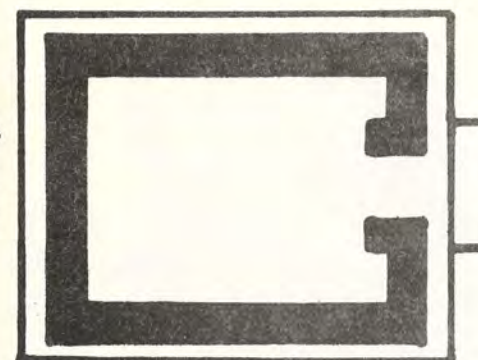
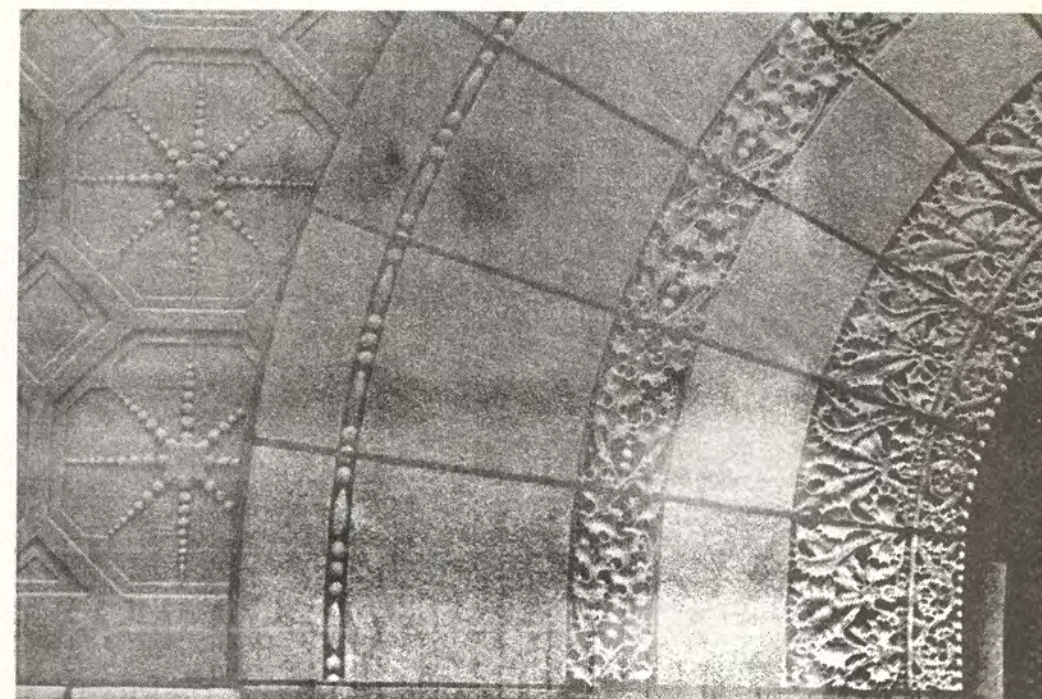
the Ryersons, Pullmans, Kimballs, Burnhams, Armours, McCormicks and Fields buried in the vicinity.

Getty's decision to build was occasioned by the untimely death of his wife, Carrie Eliza, who died February 24, 1890. His reason for choosing the prominent architectural firm of Adler & Sullivan to design and build the tomb may be traced to his business interests. He was a partner in the lumber business with Martin A. Ryerson for whose father, Martin Ryerson, the architects had designed a tomb on the other side of the lake in 1887. Henry Getty, born in 1836 at Batavia, N. Y., lived on until 1919. He and his daughter, Alice Eliza, are also buried in the tomb.

Diminutive as it is, the Getty Tomb has special significance for all Americans because it is the first structure in the United States to be designed and built in a modern architectural style. Although it doesn't look much like architecture since the Second World War, it was nonetheless the beginning of our present-day architecture. Before the Getty Tomb, architects in the nineteenth century designed their buildings to look like earlier buildings from different historic periods. Gradually architects began to conclude that it was wrong to impose upon the modern industrial age, the forms and details of buildings built to serve and symbolize vastly different cultures. These progressive architects demanded a new style

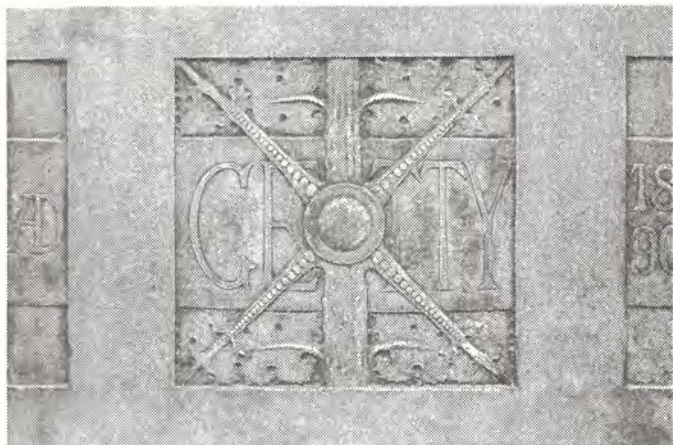
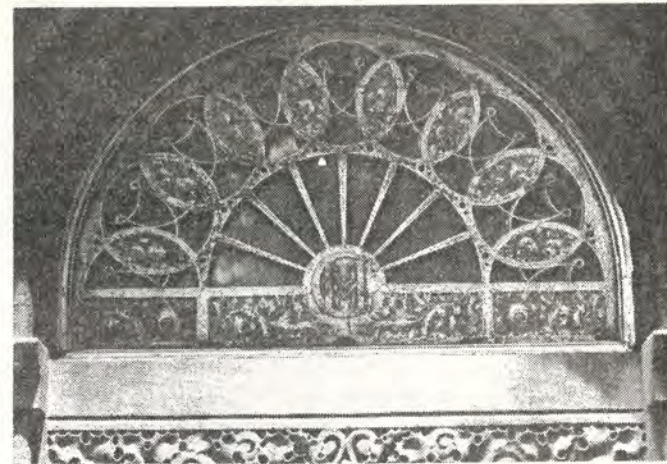


DETAIL OF THE finely-carved ornamentation on the limestone front of the Getty Tomb.



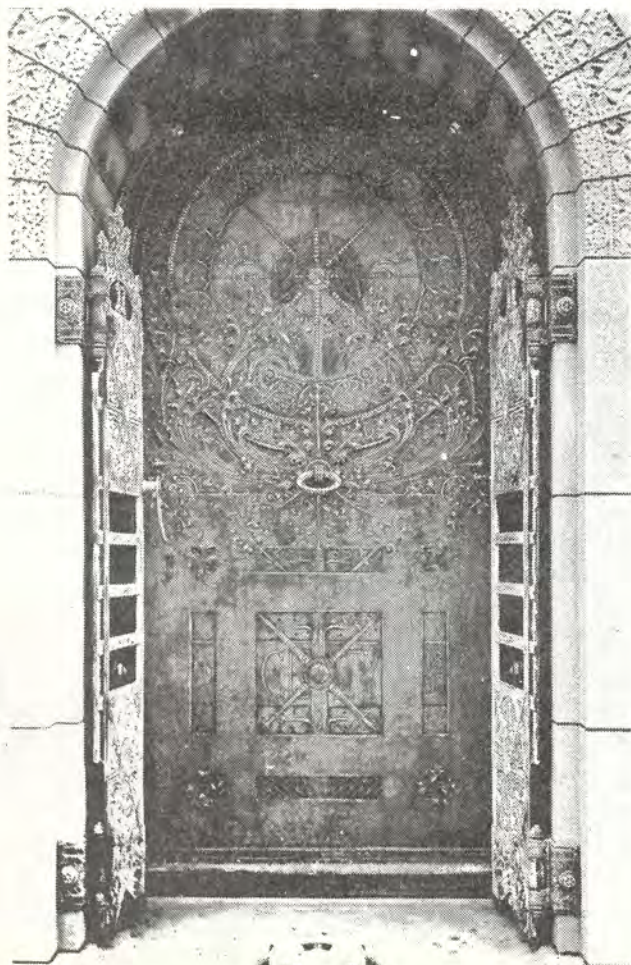
**GETTY TOMB
CHICAGO**

SKETCH PLAN - NOT TO SCALE



DETAILS OF intricate designs on bronze door and bronze window of the tomb indicates the artistic license often used by Louis Sullivan to breathe life into inanimate structures.

BEHIND THE open gates of the tomb is the massive bronze door.



OUTDOOR ILLINOIS



THE TOMB is well-placed in a wooded setting in famed Graceland Cemetery.

that somehow, probably more mystical than pragmatic, would symbolize and relate to modern times. Yet to visualize a modern style—to create a building out of one's head instead of out of books, so to speak—proved very difficult. After trying for ten years Louis Sullivan, who was the designing partner of Adler & Sullivan, succeeded at last in realizing this goal—when in 1890 he designed the Getty Tomb.

For this tomb Sullivan turned to the simple geometry of the cube as his point of departure. For entrance and windows, he used round arches. Then he breathed life into this inorganic object by adorning its surfaces with an ornament, carved in stone and cast in bronze, that was also the product of his fertile imagination. Soon he would de-

sign other buildings with similar forms and details and thus make the unique visual effects of the Getty Tomb into a new, and thus modern, architectural style.

But the viewer doesn't need to know that the tomb is significant in architectural history to enjoy and appreciate its elegance and beauty. The lovely way in which it shapes from the simple yet ample platform through its smooth lower walls to the richer textures of pattern in the arches and upper walls is apparent to everyone. Its exquisite termination with slightly overhanging slab whose ornamented lower edge merges with the smooth upper part to stop all

upward rhythms and make it horizontal is also easily appreciated. The slight contrast introduced by the green patina of the bronze gates, doors and window grilles, serves to enliven the whole and relate the tomb to the greenery of its surroundings. When seen at close range, the incredible beauty of Sullivan's ornamental patterns defy description.

Words and photographs give only an approximation of the visual richness that await those who make a pilgrimage to this tomb. The cemetery, located at Clark street and Irving Park road, is open daily from 9 till 5 and welcomes visitors.

DETAIL OF bronze gate (left) and bronze door (right) emphasize the painstaking work which went into the tomb's design.



THE CUBE is the basis for the design of the Getty Tomb. Note bronze gates.
AUGUST - SEPTEMBER, 1974



ROSE HOTEL, overlooking Ohio River, E'town.

IT'S AMAZING how many people living in Illinois know nothing—or very little—about one of the state's loveliest natural areas. I am talking about that rolling, wooded Shawnee country near the tip of the state. Those who rush to the Ozarks, the Cumberland hills in Kentucky, Wisconsin and Brown County, Indiana to camp, hike and look . . . take note. We have it right here in Illinois.

The Shawnee National Forest lies at the foot of Illinois, bounded in part by the Ohio and Mississippi Rivers. In and around the forest are a wealth of natural areas, rambling old towns, log cabins, hills, lakes and some truly spectacular rock outcroppings. There are over 500 camp and picnic sites for campers to find their tent pads. Parking spurs accommodate camper trailers and there are plenty of fireplaces, sanitary facilities, and places to obtain drinking water.

But what about the area itself? What makes it so special?

Recently, my son Christopher and I took one of our rambling exploration trips . . . to the Shawnee country. It was in the May greening time of spring, when the leaves have that light, filmy color and sunlight still filters to woodland floors that will be darkened with heavy shade later in the season.

We stayed at the venerable town of Golconda, in a charming old mansion that was built by a river captain. Inside the "Riverview Hotel" are some marvels of hand-carved furniture, ceilings that look 30 feet high and big comfortable beds. At night it is silent and starry . . . from our second floor room we

On Nature's Trail: Exploring the Hill Country

with Joyce Marshall Brukoff

watched the dark . . . and the occasional light streaming from a passing river boat. If you're not camping, it's a perfect complement to a trip downstate.

During the days we toiled slowly down country roads, noting an ancient log cabin here, a perfect field to look for Indian artifacts there. We visited Cave-in-Rock State Park, where a soaring ceiling of stone lends character to an unusually formed river cave. We passed by Rosiclare and missed seeing at Elizabethtown the interior of the old Rose Hotel, oldest in the state and just closed recently after almost 160 years of catering to generation upon generation of Illinois travelers.

We climbed rocks in Ferne Clyffe State Park, where the moist air between stone formations smells like the bottom of a canyon. Ferns are in abundance here, and the rocks tower in sheer walls above the path. And it was almost empty. Those are the fine moments . . . the quiet broken by a bird instead of rowdy voices, to stub your toe on an old log instead of an empty beer bottle, to watch the golden head of a child far above you as he immerses himself in scaling a cascade of rocks that are giant size for 10-year-old legs. To be alone in the middle of a forest . . . in Illinois.

And the places to visit go on and on. Dixon Springs State Park with its fine waterfall lies between Golconda and

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Vienna. Lusk Canyon, with its towering rocks, full forest and spectacular views is every bit as beautiful as any of the out of state areas mentioned earlier. There is the Illinois "Garden of the Gods," formed about 200 million years ago when the area underwent geological uplifting and later erosion. The dramatic formations were caused by wind and water cutting into the newly exposed rock. The Oakwood Bottoms Greentree Reservoir is a remarkable oak forest, flooded annually from October to February. The rich soil which has evolved and the flood conditions have made the area unique and provide fine shelter for a variety of upland animals and waterfowl.

There are far too many areas to go into detail. Cave in Rock, for instance, with its appearance of a mammoth crypt, extends back some 160 feet with a uniform width of about 40 feet. The opening, which is about 55 feet wide, has a towering natural arch in the limestone bluff. When the river is at pool stage, the mouth of the cave is some 70 feet from the edge, but in the spring, the cave is often entered by boat. The park surrounding the cave is of 79 acres, well wooded with most of the trees indigenous to the area. The park lies in Hardin County, adjacent to the village of Cave in Rock on Route 1. And the cave is just one historic facet of the rambling Shawnee area.

A network of trails crisscross the forest, maintained for either hiking or horseback riding. Fishermen will be rewarded with large and smallmouth bass, bluegill, striped bass, catfish and crappie. Photographers may be lucky enough to catch some wildlife. The area abounds in whitetail deer, bobwhite quail, wild turkey, beaver, opossum, raccoon, red and gray fox, gray and fox squirrel, woodchuck, muskrat and cottontail rabbit. There are even rumors of an occasional bobcat.

So, for those of you who live near the area, forgive the telling about a place which is undoubtedly already a favorite haunt. But, for nature seekers in mid and northern Illinois, for would-be campers and hikers from the greater Chicago area, give Illinois a chance. Try the Shawnee Hills.

Letters . . .

Memo To: Editor, Outdoor Illinois
Subject: May Issue

Much as I hate to compliment you, the National Register supplement in the May issue (which incidentally arrived in May) is excellent.

I might suggest to those who nominate places for inclusion in the Register that they should check the buildings on the campus at Eureka College. The Administration Building dates from 1857 and the main campus complex is well worth visiting. Undoubtedly one of the most picturesque colleges in the state.

I also note your comment that the NR reflects a predisposition toward architectural sites. One prehistoric locale that might be nominated is in Southern Illinois; surprisingly enough at Benton.

I believe the location is 320 South Main Street.

James Bruner
Clearwater, Florida

Oh.

Apparently our far-famed right-hand-pox has only short-term virulence at immense distances, as between this Center of Culture and faraway satraps such as Florida.

Needless to say, we retain utter confidence in our monodigit left-hand-pox at any distance, as Grey Warrner of Ottawa, Illinois will attest. His piteous pleas for a lifting of the pox, while ignored, speak to its superior lasting quality.

As for you, Reader Bruner, may the perforations on your stock coupons release said coupons into the teeth of the next gale. Which is coming to Clearwater soon.

Dear Sir:

Enclosed please find my check for a

two-year renewal to Outdoor Illinois. I have every issue and enjoy reading about this great state of ours. Keep up the good work.

Sincerely,
Mrs. Clarence E. White
Urbana, Ill.

Dear Sir:

We surely do appreciate your magazine for lack of time to visit the many spots you write about. It is as though we have been there through your magazine.

William D. Thacker
Aurora, Ill.

Dear Mr. Dearing:

Outdoor Illinois is one of the finest and most interesting magazines I have ever experienced. However, you have seriously hurt my feelings. On pages 5 and 6 of the May 1974 issue there is a note on the annual Ozark Tour. I quote the offensive passages:

"The tour is open to any person, with only one restriction—he must be male

"Young boys may join but must be accompanied by an adult (male, I assume) responsible for them."

"... good wholesome food served, wherever possible, by country churchwomen."

I think you can see the emphasis here—the men out having fun and the women working. Not being female, you may have some difficulty understanding why this is so offensive—but try. So, if you wanted to publicize the tour, after all, the tour leaders are Wm. Farley, Editorial Advisor to O. I., and Dan Malkovich, Publisher of O.I. (which is why I am writing to you and not them). Some editing of the text would have been advisable along with a comment regarding the discrimination exhibited on the restriction—men and boys. Why the restric-

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tion anyway?—1. Tradition, let's change it; 2. Physical ability, obviously not since young boys are allowed; 3. Physical differences, oh come on now, we are (female readers of O. I.) intelligent, sensitive human beings (note—no problems at all because of "maleness" or "female-ness"); 4. No women want to go on the Tour—who knows if you won't let them apply.

I think my point is worthy of a public apology, in the Letters to the Editor sec-

tion of O. I. For undoubtedly, I have not been the only one offended by this.

Sincerely,
Judith McCandless
Historic Pullman
Chicago, Ill.

P.S. I can't understand why the Historic Pullman tours are not appearing on your calendar—after all, we're a state, local and national landmark district. The walking tours are led by local

residents and the multi-media slide presentation is absolutely smashing!

Walking Tours are the first Sunday of the month, now through October, 1:30 p. m., 614 East 113th St., Chicago (\$1.00); House Tour, October 12, eight homes, 10 a. m. to 3 p. m. (\$3.00). For tickets contact Mrs. Leon Timm, 11147 South St. Lawrence St., Historic Pullman, Chicago 60628.

Last things first, as is our wont,

the primary reason for failure to include Historic Pullman in the calendar is that you never before had asked us — and we're notoriously reticent about forcing ourselves upon others.

As to the Annual Ozark Tour, we agree that Mr. Dearing should not have been so cavalier in his attitude with the other sex (note our bow in your direction by eschewing the old descriptive "fairer sex" in favor of

"other sex". Are we learning or are we learning?).

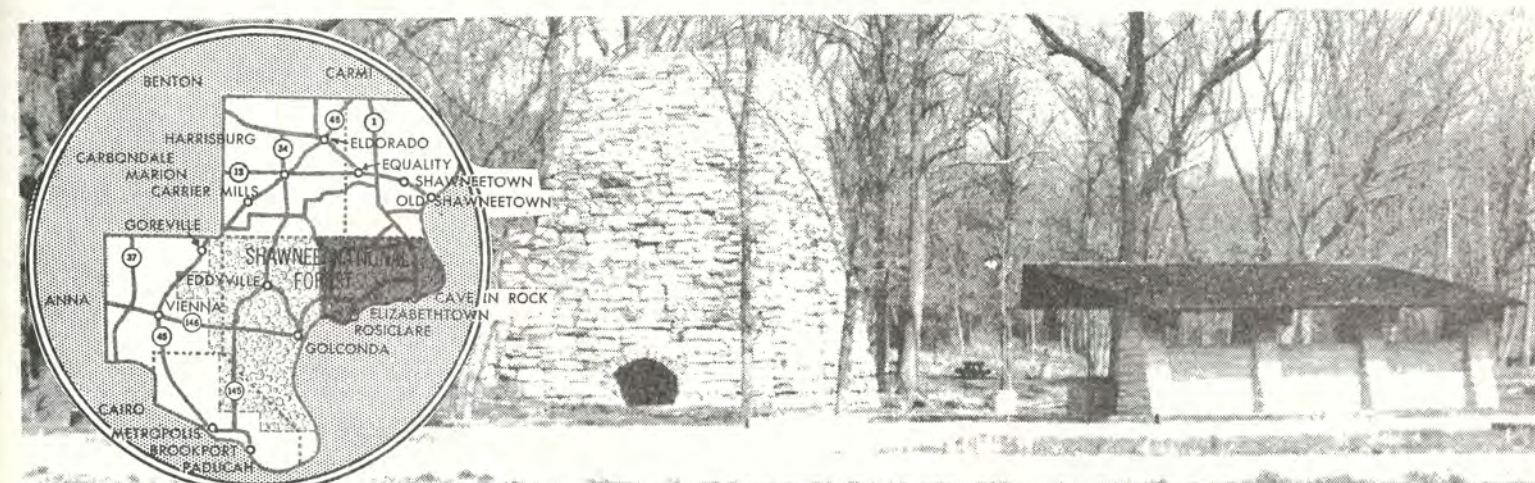
For a fellow who spent a large part of his career as a traveling salesman, running rifle through the fields of farmers' daughters as they say, we hardly think he is the person to turn to in the matter at hand. For centuries, in fact, members of his profession have kept enslaved the forces of other sexism with only a carefully winked eye, aided and abetted on

occasion by such diverse props as white spats, walking canes and lightweight, easily tipped straw skimmers. We should have thought you would have been careful around him to begin with.

Memo: To the Idiot

From: Superintendent In Charge of All Maintenance.

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Lowell, she's talking about you!!! Don't try to pull the wool over her (his?) eyes like when you gull that stockbroker in Florida. This babe has got her eye on the big bullseye and they ain't a chance in the world you can sweet talk her.

Give up and admit you have done and finally been brought to your milk.

Memo: S.I.C.A.M.
From: The Editor

In the first place, we would like for you to operate with a little more decorum when in the environs of this office. We have warned you about this in the past, and certainly hope we do not need to broach the subject again.

Secondly, the dear lady is quite right if she took offense at something Mr. Dearing said. We are not certain what it was he said, or where or how he said it, but we are confident he will join us in extending his apologies to the nice lady at the proper time. I am afraid I would not have that confidence in your native good sense.

As you can see, she addressed the first sentence of her letter to me, and the remaining sentences to either Mr. Dearing, or you perhaps, so there would ordinarily be no reason for me to enter into this discussion. Thankfully, we are dedicated to the maxim, The Customer Is Always Right, and for that reason we are going to attempt to ascertain just what it was the kind lady became exercised about.

In the meantime, if you will remove the pencil point from your mouth and put it away, and similarly tuck away the memo pad in some easily forgotten place, you will accomplish two things:

- Keep Blackie Carbon from running down your chin, and
- Conceal your ignorance to the world.

Gentlemen:

I recently read that your magazine is publishing a series of articles concerning the counties of Illinois and that the one concerning Jackson County was in the February issue. Since my grandfather was a major in the Civil War and was a

personal friend of General Grant, and since the Burroughs family was one of the pioneers of the county, I am much interested in the county's history and would very much like to have a reprint of that particular article or would like to be able to buy the February issue of the magazine if it is available.

Please let me know.

Sincerely,
Walter W. Burroughs
Du Quoin, Ill.

Reprints of the Jackson and Union County articles may be obtained by writing the Dept. of Botany, SIU, Carbondale 62901, enclosing postage of about 20c for each reprint.

We will send the entire magazines for 75c each.

Gentlemen:

Please start my subscription with the August-September issue. I discovered your magazine at a motel newsstand at Carbondale last Friday. The article on Union County is excellent and of great interest to me. I was concerned about the lack of mention of the Lyrela family in the early settling of the county over on Clear Creek at the base of Bald Knob. Nevertheless, I enjoyed every word of the article.

Sincerely,
Keith H. Lyrela
Homewood, Ill.

Sirs:

I would appreciate receiving Outdoor Illinois for one year.

I would also like to obtain the February issue featuring Jackson County.

Thanks,
Mrs. Mary Brown Baggott
Anna, Ill.

Join the mob of other Baggotts who subscribe to The World's Greatest Magazine Published in Benton. Benton, Illinois.

We use the word mob advisedly when describing the Missouri branch of your family.

Dear Sir:

I want to order some extra copies of Outdoor Illinois. Would you please send me two each of June-July, 1972 (War-

field House) and January 1974 (Huffman House).

I was certainly pleased to see your special insert in the May issue of the National Register places in Illinois to date. Is this available as a separate article and how much?

Sincerely,
George Irwin
Quincy, Ill.

Extra copies of the reprint, "ILLINOIS HISTORIC LANDMARKS IN THE NATIONAL REGISTER OF HISTORIC PLACES" may be obtained in limited number by writing: William G. Farrar, Illinois Historic Landmarks Survey, Carbondale, Ill.

For us to gear it up again, it would run something like \$310 a thousand, and I doubt that you would want that many. We printed 7,000 reprints, but they were devoured by our Welcome Wagon hostesses, who make that many calls each month in Illinois.

Dear Sir:

I have been an ardent reader of Outdoor Illinois for many years. It is especially interesting to me as I was raised in Little Egypt (almost, Greenville) Illinois, born in Murphysboro and my mother's family name was Bradley. Willisville, Bradley, Anna, Carbondale, are all well known to me. So thanks a lot for maintaining my interest of this area.

However, I must call your attention to a first class "Boo-Boo" in the May 1974 issue. Page 30, Barber House, Polo. I owned this home for 20 years, "architecturally wise" it is nothing but a standard "lumber yard" design of the early 1900s. Put the wide veranda porch back on and you will recognize several homes of this design in our community.

The Barber Houses were built by imported European craftsmen. Their original hand-painted ceilings and walls are still very good. The woodwork—each room a different kind—is still perfect—never refinished. A kiln was built to fabricate the special brick.

No. 1 house—owned by Dr. L. R. McDaniel.

No. 2 house—owned by Luther Raley.

Think you should correct this horrible mistake, or Mr. "William" Silsbee will get even. Sincerely hope you're not haunted.



BARBER HOUSE, in Polo (No. 1)

Whoever took this photograph could have asked a question or two from any neighbor—who might have laughed at him, but readily corrected him, or he could have just looked across the street.

Sincerely yours,
Arthur H. Eichholz, President
Central Quality Industries, Inc.
Polo, Ill.

How odd. On the very day your letter arrived, we received a postcard from Bill Farrar, in which he signified his intent to never go to Polo again, as long as he lives. It went something like this:

"I am informed that the item on page 30 of the National Register of Historic Places section in the May issue has several errors:

1. I gave you the wrong picture.
2. It's not William Silsbee, it's Joseph Silsbee.

All in all, I'd say we did justice to the Barber House."

And to show no partiality toward Polo, Bill continues, "Anyway, both the Winslow and the Walter Gale Houses are listed as being the first independent commissions of Frank Lloyd Wright. I have talked with Paul (Sprague) and there seems to be justification for claims to that effect for each house."

"The dispute is presently unsettled, but will," he avers, "no doubt, supply your readers with much to, uh, discuss."

We certainly hope so. We hate to think they would pick on us with impunity but let folks like Bill and Paul go unscathed. Load your trusty musket, men, and you crazy uh, gentlewomen from Chicago, too.

Dear Ed:

While I am neither archivist nor antiquarian I might as well add my two cents to the growing controversy over D. H. Burr's map as long as the gauntlet has been thrown down.

First of all, Ms. Mason of Mundelein is probably correct in stating that your date of 1834 is too early. Although I would not be bold enough to narrow the date to February 1839, the map could not have been published any earlier than March 1837, since De Kalb County was established at that time. Even if Burr, or more likely his clerks, had anticipated the formation of De Kalb County, they could not have prepared the map prior

AUGUST - SEPTEMBER, 1974



Outdoor Illinois' Calendar of EVENTS

Albion: July 28 - Aug. 3. Edwards County Fair.

Batavia: July 26, 27. BOO BOO Days in Downtown Batavia.

Batavia: September 7. Batavia Outdoor Art Show on the lawns of the library and Civic Center.

Beardstown: September 28, 29. Beardstown Fall Fun Festival.

Berwyn & Cicero: Oct. 9 - 13. Fifth Annual Hobby Festival.

Brookfield: Open throughout the year. The Olde Country Store Museum.

Canton: September 4 - 7. Canton Friendship Festival & Parade.

Clinton: September 28 - 29. Apple & Park Festival.

Danville: September 21. Antique Auto Show.

Danville: Oct. 5, 6. Fine Arts Festival.

Effingham: September 7. Old Settlers Days.

Fairfield: September 19, 20, & 21. Fall Fun Fest.

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ANTIQUES

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BOOKS

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MAGAZINE

BIRTHDAY GIFTS are often quickly opened and rapidly gone. A subscription to Outdoor Illinois Magazine keeps coming around the calendar with good reading, fascinating accounts of history, and places to go and things to do and see in Illinois.

to 1836 since the movement to separate De Kalb from Kane County did not begin until then.

The other day as I just happened to be browsing through some copies of the Congressional Globe from the 1830's and 1840's I discovered that by 1837 Burr had

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MAPS

1873 MAPS — ILLINOIS, IOWA, KANSAS, 22"x16", \$1.00 each; INDIANA, MISSOURI, KENTUCKY, ARKANSAS, OKLAHOMA TERRITORY, 11"x14", 50 cents each; all maps printed on antique parchment, postpaid. MIDWEST EXPLORERS LEAGUE, 3641 North Marshfield, Chicago, Illinois. 6742

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I could find no record of the Congress purchasing his maps, but it seems he was able to stay in the map business for in 1842 he was back at the Congress asking them to place an import restriction on foreign-made maps of the United States. In the meantime he published a collection of his postoffice maps in Philadelphia in 1839 under the title of *The American Atlas*.

The point is that Burr was producing maps for profit which means he was probably anxious to get his maps out on the market. I cannot attest to the accuracy of the map in the southern part of the state, but there are several errors in the north: De Kalb County is where Kane County should be and the boundaries of Ogle County are somewhat perverted, for example. I would not cast aspersions upon Mr. Burr's veracity, but I would like to point out that there were no Consumer Protection Agencies at that time and that the inaccuracies contained therein will make it extremely difficult, though not impossible, to arrive at the exact date.

Sincerely,
Theodore Hild
De Kalb, Ill.

So the plot thickens, but does not congeal.

We're beginning to come around to the point that we erred — the map seems to have become younger by about two years, more or less. Maybe.

Upon checking the entrance of counties into the state, Winnebago, which is on the map, became a coun-

ty on January 16, 1836. The next county created, Livingston, which was formed on February 27, 1837, is not

(Continued from Page 14)

seems the one person in high office actively interested in getting something done. He has asked Nancy Philippi, director of his task force on flood control, to work with the residents to secure a solution.

She has contacted both Railsback and Col. Johnson of the Corps of Engineers asking if the Section 111 of the 1968 River and Harbor Act is not applicable since the Mississippi River is a canalized river maintained for commercial navigation as a federal waterway.

Section 111 reads: "The Secretary of the Army, acting through the Chief of Engineers, is authorized to investigate, study and construct projects for the prevention or mitigation of shore damages attributable to federal navigation works. The cost of installing, operating and maintaining such projects shall be borne entirely by the United States. No such projects shall be constructed with-

on the map, nor is Bureau (Feb. 28, 1837), Cass (March 3, 1837) nor Boone (March 4, 1837).

out specific authorization by Congress if the estimated first cost exceeds \$1,000,000."

The cost of riprapping what is left of the shoreline in question is \$200,000 at the most, or one fifth of what the bill allows for one project. New wing dams to divert the scouring current might run higher.

Years have gone by since the first letters were written, and received what one man termed "bureaucratic double-talk and buck passing." Residents question how long it would have taken if one of the homes endangered had belonged to an elected government official or someone high in a political party.

If the amount of paper used in letters to congressmen, statements to committees, and feasibility studies, had been baled and used to riprap the shoreline, results, to date at least, might have been more satisfactory.

De Kalb County was entered as a county on March 4, 1837, and it IS on the map—but slightly out of place, as you point out. But Stephenson County, which became a county on the same date, March 4, 1837, is not listed on the map.

Source for the dates is the "Illinois Fact Book and Historical Almanac," compiled and written by John Clayton (SIU Press, 1970).

At the moment then, we opt for a date circa 1837.

Any other takers?

Gentlemen:

Enclosed is my check. Please enter my subscription beginning with the issue featuring Madison County.

Fred E. Holman
Edwardsville, Ill.

You should have it in your hand at the moment.

Dear Sir:

Since the first issue of OUTDOOR ILLINOIS I have never missed reading a single copy. I was then public librarian at Girard and this library has a perfect file. I am now retired but continue to read about everything, especially your publication.

I especially enjoyed the current June-July issue and its excellent article on Union County by R. M. Mohlenbrock. I have done special research on George Wolfe and Abram Hunsaker while writing historical assignments for The Church of The Brethren (once called Dunkards). George Wolfe came to Muhlenberg County, Kentucky from Pennsylvania and Adam Hunsaker came there from Carolina. Each married the other's sister. Hunsaker spoke the King's English but the Wolfes were Dutch. Ann Hunsaker Wolfe taught her husband English by teaching him to read the Bible. George Wolfe, leader of a class of 14, studied under a Methodist circuit rider for a year. They decided that the Dunkards were right, not the Methodist, and sent to Kentucky for a Dunkard minister to come baptize them.

This was just after the great earthquake at New Madrid in 1811.

George Wolfe was made a minister and elder in 1813, the first to be ordained in Union County. George began much public speaking at once, and religious debates were popular. He rode up to Kaskaskia and along the river settlements of Frenchmen; he did not hesitate to debate with the priests. Governor Ninian Edwards of Illinois Territory said George Wolfe "was the most profound man, for an illiterate man, he had ever heard."

After one debate with a Catholic priest, feeling ran so high that Governor Bond sent an escort of soldiers with George Wolfe to conduct him safely toward the home trail. Gov. Bond begged George Wolfe to run for Congress but he refused saying that he must work for the Lord.

He indeed did cooperate with the Baptists as indicated on the Seal of Union County. He also set up a church at the

foot of Bald Knob composed of a Union of Dunkards and Universalists. He built a large log church for the Dunkards on the road from Anna to Saratoga. This was last heard of in 1884. So many slaves were being brought into Union County that in 1831 George Wolfe and half his congregation moved to Liberty in Adams County. When you write about Adams County this man will appear again.

Abram Hunsaker had large herds of cattle, branded, because there were no fences. George Wolfe owned 700 acres. The picture in OUTDOOR ILLINOIS of Adam Hunsaker's tombstone is the first one I've ever seen. And by the way, either Wolf or Wolfe is correct.

Enclosed is \$1.50 for two copies of OUTDOOR ILLINOIS issue of June-July '74. I will send them to the historical library of the Church of the Brethren at Elgin, Illinois.

Respectfully,
Mrs. Ethel Weddle
Girard, Ill.

If we're not mistaken, we ran into the same George Wolfe recently when reading a history of early times in Fulton County, written by Harvey Lee Ross.

Outdoor Illinois:

Enclosed is a gift subscription.

Do you know where I could buy some of the back issues of your magazine?

Thank you,
Mrs. Juanita Gaddis
Dongola, Ill.

At the famous old I. C. Depot in the cultural center of Illinois, we strive to carry a complete line of the 126 back issues of Outdoor Illinois. We lack only a very few, but many of the earlier issues are now getting in short supply.

We also have bound volumes of each year's magazines, from 1965 to the past year, all indexed, at \$10 plus tax (50c) and shipping (90c).

You will note elsewhere in this issue a special limited-time-only price on copies of the 1965 bound volume. Our auditing fellow suggested there was not a very substantial reason for keeping them boxed in the back room when we can get them into circulation and at the same time do our part to fuel inflation.

Dear Sir:

I was so impressed with your magazine that I wish to subscribe for a year and also I would like to receive a back issue — February 1974, which I understand covered Jackson County.

I would like to send my brother the June-July issue as well as the February issue.

Sincerely,
Robert Leonard
Rolla, Mo.

Sirs:

In the June 1968 issue of Outdoor Illinois you stated in the article "Graveyard Tales" that Mr. Fred Justice planned to research the cemeteries in Franklin County, Illinois. Has this work been done

and has a book been published? I would like to order a copy of this book if possible. Your help is greatly appreciated.

Sincerely,
Mrs. Vivian Jackson
Colona, Ill.

We are not certain if the work went forward. Can anyone help?

Thanks for the renewal reminder. It would be very disappointing not to continue getting Outdoor Illinois. I must say some progress has been made since the copies are coming through in the month designated.

I am in possession of a very old copy of the Carmi Times daily newspaper, dated October 27, 1953, which contains an article by John W. Allen, telling about the old cemetery there in your "back yard" in Benton. It seems that an updated article from your department would be appreciated in some future copy.

Sincerely,
Walter Bertram
Carmi, Ill.

By squinting, we can see the old city cemetery from our front window. The quiet, tree-shaded last resting place for many early citizens of the area contains many who followed John A. Logan to war from Benton, including several who fell heroically at Shiloh in April, 1862.

It was said by many who lived in this town at the time that the gunfire from the Battle of Shiloh could be heard in several parts of southern Illinois.

Sirs:

Outdoor Illinois:

I was late reading O.I. this month, so my answer to "What and Where" is undoubtedly late, too—but anyway, the building pictured is the old brewery located not far from the Mississippi River between Hamilton and Warsaw.

Best regards,
Bill Weber
Bushnell, Ill.

Sorry, Bill, it was a brewery, but nearer Galena in Jo Daviess County. No one called it right this month, and you were one of the few who tried.

Dear Sir:

We have just become acquainted with your fine publication through the June-July issue containing the informative and enjoyable article on "Union County." So we are happy to become new subscribers and are looking forward to the next issue.

We have always maintained that southern Illinois is "missing the boat" by not welcoming the tourist trade. Granted, we don't want our natural beauty exploited but it can be done without damaging our many beautiful scenic spots which are our natural heritage.

Yours truly,
Mrs. E. C. Diefenbach
Anna, Illinois



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