

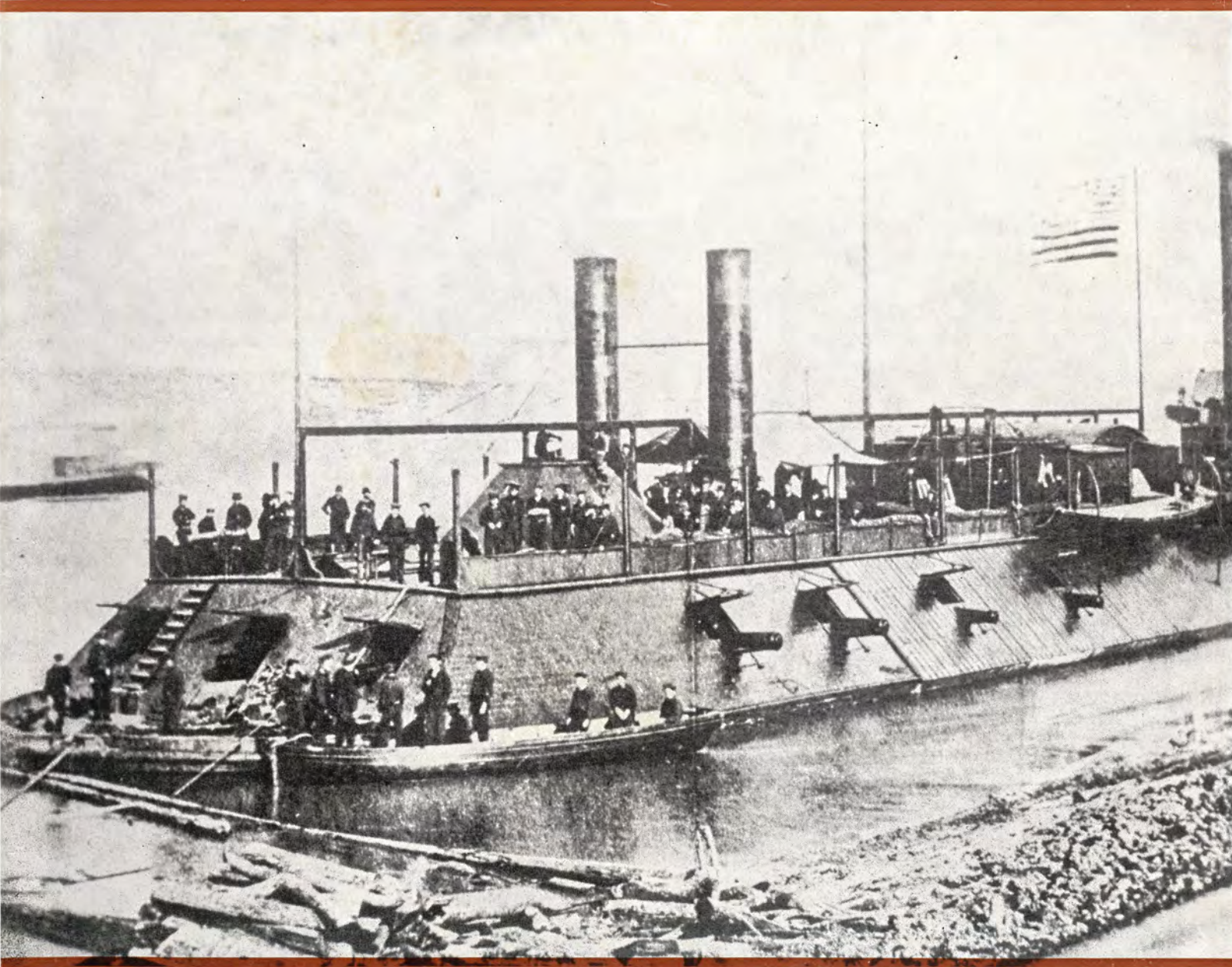
The Magazine of Illinois



OUTDOOR

Illinois

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JUNE-JULY 1972

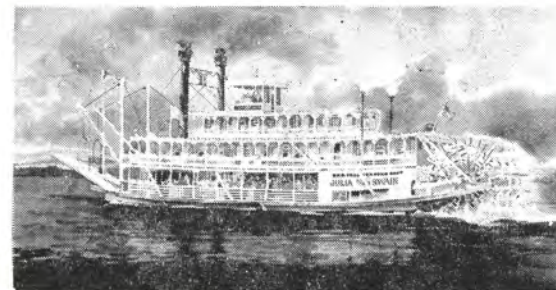
Mound City Gunboats

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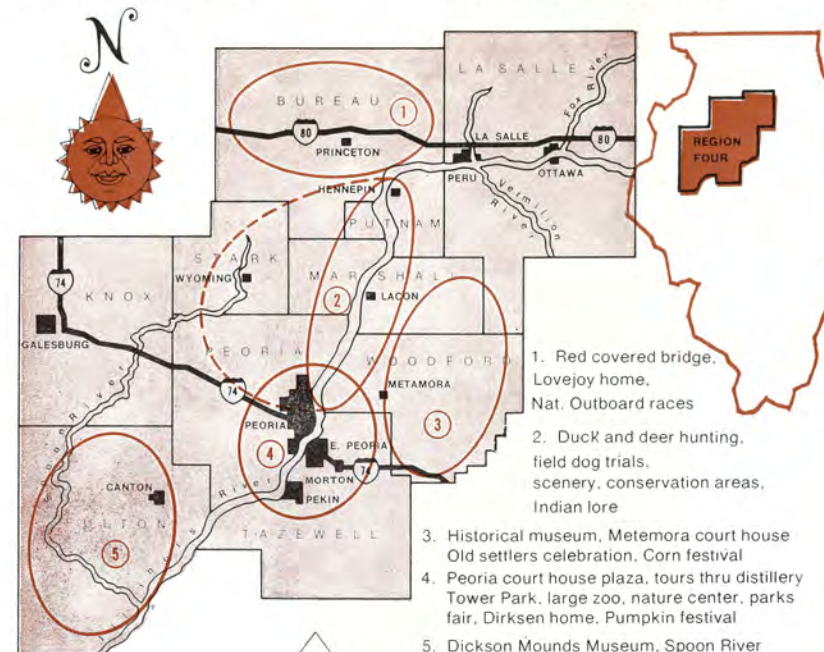
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SPOON RIVER BRIDGE



METAMORA COURTHOUSE



1. Red covered bridge. Lovejoy home. Nat. Outboard races
2. Duck and deer hunting, field dog trials, scenery, conservation areas, Indian lore
3. Historical museum, Metemora court house Old settlers celebration, Corn festival
4. Peoria court house plaza, tours thru distillery Tower Park, large zoo, nature center, parks fair, Dirksen home, Pumpkin festival
5. Dickson Mounds Museum, Spoon River drive, Anderson Conservation area



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PRINTED WITH STATE AND LOCAL FUNDS



OWEN LOVEJOY HOME
Princeton, Illinois

Bureau County's Historical Society maintains this Civil War era home, a museum to the underground railway.

LA SALLE COUNTY HISTORICAL SOCIETY "BURGOO," OCT. 15. 'The famous "secret" recipe for Burgoo is the main course for this annual event, but you'll enjoy the craft exhibits in the Utica museum, housed in a restored I & M Canal warehouse.

For an unusual entertainment, visit PEKIN, ILLINOIS for the First Annual Fall Festival Oct. 13, 14, featuring Square and Round Dancing at the Pekin Memorial Arena.

SPOON RIVER SCENIC DRIVE FALL FESTIVAL. First two weekends in October. Sixty five miles of old-time harvest activities, displays and historic buildings. Roll back the years in a visit to Edgar Lee Masters' Spoon River Valley.

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The DELTA QUEEN on the Illinois. Wayne Bridges.

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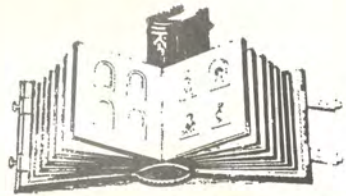
COVER PICTURE:

THE CAIRO, one of three Civil War iron-clads built at the U. S. Marine Ways in Mound City, Illinois, was typical of federal gunboats used in operations along the Ohio and Mississippi Rivers. The Cairo was sunk in the Yazoo near Vicksburg by rebel mines, and has been raised recently. It is being refitted by the National Park Service near Pascagoula, Mississippi. Library of Congress Photograph.

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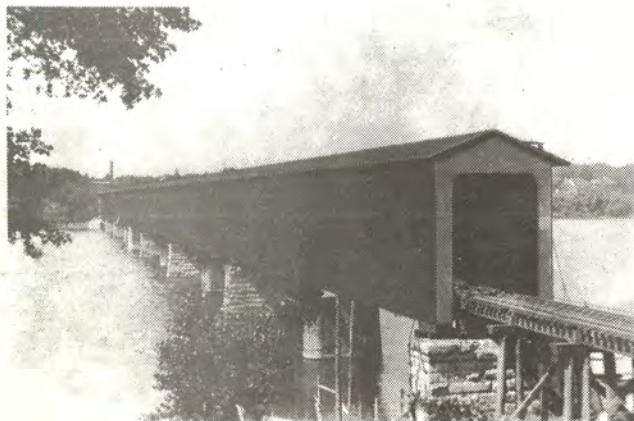
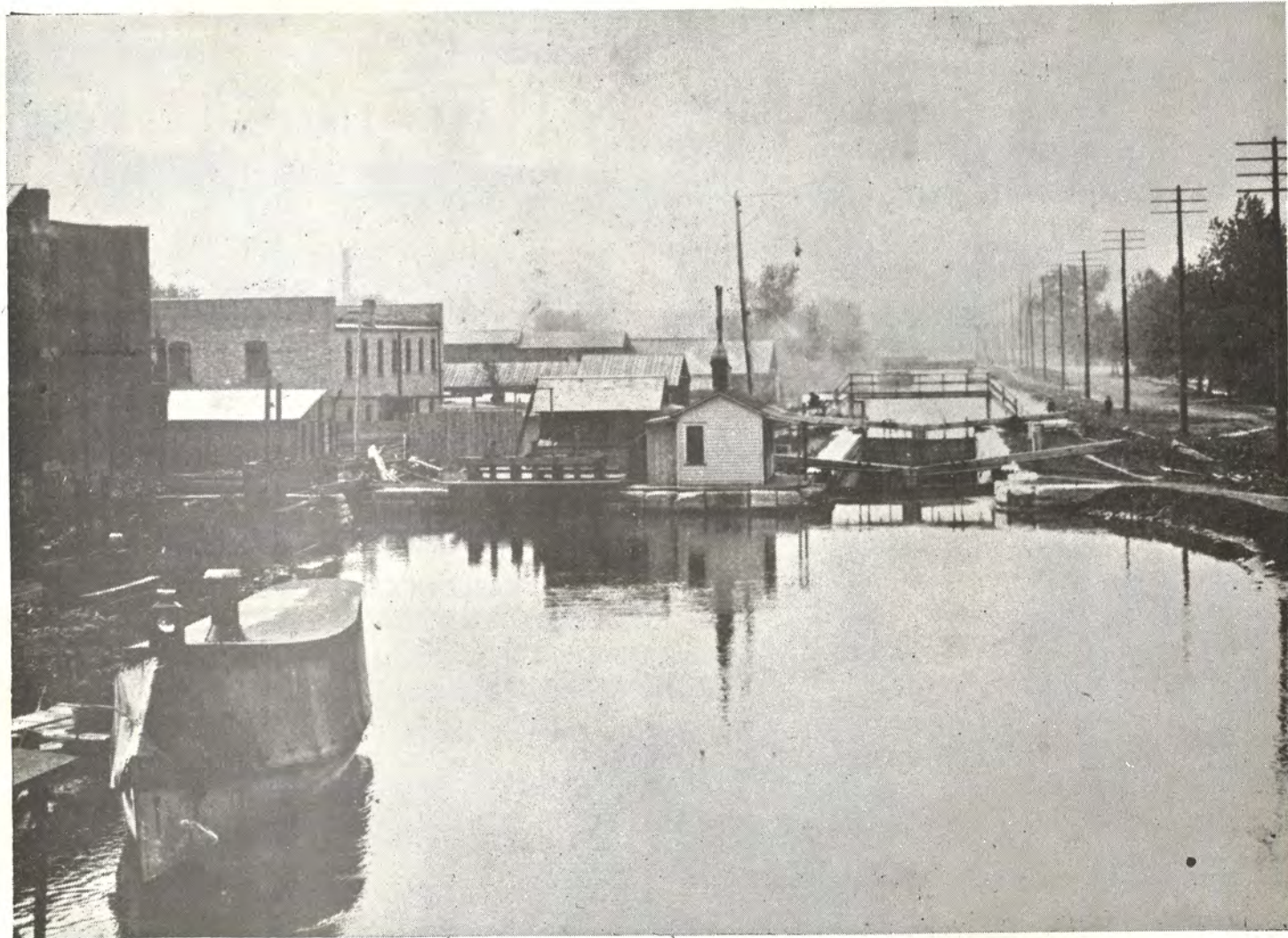
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WHAT and WHERE

CAN YOU IDENTIFY THIS PICTURE? One of the more famous transportation systems in Illinois, easily identified by most readers, is seen in this old photograph courtesy of the Chicago Historical Society. Can you name the system and locate the area shown in the picture? We can give you one hint. It wasn't in Chicago.



Last Month's Picture

THIS COVERED BRIDGE spanned the Rock River between Sterling and Rock Falls until a 1926 fire of undetermined origin swept the structure. This deceptive picture is actually an architect's sketch of the bridge prepared from several old photographs. The presidential train of Woodrow Wilson rolled through it during his campaign swing through the midwest in 1914. Illustration courtesy Leslie Swanson, Moline, Ill., author of "Covered Bridges of Illinois, Iowa and Wisconsin."



A Second Look

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

Arts & Crafts Fair

IF YOU HAVE told the kids or grandkids how tough it was in the old days, it may be better if you don't take them to the first regional folk festival being sponsored by the Southern Illinois Arts and Crafts Guild and Hayes Fair Acres at Du Quoin on October 7, 8 and 9.

Artists and artisans from a wide area of Illinois will revive memories of distant days, amid displays of arts and crafts ranging from patchwork quilts and corn husk dolls to churning of butter and stirring of apple butter.

Gates will open at noon each of the three days of the Columbus Day weekend. There will be a parking fee of 50c per car, and children arriving in school buses will be charged 10c each.

Some of the unusual sensations available at the Guild Festival will include music from a steam calliope, Indian dances, cool cider fresh from the press, ham and beans served with hot corn pone, barbecued ribs, pumpkin bread and home made taffy.

A museum will feature Indian and archaeological ex-

hibits from southern Illinois, rare books, coins, household and farm items, music boxes, toys, clothing and other treasures from yesteryear.

Items available for purchase at the "country store" include corncob and violet jelly, pine cone Christmas wreaths, corn husk dolls, antiques, patchwork quilts — and even a knitted baby outfit.

Burgoo, Too

AND IF Du Quoin is too distant from your home, you may be closer to Utica, in La Salle County, where the LaSalle County Historical Society will hold its annual "burgoo" on October 15. In addition to the much-acclaimed but fiercely hidden contents of the burgoo, there will be demonstrations of hand crafts and the extremely well-done exhibits at the Society's museum, housed in the beautifully restored warehouse of Illinois and Michigan Canal days, on the bank of the canal.

Prairie Trading

WE'RE BEGINNING to have second thoughts about our Prairie Trader feature. We had thought, when it began several months back, that it would attract a large response. And it did. Unfortunately, the response was from readers wanting to buy the featured items, rather than readers wanting to sell items.

To start the feature, we had advertised some of the stuff lying around the office that one picks up in one's travels . . . an old bread board, a part of a brick from a house that stood in Kaskaskia, another brick from the original Illinois Iron Furnace. They were sold before the post office had delivered all the copies. And at outlandish prices.

We will try it a little while longer, since we're fascinated by the idea behind it. You can help it continue by advertising items you have to sell, at no cost unless you sell them through the Trader. Somehow, that seems a great bargain to us.

Advice Well Taken

IN ROCHESTER, N. Y. recently the retiring chairman and chief executive officer of Eastman Kodak Company, reflecting on nearly forty years of service and major contributions to the company, passed along a bit of philosophy for those who tend to anticipate the future with anxiety:

"I've always let my future take care of itself. If you worry too much about the future, you tend to neglect the present — which makes the future happen."

The retiring executive officer, Dr. Louis K. Eilers, was born in Gillespie, Illinois, the son of a grocer who lost his store during the difficult depression years. An exceptional student, he won several scholarships while earning degrees at Blackburn College, the University of Illinois, the University of Virginia and Northwestern University.

He joined Eastman's Kodak Division in 1934 as a chemist in research on cellulose and cellulose esters. After early research and production manager assignments his rise in the company accelerated in the '50's and culminated in eight years in the general management of the company with worldwide sales of \$2.9 billion in 1971, nearly double the figure when he assumed command of the company.

Steamboat Season Closing

FOR THOSE whose appetite for the steamboat age has been whetted by our recent spate of river-derived articles (see Gunboats from Illinois, Page 8), excursions aboard the steamboat *Julia Belle Swain* are available until September 27 in Peoria.

The steamer offers a regular sightseeing schedule Monday through Friday at 2:00, 3:00, 4:00, 6:00 and 7:00 p. m.

and on weekends every hour on the hour from noon until 7 p. m., at \$1 per person. Moonlight trips, at \$2 per person, are available each night except Sunday at 8 p. m., and on Sunday at 8 p. m. and 10 p. m.

Further information is available from Sangamon Packet Co., P. O. Box 1487, Peoria, Illinois.

Geological Field Trips

AND FOR Illinoisans who would know more of the geological formation of the state, the fall calendar of geological science field trips sponsored by the Illinois State Geological Survey will touch on three distinctive areas of Illinois.

On September 23, the field trip will leave from Stockton High School, in Jo Daviess County, for a tour of the Rock River Hill Country and the Wisconsin Driftless Section of northwestern Illinois. The scenic, hilly topography of the region, which embraces the picturesque Apple River Canyon country, is largely controlled by an irregular bedrock surface thinly mantled by Pleistocene glacial deposits.

Exposed bedrock in the area ranges in age from the middle of the Ordovician, more than 450 million years old, to the middle of the Silurian, less than 420 million years old. Shale of the upper Ordovician Maquoketa Group is fossiliferous, containing brachiopods, bryozoan "biscuits," and corals.

On October 7, the trip will assemble at Potomac High School in Vermilion County near Danville.

The region of broad, low Wisconsin moraines, the Bloomington Ridged Plain, consists of relatively thick Pleistocene glacial deposits which have buried the bedrock surface except where streams have cut down into bedrock. Deposits from three continental glaciers, the Kansan, Illinoian and Winconsinan, are found here.

In addition to glacial deposits, Pennsylvanian bedrock deposited about 300 million years ago is exposed along the larger streams and coal was formerly extensively mined in the field trip area.

The final fall field trip will assemble at Red Bud High School on October 21 for a tour of unusual topography in Randolph and Monroe counties.

The area lies along the border separating the Till Plains Section of the east from the Salem Plateau Section of the west. The topography of the region on the east, also called the Mt. Vernon Hill Country, is slightly modified by a thin cover of Illinoian drift. The Salem plateau is a preglacial land surface developed on strata that lie on the back slope of the Valmeyeran (Mississippian) cuesta and flank the Ozark Dome on the north and east. Thin Illinoian drift veneers this surface. The Mississippi River's eastern valley walls are covered by thick Wisconsin loess. Sink-hole topography is well-developed in the area.

Each of the field trips assembles before 8:30 a.m., when

an indemnity waiver form must be signed and presented to the guiding party. Those failing to sign the form will not be allowed to enter quarries, mines, pits, or other private properties. Trips begin as soon as registration is completed, and usually end about 4 p. m.

Heavy shoes (low heels for women) and durable clothing are the apparel of the day. Fossil collectors should bring a geological hammer and cold chisel.

If you haven't taken part in one of the Survey's field trips, you have missed an interesting and educational time. The trips are designed primarily for science teachers in the high schools and junior colleges of Illinois and for seriously interested adults. Grade school children must be accompanied by parents and high school science students may attend when supervised by at least one adult for each 10 students.

The guide leaflets and maps furnished on the trip are planned to aid teachers in conducting their own trips for their students.

This Month's Contributors

WE ARE OFTEN surprised by the contributions rendered by contributors to *Outdoor Illinois*, but more often the feeling is pleasure.

This month a rather distinguished group of Illinoisans is present in our pages, including:

William G. Farrar, director of the Landmarks Survey of the Illinois Historic Sites Survey, who in his leisure time emulates the busman and bones up on military history in general and the Civil War in particular. His piece on Civil War ironclads, and Illinois' relationship to same, begins on Page 8.

On Page 20, Dr. Robert H. Mohlenbrock, familiar to readers for his excellent series on Illinois flora as well as chairman of the Department of Botany, Southern Illinois University, continues to branch out with a series on state parks, this one concerning the Illinois and Michigan Canal remnant preserved by the state, Channahon Parkway State Park.

Joyce Marshall Brukoff continues her introduction to Illinois fauna with a well-documented saga of the snake in Illinois, which she hammered out as spare time relief from her daily occupation . . . zapping the typewriter for her prominent Chicago-based public relations firm.

Laura H. Holman, our longtime contributor of useful recipes, as well as those favored by an idiosyncratic editor, which is sometimes abbreviated as idioter, this month branches out into a few aged helpful hints for the homemaker as well as her as-usual unusual recipes eagerly sought by Illinoisans tired of a steady diet of breaded dog (bologna and two slices of store-bought bread).

A Collection of Intelligence, which always contains something which touches upon the Illinois experience, this month contains a bit of the memoir of Elder Lemuel Potter, formally known as *Labors and Travels of Elder Lemuel Pot-*

ter As An Old School Minister for Thirty Years with a Brief Sketch of his Earlier Life, Christian Experience, and Call to the Ministry, Together with His Doctrinal Sentiments on Some Vital Points.

We do not state that Elder Potter necessarily wrote the best book in Illinois history, but we lay claim that the title was surely among the longest in the year of its debut, 1894.

Finally, Dr. Paul E. Sprague, whose steady occupation is teaching book learning to students at the University of Chicago, is recognized as an expert on Illinois architecture, with particular emphasis on the Prairie School and its antecedents. His photographs and story of a masterpiece designed by Joseph L. Silsbee in Quincy begins on Page 34.

If you would know more of the authors who ply their trade or hobby in the pages of *Outdoor Illinois*, let us know.

A Slight Change

YOU MAY wonder why this month's edition of *Outdoor Illinois* appears to be printed on paper which differs somewhat from our usual slick (not to be confused with sophisticated) finish. The answer is simple. We have been running behind, according to our readers, and we are determined to catch up. With that in mind, and since our usual printer, the *Du Quoin Evening Call*, becomes snowed under with the approach of the Du Quoin Fair, we arranged to have this issue and the next printed on the rotary offset press of the *Benton Evening News*. And since the press prints so rapidly that the ink will not dry on enamel paper without a dryer, we are using a paper stock which absorbs the ink and, hopefully, will not smear in the process.

We don't know why we tell you this, other than to head off the onslaught of letters wondering "how come," and in addition, to let another group of readers know that we know we have been late.

Like This, Boss?



AND AS another departure, we are considering publishing each month a map which indicates the locale of the stories contained therein. Our justification for this little sortie is to overcome those folks who think we devote too much space to either northern, western, eastern or southern Illinois.

It may well be that it will tell us a thing or two, too.

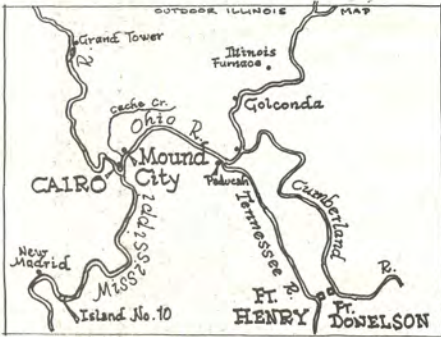
The Eads Ironclads

GUNBOATS FROM ILLINOIS

By William G. Farrar

ON APRIL 12, 1861 the Union garrison at Fort Sumter in Charleston Bay, South Carolina was fired upon by Confederate forces under the command of General P. G. T. Beauregard. This bombardment plunged the United States into four long years of Civil War.

Illinois was to play an important role in this struggle. Thousands of Illinois' sons marched off to battle while at the same time other Illinoisans produced the weapons and machines of war. The following story is about one type of war machine, produced in part in Illinois, which was to be a major ingredient in the Union victory in the western theater

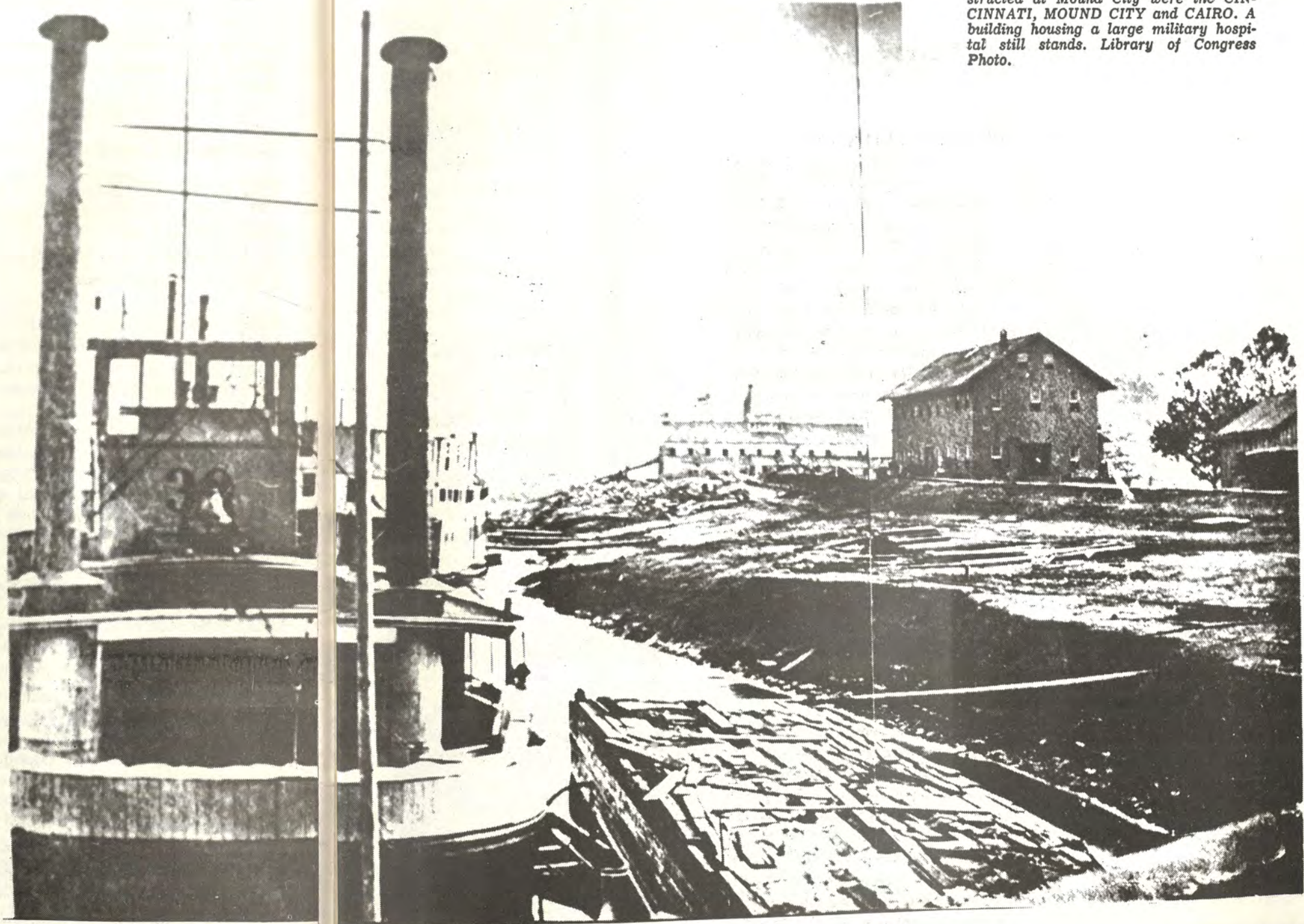


of the War: the Eads gunboat. On August 7, 1861 with the conflict barely five months old the federal government contracted with James B. Eads, Samuel Pook and Thomas Merritt to design and produce ironclad gunboats for the Navy's use on the Mississippi River. With the outbreak of hostilities the Navy was faced with a new challenge. Most naval vessels were designed for high seas operation, which made them useless for action on the rivers and inland waterways of the country. A new type of craft with shallow draft would have to be designed.

James B. Eads, who had done well in the marine salvage business and who would later design and build the Eads Bridge which spans the Mississippi at St. Louis, owned a shipyard at Carondelet, a section of St. Louis. The boats produced by the collaboration of Eads, Pook and Merritt were the first armored vessels built in the western hemisphere. These vessels, nicknamed "Pook's Turtles" were no "cheese box-on-a-raft" curiosity.

Each gunboat was a flat-bottomed scow with a sawed-off pyramidal superstructure and twin smokestacks. The dimensions were 50 feet wide by 175 feet long. A paddle wheel, 22 feet in diameter, was mounted in the stern and was heavily armored for obvious reasons. The rear mounted wheel arrangement sacrificed maneuverability in favor of the protection gained over those

U. S. MARINE WAYS at Mound City, during the Civil War, served as a base of operations and refitting yard for the federal western flotilla. Ironclads constructed at Mound City were the CINCINNATI, MOUND CITY and CAIRO. A building housing a large military hospital still stands. Library of Congress Photo.



ships which utilized an open side-mounted wheel. The casement or superstructure was slanted at an upward angle so that shot would be deflected. The armor covering was two-and-one-half inch iron plate backed by 20 inches of solid oak.

The gunboat's armament varied greatly due to the difficulty of supply. The boats were designed to carry three guns in front, four guns on each side and two guns in the rear. The eight inch 64-pounder dahlgrens; six 32-pounder smoothbores and four 42-

WARTIME SKETCH at Carondelet, from **BATTLES AND LEADERS**, shows a section of the south St. Louis waterfront where gunboats were constructed by James B. Eads.

pounder rifles were the designated ordnance for each boat. The intended speed of each craft was nine miles per hour but that rate was seldom achieved.

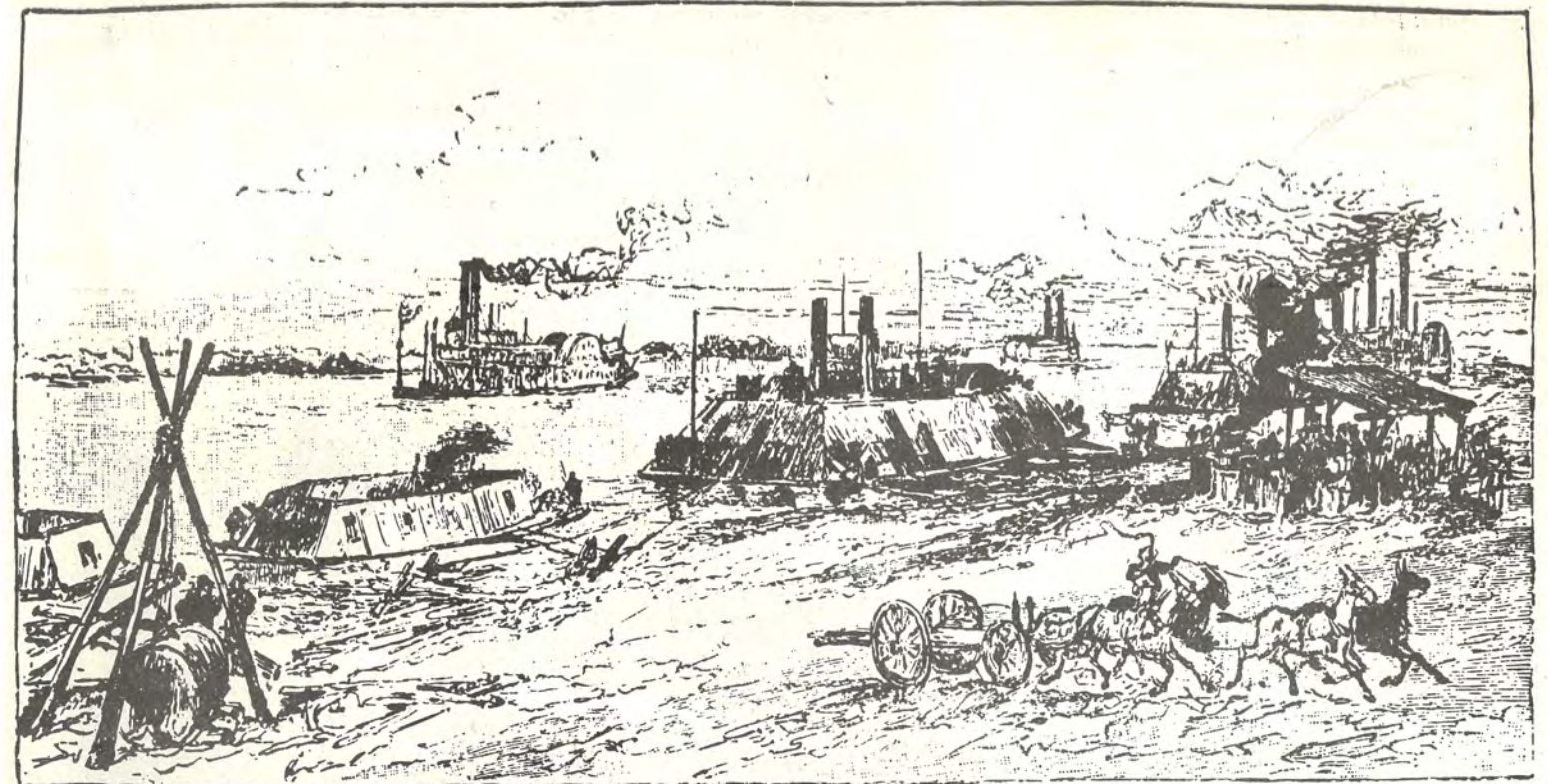
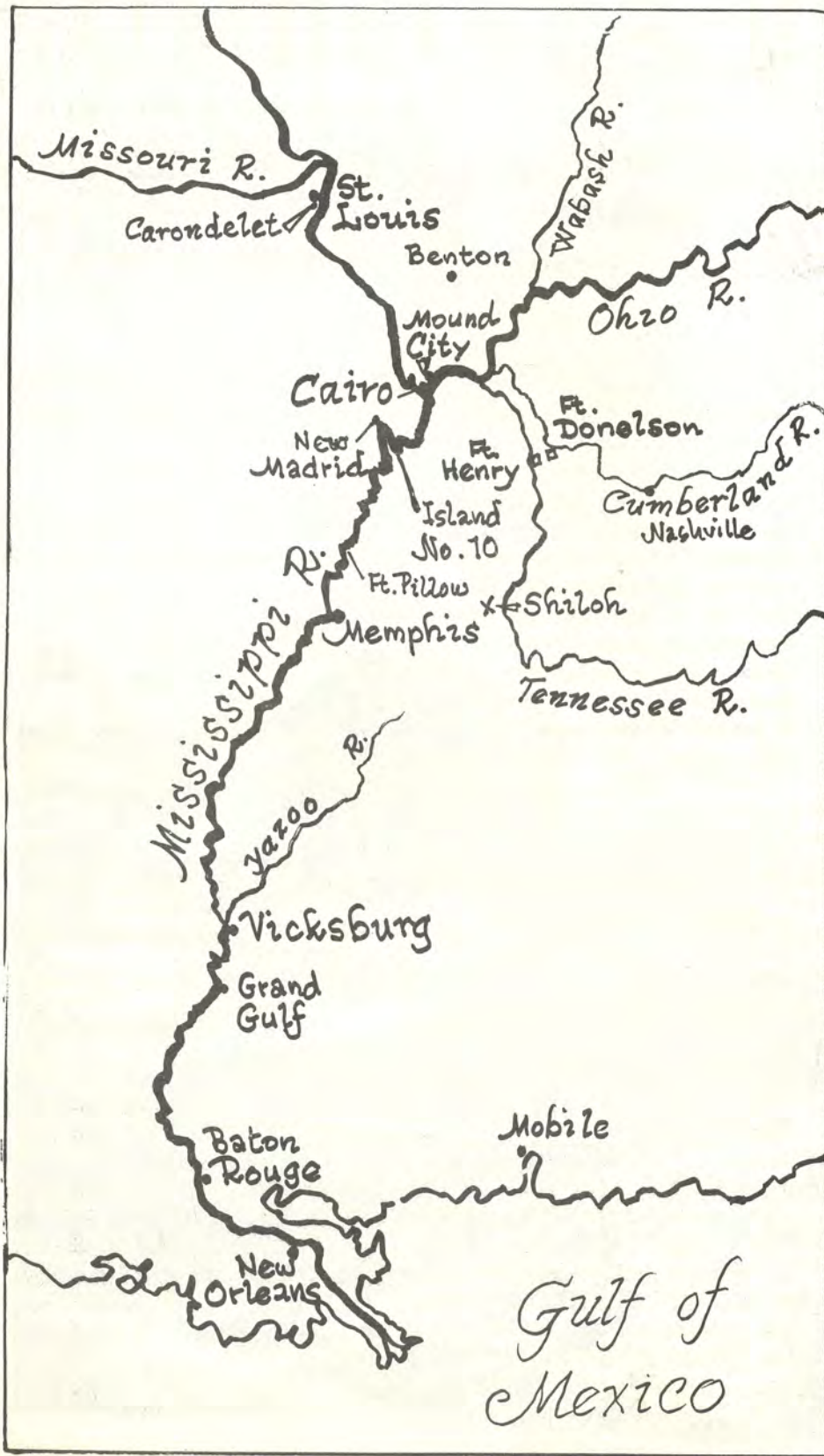
There were seven boats in the class designed by Eads, Pook and Merritt. Two other ships were converted from other use. These nine craft made up the nucleus of the western flotilla and for purposes of this story will be considered as a unit. Though other craft designed by the triumvirate were to follow, they were mostly modifications of the previous nine.

Four of the Eads boats were built in Eads' shipyard at Carondelet. The St. Louis, later renamed the *Baron DeKalb*, was the first to slip down the ways. She was launched on October 12, 1861 and was soon followed by the *Louisville*, *Pittsburgh* and *Carondelet*. The two conversions previously mentioned also took place at Carondelet. The steamboat *New Era* was given a protective coat of armor, guns and a new name, *Essex*. The salvage boat *Submarine No. 7* underwent the same process and was rechristened *Benton*. Both of the converted craft were much larger than the other seven gunboats.

Illinois' place in the gunboat saga comes with the construction of the remaining three vessels at the United States Marine Ways at Mound City, Illinois. The *Cincinnati*, the *Mound City* and the *Cairo* were all constructed at the Illinois works. Both Mound City

THE DE KALB, formerly the **ST. LOUIS**, was the first of the Eads gunboats constructed at Carondelet. She was launched on October 12, 1861. Library of Congress Photo.

STRATEGIC POSITION of Cairo and Mound City was important to the Union success in the west. Gunboats from Mound City helped gain control of the vital Mississippi waterway.



and Cairo were to play leading roles in the river war. The former was the base of the western flotilla and acted as supply depot and repair yard for the river fleet. The latter was made the headquarters and base of operations of the army of General U. S. Grant.

In January, 1862 Grant and his staff planned an assault on Fort Henry, a rebel fortification on the Tennessee

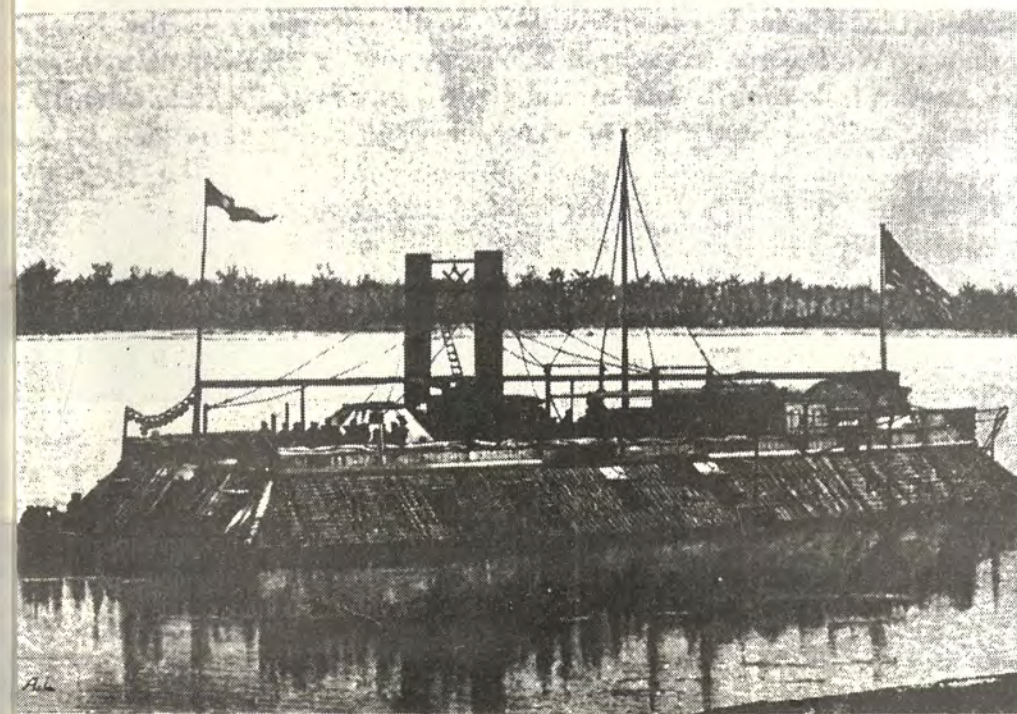
river. Four of the Eads boats, *Carondelet*, *St. Louis*, *Cincinnati*, and *Essex* were to act as transports and support boats for Grant's troops. On the 6th of February the gunboats formed a line and approached the fort four abreast. The Confederate garrison had been taken by surprise when the Union force had first appeared on the 4th but were now manning their guns and were pre-

pared to give battle.

The *Cincinnati* fired the first round of the engagement, since on this occasion it was Flag-Officer Foote's flagship. The duel lasted over an hour and at its end, with all of his guns silenced, General Lloyd Tilghman surrendered Fort Henry. Most of Tilghman's men escaped to Fort Donelson on the Cumberland River.

The Eads boats had tasted their first action and had acquitted themselves well, but they had not escaped unscathed. *Carondelet* took ten hits and *St. Louis* took seven, but no casualties occurred and little damage was sustained. It was a different story aboard the *Cincinnati* and *Essex* however. The former absorbed thirty-two hits that did considerable damage. One seaman was killed and eight were wounded. The *Essex* was hit in the forward casement with a shot that killed one man and then struck a boiler, which burst, scalding ten men to death and wounding twenty-three. It was aboard the *Cincinnati*, after the battle, that Tilghman surrendered his command. The naval bombardment had forced the fort's surrender. Grant and his troops had not been needed.

Grant's next move was to attack Fort Donelson on the Cumberland. Foote



EXPLOSION OF rifled 42-pounder aboard the *CARONDELET* during the attack on Fort Donelson, after a sketch by Rear-Admiral Walke. The *CARONDELET* took 54 hits and twice the casualties of all the other boats combined.

brought four of the Eads boats to the Fort Donelson battle. He selected *St. Louis* as his flagship, leaving *Cincinnati* at the Mound City shipyard for repair of the damage sustained in the Fort Henry engagement. *Louisville*, *Pittsburgh* and the veteran *Carondelet* filled out Foote's fleet.

Once off Fort Donelson, Foote commenced his bombardment from one mile out and continued to close the range until the distance between his flotilla and the rebel works was less than 400 yards. At that range the Confederate fire, which enjoyed the advantage of pre-set ranges, inflicted a terrible toll on Foote's boats. One major flaw in Ead's design, the inability of the gunners to elevate their guns sufficiently to deliver plunging fire, had its effect at close range. The boats were unable in many cases to fire over the rebel breastworks. A confederate shot smashed into the wheelhouse of the *St. Louis*, blowing away the wheel and wounding Foote. Another salvo severed the *Louisville's* tiller ropes, rendering her a prisoner of the Cumberland's currents. A rifled 42-pounder aboard the *Carondelet*, weakened in a previous bombardment, burst, causing much confusion on her gun deck.

Foote ordered his ships to withdraw in the face of such accurate fire. The gunboats had been repulsed and would not be the sole victors over Fort Donelson as they had been at Fort Henry.

The fort was left for the army to conquer. The damage to Foote's fleet was extensive. The *Carondelet* alone had taken fifty-four hits and had twice as many casualties as all of the other boats combined. The blood on her decks made it impossible to man the guns without slipping. Flag-Officer Foote, wounded aboard *St. Louis*, never recovered and died in June, 1863.

After the Donelson engagement the Eads boats were returned to Cairo and



Mound City for refit and repairs. It wasn't until March, 1862 that the boats next saw action. The Confederates had established strong batteries on Island No. 10 on the Mississippi, sixty miles below Columbus, Missouri. These bat-

teries prevented Union ships from passing and in effect bottled up the Union forces up river. If attacks on Memphis were to be carried out these positions would have to be taken.

On March 17 a campaign against the

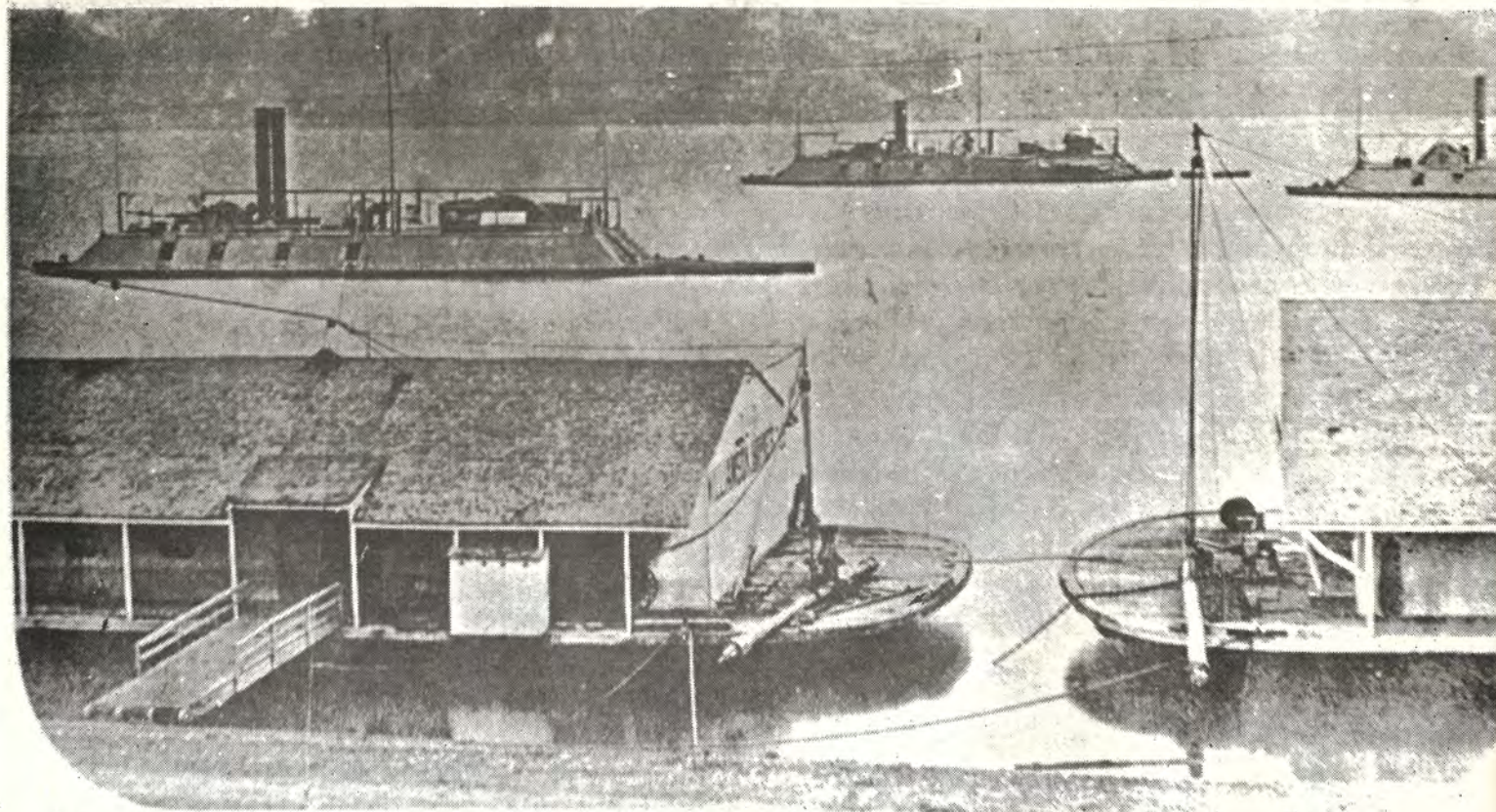


island began with bombardment of the upper works. Little was accomplished in this foray which lasted until April 4. One of the rifled guns aboard *St. Louis* exploded, indicating again the

poor quality of the ordnance provided to the western flotilla. Since the attack on the island had been unsuccessful, a new tactic was tried.

On April 4, the *Carondelet* was

chosen to run the batteries and attempt passage of the island to New Madrid, Missouri. *Carondelet* attempted the passage under cover of darkness and although she did draw some fire from



EADS IRONCLADS, anchored in the Ohio River off Cairo, were part of the powerful western flotilla. Photograph courtesy Library of Congress.

the position she made the trip unscathed. The *Pittsburgh* was the next to try and was successful on April 7, thanks, in large part to a thunder-storm which helped to hide her movements. The passage of the *Pittsburgh* and *Carondelet* placed elements of the Union fleet above and below the Confederate works. This placement compromised the rebel position which surrendered after one more day of bombardment.

Captain Charles H. Davis replaced the ailing Flag-Officer Foote as commander of the western flotilla on May 9, 1862. On May 10 the flotilla engaged a fleet of eight Confederate rams off Plum Point above the rebel defenses at Fort Pillow. The engagement was a catastrophe for the Union and a stunning victory for the Confederate ram fleet commanded by James Montgomery. The *Cincinnati*, flagship at Fort

Henry and one of the *Mound City* boats, was sunk. She was rammed by three different ships and sank in 12 feet of water off Plum Point. The *Mound*

REAR-ADMIRAL Andrew Hull Foote, who commanded flotilla off Ft. Donelson.



City, another of the Illinois boats, was also sunk. She was rammed by the *Van Dorn* which took off part of her bow. The action lasted an hour and ten minutes and had resulted in the loss of two ironclads and none of the rams. Both *Cincinnati* and *Mound City* were later raised and refitted in time to take part in the attack on Vicksburg.

June 6, 1862 saw the opening of the Memphis campaign. A force of Union rams and the Eads boats *Carondelet*, *St. Louis*, *Louisville*, *Cairo* and the flagship *Benton* engaged Montgomery's ram fleet above Memphis. The battle lasted over an hour and was anything but a repeat of the action off Plum Point. Seven of Montgomery's rams were sunk with only the *Van Dorn*, victor over *Mound City* off Plum Point, escaping. Little damage was done to the Union fleet, except that the commander of the rams, Colonel Charles Ellet, was mortally wounded. With the defeat of the Confederate fleet, Memphis was left defenseless; consequently the city surrendered that same day. This splendid naval victory opened the Mississippi to Union traffic from Cairo

OUTDOOR ILLINOIS

to Memphis and secured the whole of western Tennessee for the Union.

The Confederate fortress at Vicksburg loomed as the next giant obstacle to the Union drive down the Mississippi. The western flotilla's first target in this campaign was the ram *Arkansas*, which had been "raising hell" with the Union fleet. She had badly mauled the *Tyler* and *Carondelet* on July 15 when she broke out of the Yazoo River and sought safety at Vicksburg. The *Essex* and the ram *Queen of the West* attacked the *Arkansas* on July 22, 1862. The rebel ram was damaged but not sunk. This action was the only one around Vicksburg in which the *Essex* participated. She was sent down-river to join Admiral Farragut in his blockade of the Red River.

October, 1862 was a month for change in the western fleet. David Dixon Porter assumed command of naval operations in the West. In that same month the army turned over control of all river craft to the navy. This action prompted the re-naming of the *St. Louis*, since a ship bearing that name was already listed on naval roles. She



REAR-ADMIRAL Henry Walke commanded the *TYLER* and later the *CARONDELET*.



WILLIAM "Dirty Bill" Porter, naval strategist in the west.

was re-christened *Baron DeKalb*. The fall was a time of regrouping. The summer actions had been disappointing and in one instance costly. The *Mound City*, newly repaired, was one of several craft sent up the White River in Arkansas to clear out Confederates in

THE ATTACK on the Grand Gulf batteries below Vicksburg in April, 1863 in which Porter's flagship BEN-TON sustained 47 hits.



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the area. An enemy shot pierced her boiler, causing 140 casualties, the worst toll on any boat in battle in the West throughout the war.

A large share of the naval action around Vicksburg centered on the attempt to secure a foothold on that bastion by clearing the Yazoo River and assaulting Vicksburg from behind. In

early December disaster struck the fleet. *Cairo* and *Pittsburgh* were sent up the Yazoo along with some other craft to provide protection to a detachment in small boats working to clear some of the numerous mines which infested that stream. The *Cairo* snagged one of the mines and, while attempting to dislodge it, ran over another. The explosion rip-

ped open her bottom and she sank in eight minutes. Despite the violence of the explosion no lives were lost, but the *Cairo* would never fight again.

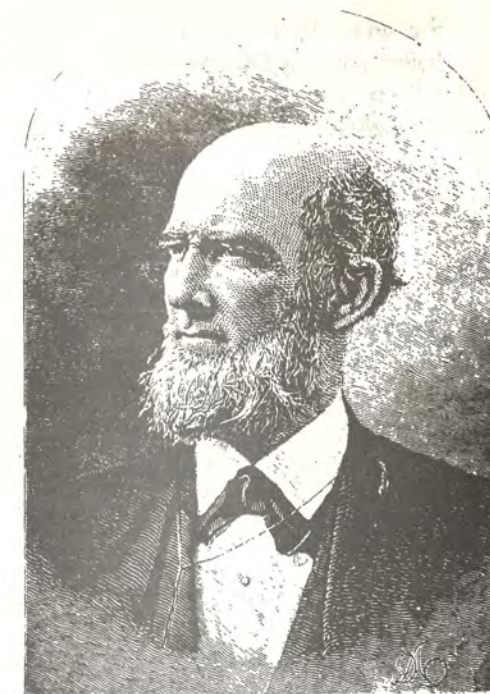
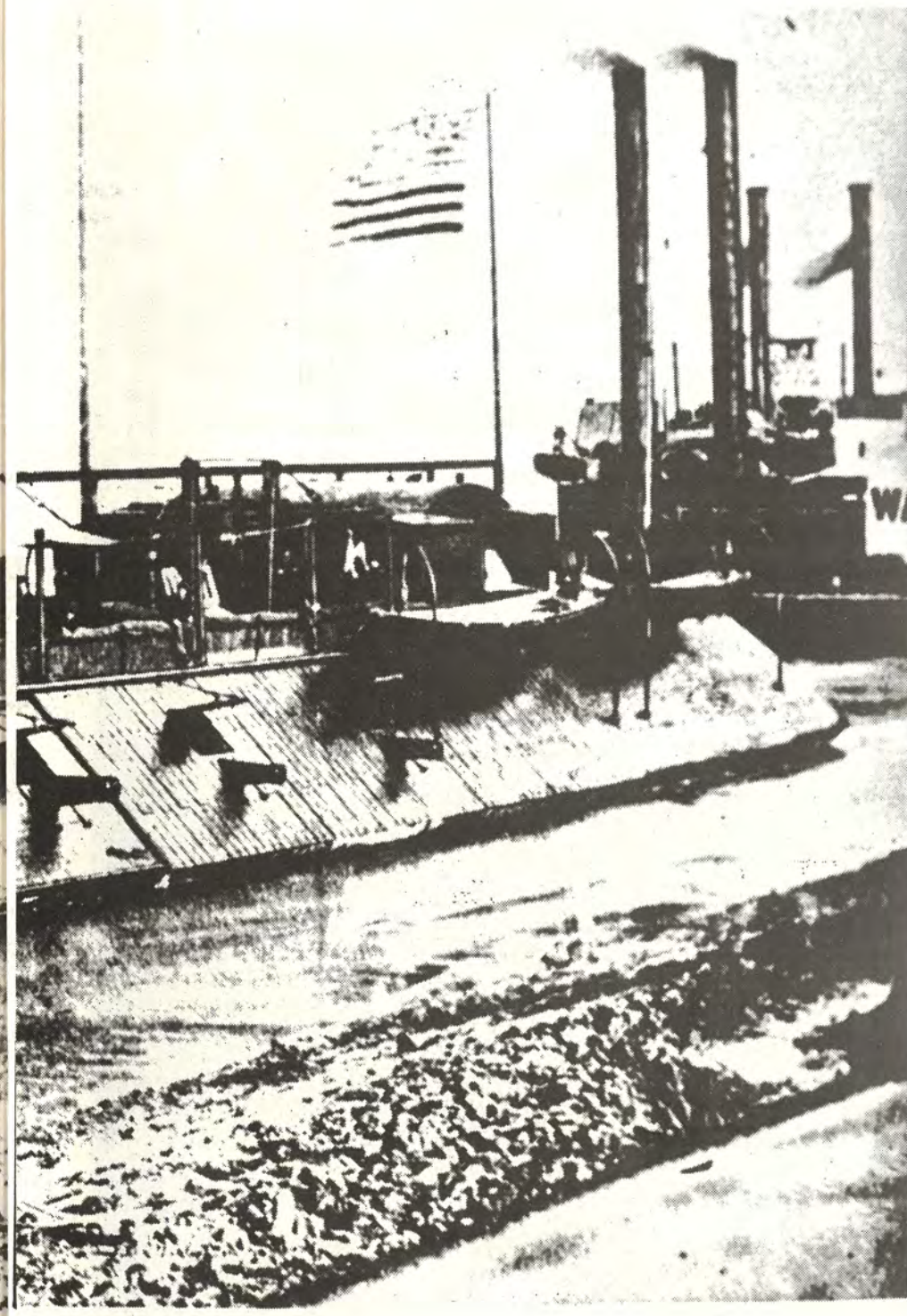
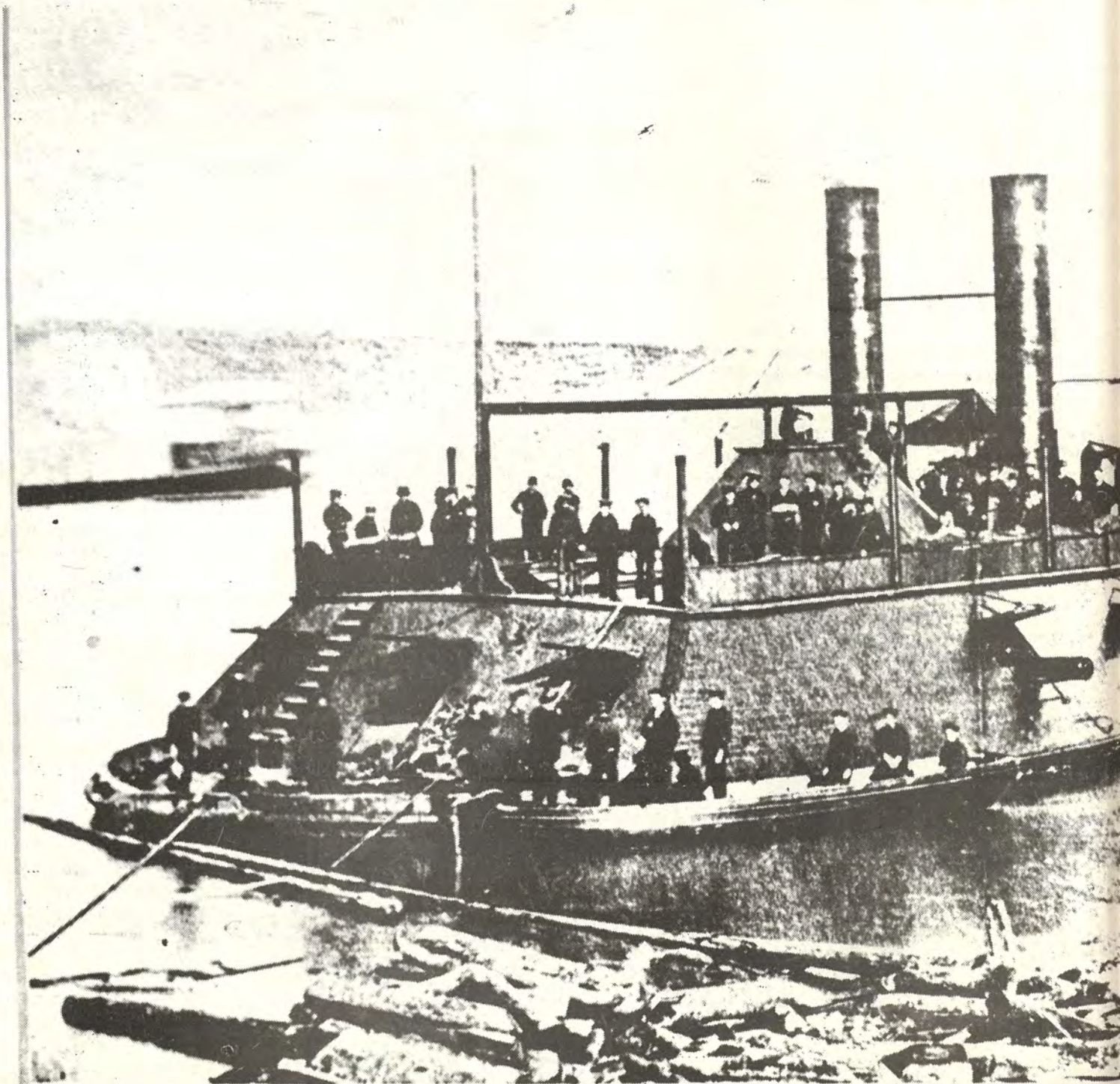
In late December, at the Battle of Chicksaw Bluffs, the *Benton* was heavily damaged by rebel guns. On January 11, 1863 *Louisville*, *DeKalb* and *Cincinnati* (repaired after being sunk

off Plum Point) assisted in the assault and capture of Fort Alexander on the Arkansas River. In March the *DeKalb* took part in an abortive attempt to reduce Fort Pemberton on the upper Yazoo. An attack in April on the Grand Gulf batteries below Vicksburg resulted in further damage to Porter's flagship *Benton*. Forty-seven hits were reg-

istered on this luckless craft while *Pittsburgh* also took damage and casualties. Most of these actions were part of Grant's various schemes to by-pass Vicksburg.

In early May it seemed as though things were looking up for the Union fleet. Optimism grew when *DeKalb* took possession of the rebel batteries on

THE CAIRO, typical of the federal gunboats on the Mississippi, was constructed at Mound City's U. S. Marine Ways and was sunk by Confederate mines in the Yazoo River near Vicksburg in December, 1862. She was raised more than a hundred years later and is being restored by the National Park Service.

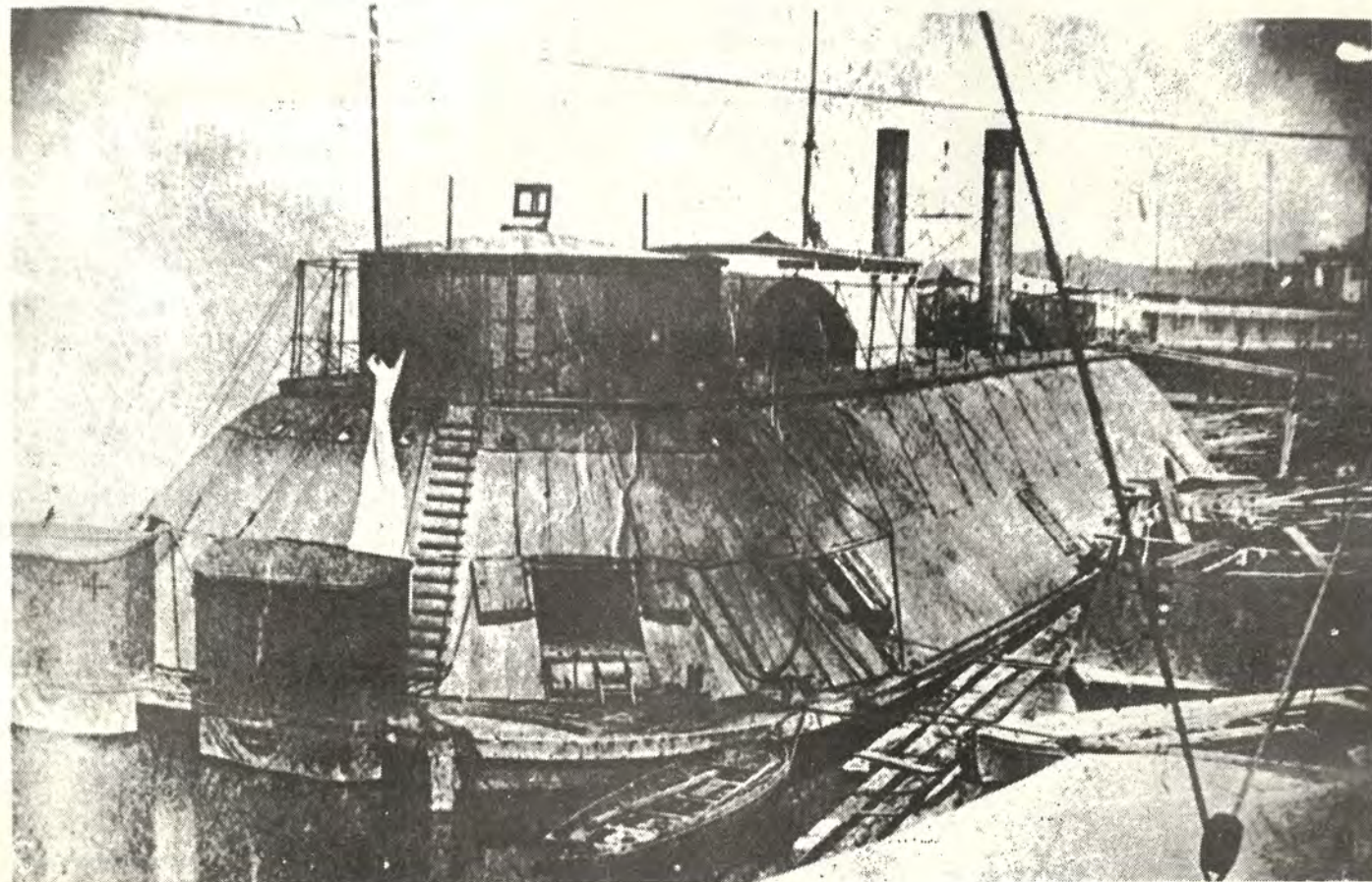
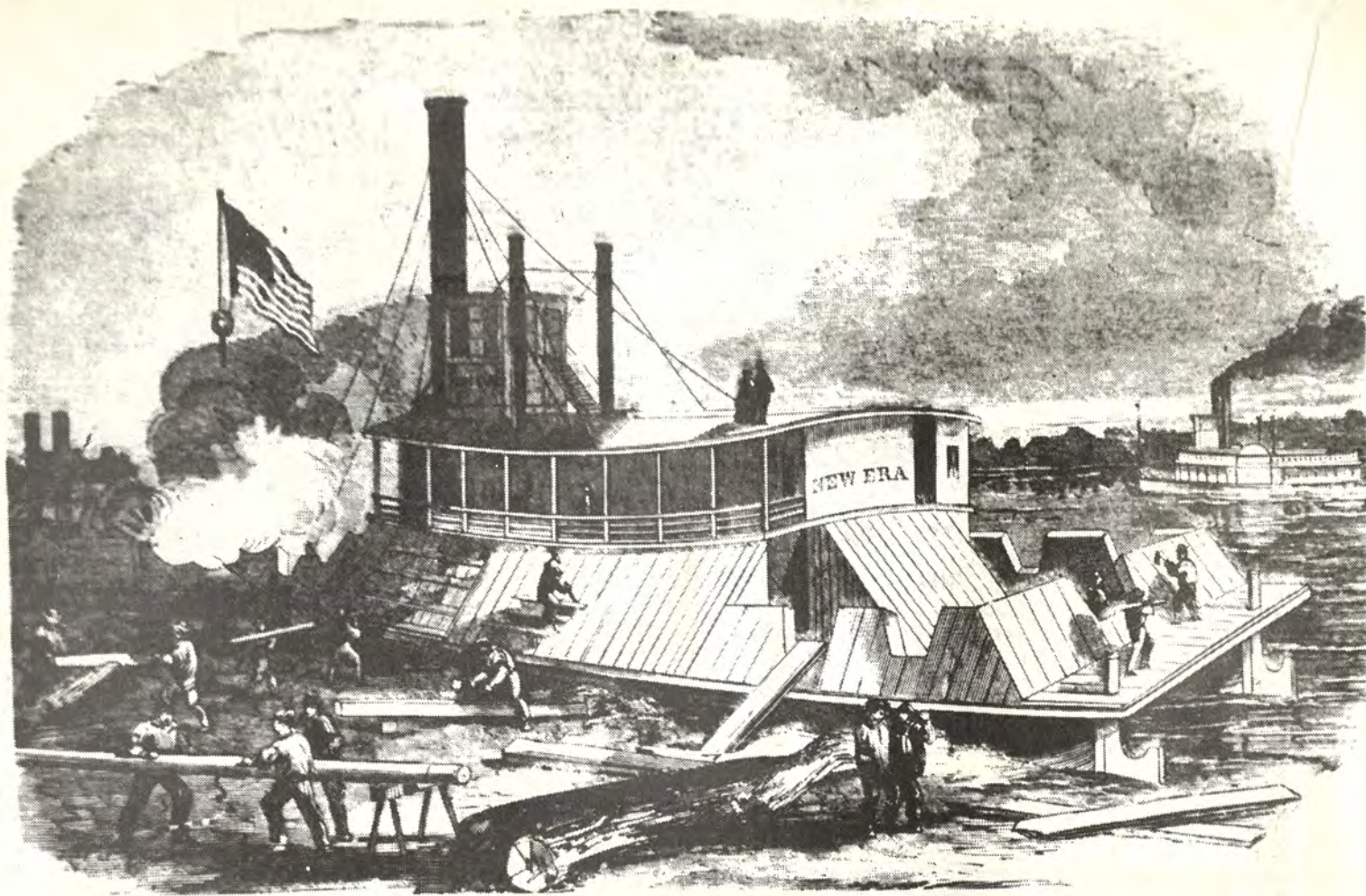


James B. Eads

Haynes Bluff on the Yazoo. Elation over this success was short-lived, however, for on the 27th of May the *Cincinnati* was sunk in an artillery duel with the powerful Fort Hill batteries. Plunging fire tore up the *Cincinnati*, which went down with her colors flying. She, unlike the *Cairo*, was later raised (the second such operation of her career) and returned to service.

Vicksburg surrendered on July 3, 1863. The end of the campaign did not mean the end of gunboat losses however. On July 12, while patrolling the Yazoo, *DeKalb* struck an underwater torpedo and joined her sister the *Cairo* in the bottom mud of that treacherous river. Vicksburg's capitulation marked the end of the combat role of the Eads gunboats. The Mississippi had, for all intents and purposes, been cleared of Confederate forces. The main duty of the gunboats was now that of patrolling the Mississippi and her many tributaries. Only one other major river campaign, the Red River campaign of 1864, saw the participation of Eads boats.

The Red River campaign was designed to gain control over the state of Louisiana and eastern Texas. Admiral Porter was in command of the naval expedition which included *Essex*, *Ben-*



THE STEAMBOAT NEW ERA, undergoing conversion at the Carondelet shipyard, became the ironclad USS ESSEX. Sketch from HARPER'S WEEKLY, October 12, 1861.

USS ESSEX, formerly the NEW ERA, after conversion as a gunboat. The ESSEX was hit hard at Ft. Henry. Photograph courtesy the Library of Congress.

ton, Louisville, Carondelet, Pittsburgh and Mound City. The campaign began on the 12th of March, 1864 and ended on May 21, 1864. Bad navigation and river blockages plagued the expedition, which in terms of the naval contingent was unsuccessful. None of the Eads boats saw heavy action.

The Eads gunboats contributed greatly to the opening of the Mississippi River to Union traffic and the drive to split the Confederacy in two. The Mound City shipyards and the three boats built there played their part in the river campaigns. The records of the individual boats bear witness to their contribution. The *Carondelet* was damaged several times and was in the thick of the fighting during every engagement. Her best performance was the running of the rebel guns at Island No. 10. *Pittsburgh* and *Louisville* were equally scarred and battered. *St. Louis*, renamed *Baron DeKalb*, was sunk in the Yazoo after the Vicksburg campaign. The two conversions, *Essex* and *Benton* had both served as flagships and both had been damaged. The burst steampipe aboard *Essex*, in action at Fort Henry, caused many casualties. The above boats, all built at Eads' yard at Carondelet, appear to have had the best survival rate.

The boats built at Mound City seemed prone to sinkings. The *Cincinnati* was sunk at Plum Point and again at Vicksburg, but was raised and repaired each time. *Mound City* was sunk at Plum Point, raised and repaired, and was heavily damaged on the White River expedition. The *Cairo* was sunk on the Yazoo during the Vicksburg campaign.

Cairo was not raised and repaired during the Civil War. She was rediscovered a century later resting in the muck of the Yazoo. Salvage operations



SERVING THE guns between decks on an Eads gunboat, after a sketch by Rear-Admiral Walke.

were undertaken, which resulted in the raising of that ill-fated craft. Work is underway to preserve and restore the sole survivor of the Eads' fleet. It is the *Cairo*, born of war in Mound City, Illinois and defeated in battle, which will live to tell twentieth century America the saga of nineteenth century gunboats, the masters of the Mississippi.

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Channahon Parkway State Park

By Robert H. Mohlenbrock

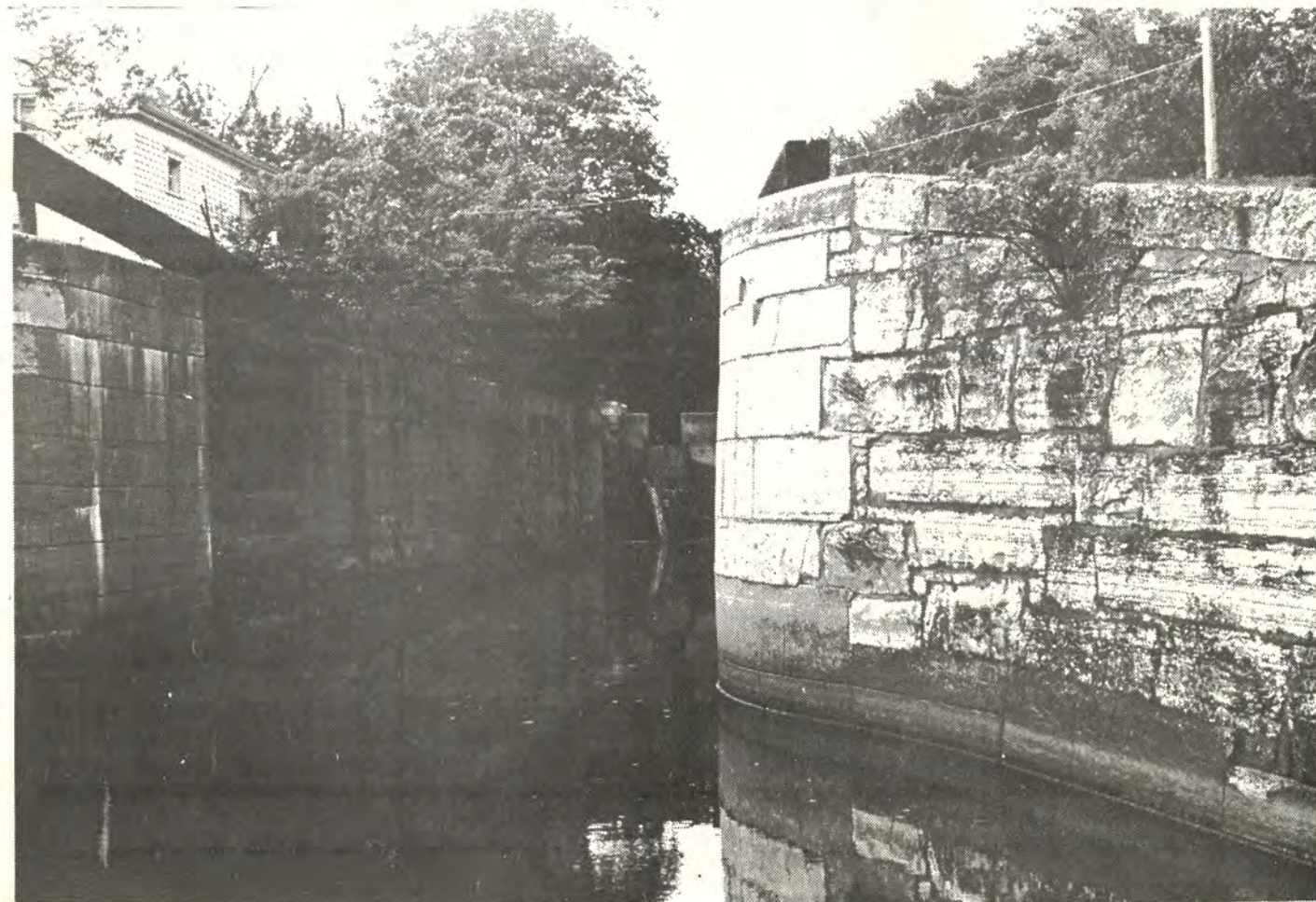
THERE WAS a touch of nostalgia as I stood on the well-worn tow path on the east bank of the lock at Channahon. As I looked north to the placid higher water in the abandoned Illinois-Michigan Canal, I could imagine an old canal boat, struggling under its heavy load of grain, slowly making its way toward Chicago, having picked up its cargo somewhere down along the Illinois River. I could imagine a packet boat, full of revelers, on a day's excursion. Perhaps it was the last packet ever to use the canal, the one which carried scores of picnickers on its final voyage in 1885. Across the lock, my glance fell upon the lock-tender's house, a plain, two-storied wooden structure in a setting

close to the canal. I couldn't help wondering what kind of life the lock-tender had. A lonely one, I'm sure, with little pay. But he had the friendship of all the travelers who passed through *his* lock, and he had the peaceful serenity of his uncrowded surroundings, for this was 1850, many years before the motor car, and the population explosion, and all the other things which today's civilization knows.

The Illinois and Michigan Canal, which was in operation from 1848 to 1933, reflected a way of life in Illinois a century ago. A little of it is still preserved so that a glimpse of the past can be recalled.

One of the most picturesque places where the old Illi-

LOCK AND locktender's house on the Illinois and Michigan Canal is preserved in Channahon Parkway State Park.



RESIDENCE OF Ira O. Knapp, in Section 8 of Channahon Township, as printed in 1876 atlas of Illinois.

nois and Michigan Canal can be visited is at Channahon State Park. The park, a small one in the State Park system of Illinois, lies at the edge of the village of Channahon, in Will County.

Only 23.3 acres in size, the park nonetheless holds great interest for the visitor. The old lock, the lock-tender's house, the tow path, the dam across the DuPage River at the point where the canal crossed are the major attractions, together with most of the usual recreational facilities found in Illinois State Parks.

To better understand your visit to Channahon Parkway State Park, a review of the development of the Illinois and Michigan Canal may be in order.

There are several unique things about the Illinois and Michigan Canal. It was the farthest west of any of the old canals, it was the first to be suggested, and it was one of the last to be built.

As early as 1674, Father Dablon, a French mission priest, wrote:

According to the researches and explorations of Jolliet, we can easily go to Florida in boats and by a very good navigation with slight improvements. There will be but one canal to make—and that by cutting only one-half a league of prairie from the lake of the Illinois [Michigan] into the St. Louis River [Illinois], which empties into the Mississippi . . .

Primarily because of the sparsely populated area during the eighteenth century, there was little interest in following up on Jolliet's suggestion, although the Illinois Indians were talked into granting a right-of-way through their land for such a waterway in 1795.

Early in the nineteenth century, eastern shippers became interested in finding shorter ways for transporting their goods. In 1808, Secretary of the Treasury Albert Gallatin presented a report on internal Federal improvements. He suggested a number of transportation routes which would bring benefits to all parts of this young country.

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Among his suggestions was the need for better transportation between the Atlantic coast and the rivers of the Midwest. Sound as Secretary Gallatin's report was, it was not acted upon by Congress because the country at that moment was under some financial stress, and the twenty million dollars which Gallatin estimated his total scheme would cost was out of the question.

New York Congressman Peter Porter pursued the matter in 1810 when he asked the Government to support a system of waterways connecting the Hudson and St. Lawrence Rivers with the Gulf of Mexico by way of the Illinois and Mississippi Rivers. A relatively short canal across Illinois country would accomplish the fact. But continued financial difficulties and the eminent threat of the War of 1812 again kept Congress from supporting Porter's plan.

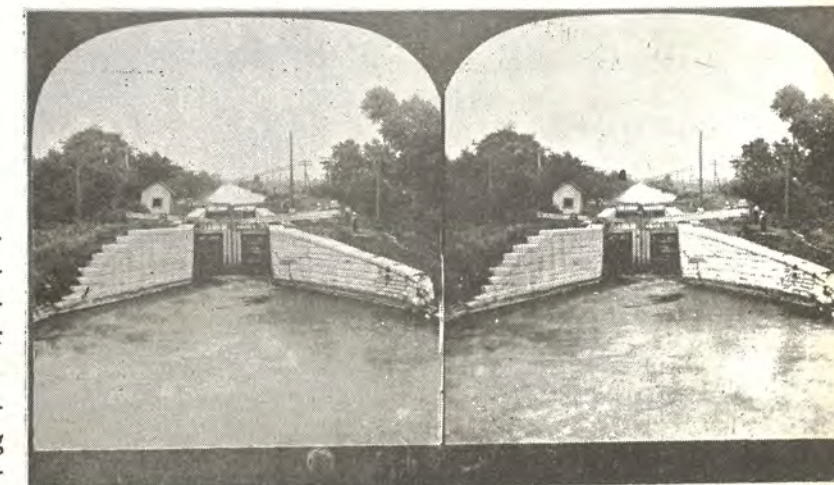
The next important step in the development of the canal was a treaty negotiated with the Indians on August 24, 1816. By this treaty, the Indians were required to give up a strip of land twenty miles wide along the route of the proposed canal. One of the commissioners negotiating the treaty was Ninian Edwards, who had been appointed Governor of the Illinois' Territory in 1809 and who later became Governor of Illinois in 1826.

Although official surveying for the exact route of the canal had not been done, it was fairly well established that it would begin in the vicinity of Fort Dearborn, on Lake Michigan, by way of the Chicago River, cut across to the DesPlaines River, and follow that river to the Illinois River.

Illinois achieved statehood in 1818 and its first Governor, Shadrach Bond, in his inaugural address, stated that the canal would be of great importance to the state, in conjunction with the Erie Canal, which was under construction at that time.

The Second General Assembly of Illinois, in 1822, authorized two of its members, Representative Daniel P. Cook and Senator Jesse B. Thomas, to appear before Con-

OLD STEREOPTICON slide shows similar lock and gate at Marseilles during the heyday of the Canal.



gress with a threefold request. They were to seek authority to build a canal through public lands, to have the federal government donate these public lands to the state, and to use money gathered by the sale of these lands for construction of the canal.

On March 30, 1822, the Congress of the United States granted only the first of these requests. It also granted permission to the State to use any material located on the public land adjacent to the canal route in construction of the canal. But without sufficient funds in its treasury, the State of Illinois could not proceed with the building of the canal at this time.

In 1823, the state legislature appointed a five-man board of commissioners and a St. Louis engineer, Col. Justus Post, to locate the most suitable route for the canal. The board reported that the best route would be "along the south branch of the Chicago River across to the DesPlaines valley and down that to the Illinois." The estimated cost for such a canal was in the vicinity of \$700,000.

Continued efforts to have the Federal Government subsidize the building of the canal failed so that on January 17, 1825, the Illinois and Michigan Canal Company was incorporated with a capital of one million dollars. The conditions under the act of incorporation included the dates when work on the canal should begin and when it should be completed. It called for a canal forty feet wide at water level, twenty-eight feet wide at bottom, a minimum of four feet deep, and big enough for a boat seventy-five feet long, thirteen-and-one-half feet wide, and drawing three feet of water. The incorporators were among the most prominent men in the Midwest. These included Edward Coles, at that time the Governor of Illinois; Shadrach Bond, who had served as first Governor of Illinois; Joseph Duncan, who was to be elected Governor in nine years; and Justus Post, who was the engineer appointed to conduct the survey for the canal a year earlier.

Despite the integrity of the incorporators, the company was unable to dispose of its stocks. Governor Coles had second thoughts and had the act of incorporation repealed.

With John Quincy Adams now serving as President of the United State, the Federal Government became more interested in assisting states in internal improvements. Thus, on March 2, 1827, Congress authorized 300,000 acres to be given to the State of Illinois along either side of the proposed canal.

A new canal commission was appointed in 1829, charged to raise the necessary funds for construction. Ottawa and Chicago were laid out, and lots were offered for sale.

The public was leery about investing their money in a dream, however. By 1830, the sale of land had brought in only \$18,924.83. The commissioners tried but failed in their attempt to secure a loan. Furthermore, the idea that the building of a railroad might be better than the building of a canal was becoming more widespread.

The cause for the railroad was strengthened when James M. Bucklin, the chief engineer for the canal com-

mission, estimated in 1831 that a canal would cost between \$1,601,695.83 and \$4,107,440.43, and that a railroad could be built for \$1,052,488.19.

With such statistics at hand, and with little hope for obtaining funds, the canal commissioners recommended to the General Assembly, on January 7, 1833, that construction of a railroad would be superior to the construction of a canal. To support this recommendation, they concluded that a railroad would cost less to construct, it would be available to commerce all year, even through the icy winter months, and it would provide for a faster means of transportation.

With divided support for the canal and the railroad, the General Assembly abolished the canal commission on March 1, 1833, but failed to authorize the construction of a railroad. Thus the state was left without any improved means of transportation between Chicago and the Illinois River.

But the need for improved transportation was steadily increasing. Chicago had grown to 1,200 inhabitants by 1834, and the Port of Chicago had received one hundred eighty commercial vessels during that year. Commerce was thriving, but the process of transporting materials from LaSalle to Chicago by wagon was slow and costly. Something had to be done.

The people in Illinois began agitating for some kind of action, and made themselves felt in the election of 1834. Candidates for public office, from Governor down through the General Assembly, lined up either pro-canal or pro-railroad.

Fortunately for the canal, one of its greatest boosters, Joseph Duncan, was elected Governor. The General Assembly appointed a new canal commission in 1835 and authorized the Governor to secure a loan not exceeding \$500,000. William Gooding, who had been an engineer on the Erie Canal project, was made chief engineer of the Illinois and Michigan Canal. Since he wanted to avoid the Erie Canal's mistake of being built too small, Gooding proposed a lake-fed canal to be sixty feet wide at water level,

CANAL TOWPATH in Channahon Parkway.



OUTDOOR ILLINOIS



SPILLWAY AND DAM on DuPage River in Channahon Parkway, with bridge in the background.

thirty-six feet wide at the bottom, and with a minimum depth of six feet of water.

Contracts were let for initial construction of the canal in the vicinity of Chicago and, on July 4, 1836, the actual construction was begun at Canalport on the Chicago River.

The financial panic of 1837, which saw the State Bank suspend specie payments, brought still another monetary crisis for the canal. A new loan had to be negotiated in 1839 for nearly \$4,000,000. Estimated cost of the completed project was continuing to rise. By now it had reached \$13,253,875.15.

Money was being expended so rapidly that by March, 1840, the canal treasury was empty. Work on the canal began to slow. The canal commission issued scrip in 1841, and this prolonged the construction for a while. But in February, 1842, the State Bank folded, and the construction of the canal ground to a halt.

There were serious questions now whether the entire canal project should be continued. When all aspects were considered, the conclusion among state officials was that completion of the canal was all that would save state finances. A completed canal, costing another \$3,000,000,

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would bring revenue to the state by increasing the basis of taxation, primarily because of increased property values.

Since \$3,000,000 was an unattainable goal, the canal backers now adopted a "shallow cut" canal. This called for a summit level twelve feet above Lake Michigan, with an estimated cost of \$1,600,000, rather than \$3,000,000.

More money was borrowed and, since labor was now plentiful, the canal sped toward its completion. Finally, on April 19, 1848, the canal was finished. A boat started from either end of the canal and proceeded to the other end. Bands played and champagne flowed. The Illinois and Michigan Canal was open!! It extended for about eighty miles, originating at the south branch of the Chicago River and continuing along the DesPlaines River and the Illinois River as far as Peru.

There was great activity on the canal from 1848 to 1871. For a few years, it served as a means of transportation for both merchandise and passengers. Passengers, riding aboard packet, could have a pleasurable trip from Chicago

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to LaSalle, where they could then board a steam riverboat for St. Louis. But the opening of the Rock Island Railroad in 1854, providing for more rapid transport, virtually put an end to passenger traffic on the canal.

Life aboard the packet was not always the most comfortable. In his excellent booklet entitled "Canals of Mid-America," Leslie C. Swanson gives an account of an English voyager, aboard the "Queen of the Prairies," who was travelling from Chicago to Peru. The trip required twenty-five hours, and "seventy passengers were crowded into a cabin fifty feet long, nine feet wide, and seven feet high."

Collection of tolls on the Illinois and Michigan Canal went from \$87,890 in its first year of 1848 to a high of \$302,958 in 1866. After 1866, there was a gradual decline in tolls, due mainly to the competition from the railroad.

Meanwhile, the growth of Chicago continued, generated, at least initially, by the impact of the canal. In 1848, the year the canal opened, Chicago could claim a population of about 20,000. By 1854, it had grown to 74,500. By 1870, it was beginning to feel some adverse effects of its gigantic growth. Lake Michigan was becoming polluted by Chicago's sewage.

To alleviate this problem, the State granted the city of Chicago the authority to lower the canal to the level of Lake Michigan, thereby forming a sewage channel out of the Illinois and Michigan Canal.

By 1881, the canal had become so unsanitary and foul-smelling that Chicago had to cut a new channel between the Chicago River and the DesPlaines River. Completed in 1900, the Chicago Sanitary and Ship Canal forced abandonment of the Illinois and Michigan Canal from Chicago to Joliet.

By 1907, the Illinois General Assembly began authorization of improvement all along the Illinois River from Joliet to LaSalle. For various reasons, work did not begin on these improvements until 1919 and completion was not reached until 1933. In 1933, with the completion of canalization of the Illinois River from Joliet to LaSalle, the last boat traversed the Illinois and Michigan Canal.

Much of the canal has filled up and fallen into great disrepair. At Channahon Parkway State Park, as well as at Gebhard Woods State Park at nearby Morris, the canal is very much in evidence. The Shabbona Trail can be walked along the tow path from Channahon to Gebhard Woods, a distance of seventeen miles.

Visitors to Channahon State Park should probably begin their tour by climbing the few steps from the parking lot to the old tow path just south of the lock-tender's house. A marker indicates that Channahon was designated a National Historic Landmark in 1964.

Looking north from here, the placid waters of the canal can be seen beyond the lock. As you walk along the tow path to the lock, the lock-tender's house comes into full view. It is a large, rectangular, white, two-storied wooden structure sitting just a few feet back from the edge of the lock.

The lock-tender's house was home for the lock-tender and his family. In the early nineteen hundreds, his salary

was about fifty dollars per month, and his working days were long. During the summer, he would begin his day as early as four in the morning and work, often continuously, until ten in the evening. His primary duties were the opening and closing of the locks.

The tow path leads south from the lock, beneath a beautiful canopy of American elms and other hardwoods, for about one hundred yards, ending abruptly at the spillway across the DuPage River.

From this vantage point, at the edge of the spillway, several picturesque scenes are in view. To the right, the peaceful DuPage River flows along its way toward the spillway. Immediately before you, the spillway causes the water to cascade over it in continuous white ripples. To the left, the recreation area of the park slopes gently to the water's edge.

To reach the recreational area from the end of the tow path, descend some badly worn stone steps at the edge of the spillway. Although relatively small, the area has several picnic tables and one large shelter. Play-ground equipment includes swings, teeter-totters, and a jungle gym set. A horseshoe-pitching area and a small softball diamond are available. Ample shade is provided by cottonwoods, sycamores, black willows, and hack-berries.

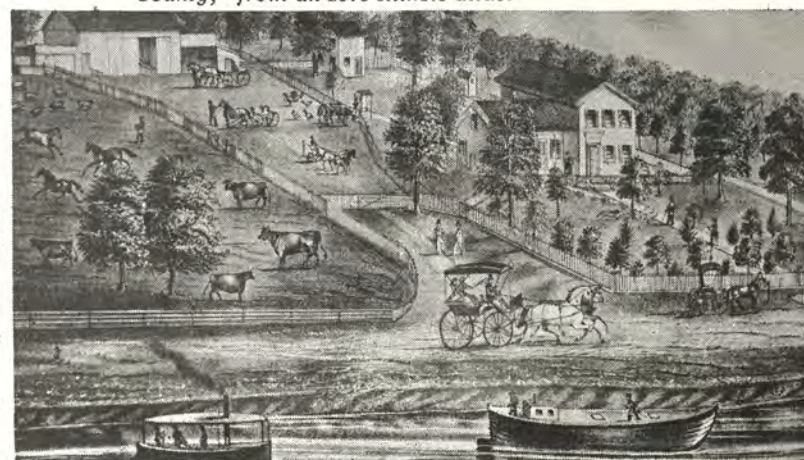
Although there are no developed hiking trails, an interesting walk may be taken along the tow path from the lock-tender's house to the edge of the spillway, then down the stone steps to the recreation area of the park. It is then possible to follow along the edge of the DuPage River to the road along the southern boundary of the park. After crossing the DuPage River by way of the street bridge, it is possible to walk to the continuation of the tow path.

There is excellent fishing in the state park, particularly in the area below the spillway.

A small area for camping is available to the north of the parking lot.

To reach Channahon Parkway State Park, take U. S. Route 6 to the village of Channahon, about five miles southwest of the junction of Interstates 80 and 55. You should enjoy a visit back into history.

"RESIDENCE OF Allen F. Carpenter, Esquire, in Section 5, Channahon Township, Will County," from an 1876 Illinois atlas.



OUTDOOR ILLINOIS

Conservationist-At-Large

By Raymond Mostek

DURING THE last 150 years, more than 200 species and subspecies of mammals, birds, and fish have disappeared from the face of the earth. Nearly fifty of these have vanished from North America alone. At least 100 more are endangered in this country . . . Cong. Ken Hechler of West Virginia, a foe of strip-mining, was renominated by a 3 to 1 margin over his nearest foe, James Kee who had the support of coal operators. . . It is estimated that the proposed Crosstown Expressway for Chicago would result in a loss of city and county property taxes of more than 9 million dollars annually . . . The City of Rome has been experimenting with a "no-fare" transit policy to lure more car drivers into city buses. San Francisco has a policy which encourages tourists and others to buy an "all-day" pass good only on Sundays for only fifty cents on their transit lines. . . The New Lenox Sportsmen's Club cleaned up an 11 mile section of Hickory Creek in their town. It was once known as a excellent smallmouth bass fishing stream, until it deteriorated thru litter . . . The Sierra Club has asked for the removal of the dams at Hetch-Hetchy in Yosemite National Park which were built 58 years ago. The club has 135,000 members.

The Wilderness Society has asked for a presidential proclamation to preserve 61 million acres of wilderness while the land is under study for permanent preservation. It has met with opposition from the lumber industry and the U. S. Forest Service. The pace to preserve more than 45 million acres under the 1964 National Wilderness Act has been far too slow. . . The Chicago Park District has voted to purchase 35 acres of land from the old Edgewater Golf Club and develop a city park near the state park already planned for the area. It would cost about \$5.5 million. . . Over 20 miles

of pathway for hiking and bicycling have been established in DuPage County under the Illinois Prairie Path. It is an old abandoned railroad right-of-way.

A Golden Gate National Recreation Area has been proposed under House Bill 13018. Over 24,000 acres of land near San Francisco would be included under the proposal . . . The White Oak is now officially the Illinois State Tree. It is a tall tree which can reach a height of 150 ft. and live to 800 years.

There are over 197,000 boats registered with the Illinois Department of Conservation.

The Illinois Department of Conservation operates two state tree nurseries producing seedling trees and multiflora rose which is sold to landowners at cost.

Over 750,000 resident fishing licenses and close to 500,000 resident hunting licenses are purchased annually from the Illinois Department of Conservation by sportsmen in Illinois.

According to the Illinois Department of Conservation, fire, plows, bulldozers, and brush sprays eliminate far more wildlife by destroying their living quarters than does the shotgun.

The Hunter-Safety Section of the Illinois Department of Conservation has trained more than 60,000 students in the correct handling of firearms, and more than 5,000 adults have been trained as instructors.

In boom duck production years, as many as nine million ducks wing down the Mississippi Flyway through Illinois. Two great rivers, the Illinois and Mississippi, supply water; corn fields supply the food; and the Illinois Department

of Conservation and the U. S. Fish and Wildlife Service supply refuges and resting places for the waterfowl.

Illinois Department of Conservation state parks and conservation areas are located from Cairo to the Wisconsin line. An ever-increasing number of outdoor lovers are discovering that their state parks are excellent for camping, picnicking, hiking and nature study. Waters, lakes or streams are open for fishing at more than 60 parks and conservation areas.

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Snakes -- Useful, Misunderstood

On Nature's Trail

with
Joyce Marshall Brukoff

THE SNAKE is probably the most misunderstood, unjustly disliked animal around. From the evil serpent of Biblical fame right up to the innocent and useful common Garter Snake, this reptile has taken tops in the unpopularity polls. In Illinois, we have a number of species of snakes, a few of which are poisonous. Most of these snakes are quite strikingly marked and many of them contribute more than we do to the environment.

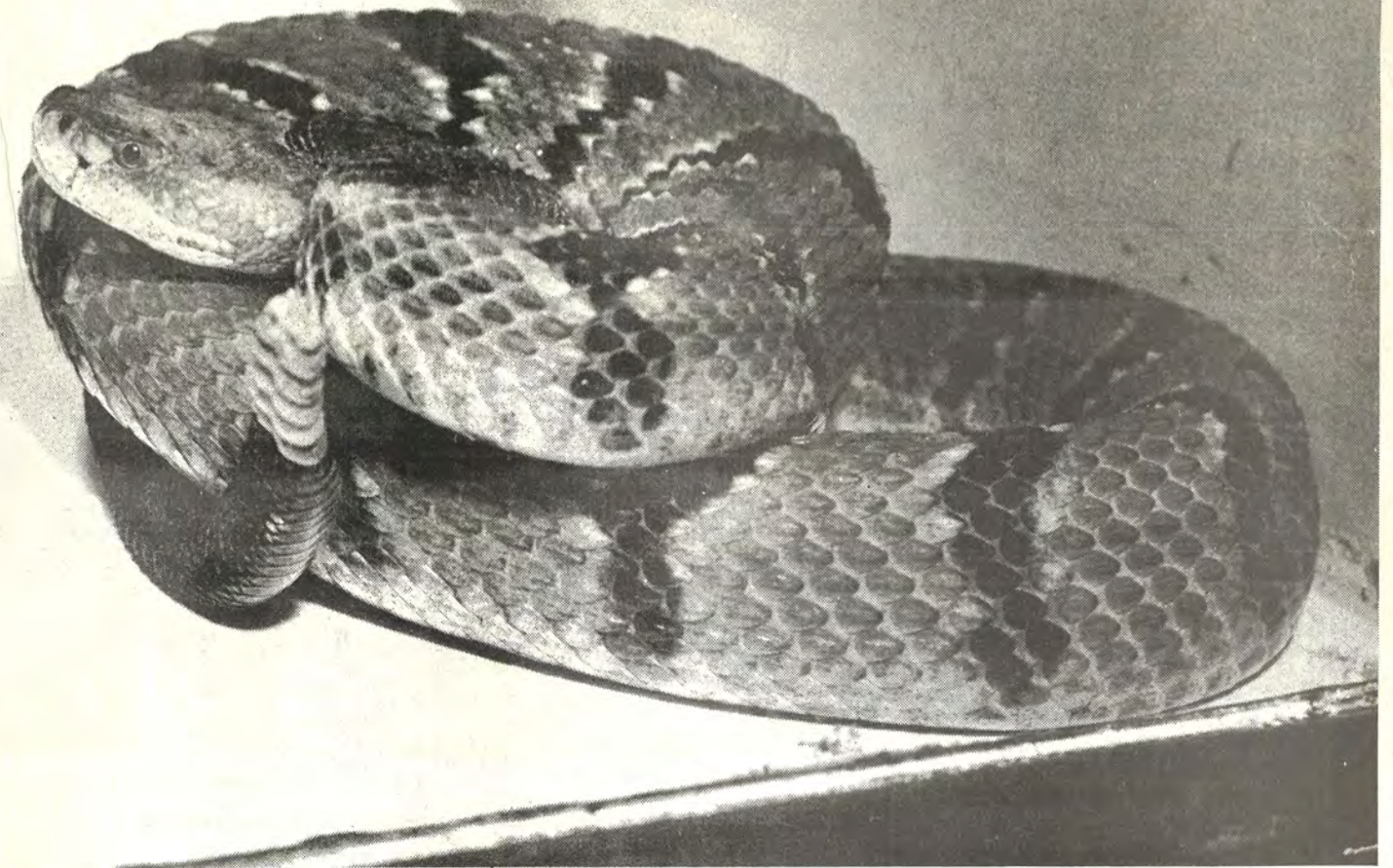
The most widely distributed snake in Illinois is the common Garter Snake . . . and perhaps the most mistreated one. This striped beauty is about 26 to 28 inches long in maturity, although females have been found to reach 44 and 43 inches and males (always smaller) 30 and 29 inches. The Garter Snake, like many of its relations, feeds heavily on insects, doing its part in the ecological chain with which we are all becoming familiar, at last. Of course, their chief enemy is man. They are killed as pests, and often just because they are snakes. But they do have other problems. The red-tailed hawk and other large birds find them a delicacy. The automobile is a chief cause of fatalities to garter snakes, and for that matter to many wild animals.

The garter snake is especially vulnerable due to its leaning for frequenting city outskirts and small town lots. During the warm days of spring and autumn when garter snakes are breeding or migrating, a score or more of crushed individuals may be seen all along major highways. It is easy to understand that, in Illinois alone, thousands are killed annually during such periods of heightened activity.

No other snake emerges from hibernations as early as the garter snake, or retires as late in the fall. Then, hibernation sites are difficult to discover. The early summer is the best time to see them, or during the mild sun of autumn. In hot weather, they seem to prefer a nocturnal existence.

The garter snake, if found in hibernation, can be picked up easily. It will probably remain in a stupor. Although the snake does give off an unpleasant odor when handled, many have been domesticated. The disposition of the garter snake varies with each individual

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SIX RATTLES on tail help identify timber rattlesnake.

(as with all species), and some are quite docile. Others flatten the body and strike repeatedly if annoyed.

Speaking of striking, there are only four venomous snakes found in Illinois. They are the Copperhead, the Cottonmouth Water Moccasin, the Timber Rattlesnake and the Massasauga Rattlesnake. The Copperhead, Timber Rattler and Water Moccasin (often called Cottonmouth) are primarily found in the southern sectors of the state. The only poisonous snake which frequents the northern area around Chicago is the Massasauga snakes. They are all attractive animals indeed, and only wish to be left alone.

It might be wise at this point to dispel a few old wives' tales about the poisonous snake. The Cottonmouth can bite when in the water. They do catch food in the water, so if anyone has told you not to be wary of them in water, forget it. Another popular belief, that you can tell the age of a rattler by counting the "rattles" . . . that's wrong too.

Snakes that are still growing rapidly

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have tapering rattles, since the width of the segments increases with the diameter or girth of the snake. A segment is added every time the skin is shed and shedding occurs from three to five times a year, except late in life when the skin may be changed less frequently. An old snake never retains its first segments because a long rattle breaks readily. A rattle of more than ten segments (two to three seasons) is seldom found. Actually, a very long rattle is less efficient as a vibrator than one of moderate length.

The bites of these Illinois snakes are not often fatal. This is not to say caution should not be exercised, but to remind us that the rattlesnake and the copperhead are far less dangerous than a creaky stepladder, a rushing car or an electric light socket. They certainly cause a lot less trouble.

Take the Massasauga for instance, one with which we in the Chicago area are more familiar. (Yet I have many friends who live in blissful ignorance that ANY poisonous snake is around Chicago). Although the venom of the

Massasauga is about as potent as that of the Florida Diamondback, there is a big difference between their ability to injure human beings. This is primarily due to the inability of a small, short-fanged snake like Massasauga to inject venom into the well-protected limbs in a northern latitude. The capacity of the poison gland is not as great as the Diamondback, the fangs are only a third as long and the fangs of the larger, heavier snake carry the venom deeper into the flesh of the victim.

Bites most often occur to collectors (reaching the hand into a crevice to pull out that great rock), fishermen (tramping through the damp habitat of many snakes) and students (who can actually be classified in the collecting category). Campers also come in for a share, but only the primitive campsites are likely. Snakes prefer privacy and given half a chance will leave you strictly alone.

If you are going to be in an exposed vicinity where there is a chance of snake bite, the best protection is covered limbs and a good recollection of the

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POISONOUS BUT seldom fatal is the bite of the copperhead. Photo courtesy Chicago Park District.

nearest highway and public telephone booth. Snake bite kits sound good, but can be pretty dangerous themselves. Field first aid, administered by a shaking hand and a sharp cutlery tool, may cause complications. Just imagine you have been bitten by a copperhead. You calmly pull out this sharp tool and with the utmost precision cut one-quarter of an inch deep . . . etc. If aid is coming . . . or if you can walk (not run) to a telephone, better wait and let someone else administer the first aid. In Illinois you usually have a few hours before you must start worrying. Then, be sure when you are bitten it has been a poisonous snake.

I recall, once in Florida, being bitten by a non-venomous snake. I was about ten years old and by myself on a beach. I ran, unwisely, down the beach for about ten minutes to the nearest sign of human life. In this case it was a Pepsi sign. What I thought was that had been attacked by a Diamondback. Of course, if I had, the fast run would have done me no good. It's a good thing I didn't have a snake bite kit with me. I probably would have shakingly sever-

ed a vein. As it was, a kindly man at the beach stand looked at my leg, smiled and told me there was no puncture. I protested, pointing to a set of teeth marks. That's just it . . . as I found out then and have never forgotten; a poisonous snake always leaves those two telltale punctures . . . never a set of regular teeth marks. Even a ten year old can see the difference.

There is not room here to describe all of the interesting specimens found in Illinois. Here are just a few sketches picked at random.

On economic importance . . . in a delightfully informative book "Amphibians and Reptiles of the Chicago Area," by Clifford H. Pope, we find that a 2½-pound Bull snake might account for about twelve pocket gophers in six months. These twelve pocket gophers, estimated ordinarily to inhabit an acre and a half of alfalfa, would weigh about 6.7 pounds. "In other words," Pope says, "allowing for a six months season of activity, a snake might account for the normal acre and a half of pocket gophers, and, in doing so, prevent an annual loss to the farm-

ers of \$3.75." That figure has undoubtedly gone up since the books printing in 1964.

On the Milk Snake . . . from Pope again . . . "many farmers believe that the milk snake enters the barn and stables in search of cows to suck, whereas this reptile shows no interest in milk and is physically incapable of extracting it; any cow would be driven frantic by the numerous needle-sharp teeth of a snake and no reptile is able to suck.

Snakes fascinate people . . . and frighten them. This horror comes through learning, not inheritance. But it appears we are finally coming to some truth about many animals. Although many adults are still chilled by the sight of a harmless garter snake in their back yard, increasing numbers of children are not unduly alarmed or repulsed by snakes. There is certainly a place for this remarkable animal in our awakening appreciation of what we have left of nature. People are fighting to save all kinds of previously despised animals . . . the vanishing timber wolf, the puma; the eagle and the alligator. Let's hear it for the snakes!



OUTDOOR ILLINOIS

Illinois

CURRENTS

LAKE MICHIGAN ACCESS

IN RECENT years a number of canoeists have reported unpleasant encounters with the Chicago Police while attempting to launch their craft into Lake Michigan. The Chicago Park District, custodian of the 20 miles of public lakefront within the city, outright forbids the launching or use of these craft within waters adjacent to its shoreline. While we can appreciate the District's concern for protecting the naive and unskilled paddler from "Da-Wa-Shek's Big, Bad, and Angry Water" (See *Outdoor Illinois* article by Austen Doe, September, 1968), there has been a growing demand for access to the Lake by skilled and able Illinois canoeists. It was, one will recall, the canoe which provided the early lake settlements with their only source of commerce and communications for well over a hundred years.

Evanston and other towns to the north of Chicago are a bit more hospitable to operators of canoes, kayaks, and other small carry-on craft. Persons may, for a fee, use designated launch sites and beach areas and may in some cases rent storage facilities. This summer, the Evanston Park District is sponsoring its first annual Lake Michigan Canoe Race as part of a weeklong Lakefront Festival, and is planning a year-round canoeing program for local paddlers. Recent Council efforts to seek establishment by the Chicago Park District of a similar program of paddling instruction and opportunities on the park lagoons and Lake Michigan have been only minimally productive. It seems likely, however, that some such program will be started next year, heralding the 300th Anniversary of the passage of the first explorers through the Illinois Country and onto the Lake — by canoe.

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CANOEING CLUB TRIP SCHEDULES

Contact addresses below for trip or membership information. Guests welcome.

Sept. 16-17—Sugar River—Wisconsin (PCC); Embarrass (PSC); Sugar Creek—Ind. (AYH)

Sept. 23-24—Sugar Creek (PSC)

Sept. 30-1—Kankakee—Ind. (PCC)

Oct. 1—Kankakee Ditch (PSC)

AYH — American Youth Hostels, 3712 N. Clark, Chicago 60613.

PCC — Prairie Club, 3025 W. 54th Place, Chicago 60632.

PSC — Prairie State Canoeists, 3324 S. Clinton, Berwyn 60402.

SCC — Sierra Club Canoeists, 510 Sheridan Rd., Evanston 60202.

SAFETY TIP

Federal law now requires the presence of one U. S. Coast Guard approved life jacket, preserver, or safety cushion per person occupying a canoe, kayak, or other small boat in what is termed 'federal water.' Federal waters includes the Great Lakes, Mississippi, Wabash, and Ohio Rivers and waterways tributary to them. Just what distinguishes federal and state waters is immaterial, because the Illinois Department of Conservation has adopted similar requirements.

While the presence of a jacket may satisfy the law I.P.C. cautions that in moving water a spill will usually separate a floating jacket and its potential user. Also a jacket tied to the thwart of a canoe or stuffed into a kayak may become inaccessible to a weak swimmer. A better policy to follow is for mediocre swimmers to wear approved life jackets when there is any doubt that water may be either too deep or too fast to stand in. Life jackets are a must for even expert swimmers in fast water or in early spring when cold water temperature can quickly sap one's normal strength. Safety cushions are next to worthless in rough water; select a jacket that will support your head above water even if knocked unconscious in a rocky spill.

Only last summer a father and two boys drowned in the completely calm water of Skokie Lagoons near Glencoe. While the cause of the accident was never determined, their three life jackets were found floating nearby.

A little common sense can go a long way! No skilled canoeist ridicules the use of life jackets.

CAMERA BOXES FOR CANOEISTS

For the canoeist who is also a camera bug, but who is afraid of getting his equipment wet, we have the following suggestion. Go to a War Surplus store and buy a 50 cal. ammunition box. This is a water-tight metal container measuring 11" long, 5½" wide, and 7¼" high. Its cover is hinged on one end and closes and locks by pressure clamp at the other. Around the inside of the cover is a rubber strip which when sealed with pressure, by its "flip-up, push-down" finger-control locking device, will shut out all water. Tie a line to its attached handle and secure it to a thwart of your canoe. It is large enough for your wallet, watch, keys, camera, light meter, extra film, and a few small lunch items. It can be opened and closed in a couple of seconds and has been found by us to be the best all around, handy, quick open-close container for valuables when canoeing.



Join the ILLINOIS PADDLING COUNCIL

The Illinois Paddling Council is a not-for profit association of canoeists and kayakers dedicated to promoting the enjoyment of paddling on a statewide basis.

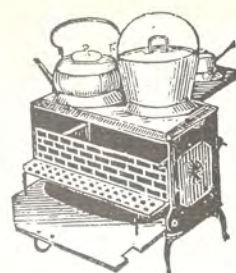
All members receive the bi-monthly *Newsletter*, with news articles, trip schedules, and special features. For an additional fee members may subscribe to *Outdoor Illinois*.

* * * *

For information, write:

Julie McLauchlin
Membership Chairman
2452 North Racine
Chicago, Illinois
60614

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OLD TIME

Recipes

By Mrs. Laura H. Holman

MULLAGA TAWNY SOUP

Cut 4 lbs. of breast of veal into pieces, about two inches by one; put the trimmings into a stew pan with two quarts of water, with 12 corns of black pepper, and the same of allspice; when it boils, skim it clean, and let it boil an hour and a half, then strain it off. While it is boiling, fry to a nice brown, in butter, the bits of veal and four onions.

When they are done, put the broth to them, put it on the fire and when it boils, skim it clean. Let simmer half an hour, then mix two spoons of curry and the same of flour, with a little cold water, and a teaspoon of salt. Add these to the soup, and simmer it gently till the veal is quite tender, and it is ready.

Or, bone a couple of fowls or rabbits and stew them in the manner directed above for the veal. You may put in a bruised shallot and some mace or ginger, instead of black pepper and allspice.

GIBLET SOUP

4 lbs. gravy beef	2 lbs. scrag of mutton
2 lbs. scrag of veal	2 pair of giblets
A piece of butter	Parsley, chives, pennyroyal
Dash of salt	and sweet marjoram,
Dash of Cayenne Pepper	finely chopped
Two fingers of madeira wine	

Take the gravy beef, mutton and veal and boil them in two gallons of water. Stew them gently till it begins to taste well, pour it out and let it stand till cold. Skim off all the fat.

Take the giblets, well-scaled, and put them to the broth and simmer them till they are very tender. Take them out and strain the soup through a cloth.

Put a piece of butter, rolled in flour, into the stew pan, with some finely chopped parsley, chives, a little pennyroyal and sweet marjoram. Place the soup over a slow fire, put in the giblets, fried butter, herbs, a little Madeira wine, some salt, and Cayenne pepper. When the herbs are tender, send the soup and giblets intermixed to the table.

GINGER COOKIES

¼ cup shortening	½ cup molasses
1 egg	½ teaspoon salt
2 cups flour	½ teaspoon each, cloves,
1 teaspoon ginger	nutmeg, cinnamon
½ cup hot water	1 teaspoon baking soda
½ cup sugar	

Cream shortening, add sugar and cream and stir well. Blend in well-beaten egg, then the molasses. Sift flour, salt

and spices together and stir in molasses mixture. Stir in baking soda and hot water, and drop by spoonful onto a greased pan. Bake 8 minutes at 400°.

MRS. GOODFELLOW'S LEMON PUDDING

½ pound butter	½ pound loaf sugar
5 eggs	Half a large, or
½ glass Madeira	whole small lemon
1 teaspoon orange-flower water	½ glass brandy

Take the butter and loaf sugar and beat them to a froth. Add five eggs, the juice of half a large lemon, or a whole small lemon. Grate into it the outside yellow rind, but not an atom of the white. Add the madeira, brandy and orange-flower water, pour it into your paste and bake with a moderate oven.

MRS. GOODFELLOW'S ORANGE PUDDING

Proceed as above, but using a pounded orange in place of the lemon.

RICE CHEESECAKES

4 ounces rice	4 eggs, well beaten
½ pound butter	½ pint cream
6 ounces sugar	A nutmeg, grated
1 glass brandy	

Boil rice till it is tender, then put it into a sieve and drain. Mix with it 4 eggs, well beaten, and add other ingredients. Beat them well together, then put them into raised crusts, and bake them in a moderate oven.

BAKED CUSTARDS

Boil a pint of cream with some mace and cinnamon, and when it is cold, take four yolks of eggs, a little rose water, sack, nutmeg and sugar, to taste. Mix them well and bake them.

PEANUT BRITTLE

2 cups sugar	2 teaspoons baking soda
1 cup light or dark syrup	1 lb. untoasted peanuts
½ cup water	3 tablespoons butter

Combine sugar, syrup and water. Mix thoroughly in heavy skillet (iron) and boil mixture for two or three minutes.

Remove from fire, add butter and soda. Mix thoroughly, and pour thinly and quickly on well-greased cookie sheet. Cool and break into pieces.

TO PRESERVE VEGETABLES

This is effected in cellars or shed, of any temperature, not lower, nor much above the freezing point. Thus cabbages, endives, chicory, lettuce, etc., taken out of the ground with their main roots in perfectly dry weather, at the end of the season, and laid in, or partially immersed in sand or

dry earth, in a close shed, cellar or ice-cold room, will keep through the winter and be fit for use till spring, and often till the return of the season of their produce in the garden.

TO PRESERVE FRUIT OF FLOWERS

Mix one pound of nitre with 2 pounds of bole ammoniac, and 3 pounds of clean, common sand.

In dry weather, take fruit of any sort, not fully ripe, allowing the stalks to remain, and put them one by one into an open glass container, till it is quite full. Cover the glass with oiled cloth, closely tied down. Put the glass in three or four inches into the earth, in a dry cellar, and surround it on all sides to the depth of 3 or 4 inches with the above mixture.

This method will preserve the fruit quite fresh all the year around.

TO PRESERVE APPLES AND PEARS

The most successful method of preserving apples and pears is by placing them in glazed earthen vessels, each containing about a gallon, and surrounding each fruit with paper.

Three vessels, being perfect cylinders, about a foot in height, stand very conveniently upon each other, and thus present the best means of preserving a large quantity of fruit in a very small room.

If the space between the top of one vessel and the base of another be filled with a cement, composed two parts of the curd of skimmed milk, and one of lime, by which the air will be excluded, the later kinds of apples and pears will be preserved with little change in their appearance and without any danger of decay, from October till February and March.

A dry and cold situation, in which there is little change of temperature, is the best for the vessels, but the merits of the pear are greatly increased by their being taken from the vessels about ten days before they are wanted for use, and kept in a warm room, for warmth at this, as at other periods, accelerates the maturity of the pear.

USQUEBAUGH

Usquebaugh is a strong compound liquor, chiefly taken by way of dram. It is made in the highest perfection at Drogheda in Ireland. The following are the ingredients, and the proportions in which they are to be used:

1 gal. best brandy	½ ounce saffron
1 oz. each, crushed of	Rind of one
cinnamon, cloves, nutmeg and cardamoms	Seville orange
1 lb. raisins, stoned	1 lb. Brown sugar candy

Shake these well every day, for at least 14 days, and it will at the expiration of that time be ready to be fined for use.

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A Collection of **INTELLIGENCE**

Compiled by the Compiler



"I WAS BORN October 28th, 1841, in Edwards County, Illinois, within a half mile, perhaps, of where Samsville is now located. Samsville took its name from my grandfather Sams, on the corner of whose farm the little village was founded. I was born and raised in that part of the country, engaged in helping to clear out and cultivate a farm until I was a man grown.

During my boyhood days the country of southern Illinois was new. Perhaps there was not a mile of railroad in the state when I was born. It was quite a new country, and there were wolves, deer, turkey and other wild game in abundance.

Land, a great deal of it was not taken up, and my father entered a considerable portion of the land where he now lives, at \$1.25 per acre. It was then a wild, bushy woods.

The country was very sparsely settled, there being scarcely enough children in the whole township to justify a school teacher to teach them at the ordinary price.

The advantages, generally were very poor at that time in that part of the country. Men frequently cut their wheat, those who raised any, with a sickle, sometimes a cradle was used. A man on a farm who owned a wagon was considered a well-to-do farmer.

There were no mills in the country of any consequence. Sometimes a man would take his wheat to mill, and his own horses pulled the mill that ground it; if he got it bolted, he might have to turn the bolts with his own hands while it was being ground. Sometimes he would get it ground and take it home unbolted. Horse-mills and wind-mills were most common. Once in a while a water-mill could be found on some creek or stream that would grind when the water was not too high or too low.

Clothes and provisions were hardly as fine as they are now. The fine May-

meeting dress for the country woman was of home-made cotton, that she had made herself, with her own hands, taking everything from the stump, so to speak.

Before the washboard came into use, the battling-stick was a very popular instrument in washing clothes, and it was about as common, while a woman was down at the creek, or branch, or spring, doing her week's washing, to hear the battling-stick, which sounded in the distance like heavy pounding, as it was to see the smoke from her fire.

But amidst all these disadvantages, the people were happy, sociable and sober. All the people were neighborly, if not from good principles, they were from necessity, for a man could not afford to be selfish during such times, from the fact that many times he had work to do, such as raising houses and other heavy work that he could not do alone, and not being able to hire hands to do his work, he necessarily had to depend on what was then called "swapping" work with his neighbors.

* * * *

I HAVE HEARD all my life that the Regular Baptists are long-winded. It has been said many times that if they have a half-dozen ministers present they must all preach. People have said many times that they did wish they had their dinners with them.

I was at a meeting at Middle Fork Church, called Webb's Prairie, Franklin County, Ills., on one occasion, and after services were over on Sunday, arrangements were made for me to go to a house not far away for dinner. A survey was going to that place, in which there was room for me, and I was instructed to ride. I took a seat in the surrey with a lady, who was a total stranger to me. In fact, the entire crowd were strangers to me. I do not even know their names now.

But we had not gone far before the lady sitting with me began to complain of the "Hardshells" for preaching so long. I had conducted the services myself that day, and there was no other minister there and she knew it. Yet, as if she thought I did not have any better sense than to allow her to abuse me to my face, she indulged in her strictures to her friends in the surrey as we went along the road. I asked her if she was a church member. She said she was a member of the Missionary Baptist Church.

I told her that I did not think that the Missionary Baptists had any right to complain to us, or any one else for long services; for they begin a meeting in the fall of the year and run it through the most of the winter, sometimes, and they often begin their night meetings at an early hour, and run them until ten o'clock, or later. We had never held such meetings, and I thought that it was unjust to blame us for long services. I told her I did not think it looked well, especially for the Missionary Baptists to speak of it in such a manner.

"Oh!" she said, "Our minister never talks more than thirty-five or forty minutes, and we think that is plenty long enough for a sermon."

I told her that I thought so too, for the sort of stuff he preached, I would not want to listen to it any longer than that myself.

"But," I said, "If he had good news for you, and you loved what he preached, you would not get tired of hearing him even if he should preach an hour or more."

She seemed willing to drop the subject, so I said no more about it, and we went on and had a very pleasant time.

—Labor and Travels of
Elder Lemuel Potter

1894





NORTH FRONT of Warfield House, recently purchased by the Quincy Foundation, with main entrance (no longer used) at left, carriage entrance under porte cochere at right. House is at 1624 Maine Street in Quincy.

A Silsbee Treasure Preserved

Quincy's Warfield House

By Paul E. Sprague
Photographs by the Author

WILLIAM S. WARFIELD, born at Belmont, Ohio, moved west to Quincy, Illinois in 1866, where he entered the wholesale grocery business. In 1879 he became the sole proprietor of his firm, the Warfield Grocery Co., and by 1884 had amassed sufficient wealth to contemplate the erection of a mansion on Maine Street, Quincy's most prestigious residential thoroughfare.

For his architect, Warfield selected in 1885 Joseph L. Silsbee of Chicago. Two years later, in 1887, Silsbee would

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become the first teacher of the famous Frank Lloyd Wright. At the time Silsbee designed the Warfield House his work consisted mostly of picturesque residences in which he emphasized irregular massing of the exteriors and a complex yet generally open interior plan laid out around a central living hall of large dimensions containing a monumental fireplace and staircase. His style was varied and somewhat eclectic.

The Warfield House is mainly a Richardsonian Romanesque on the outside, although certain details such as the dormers and gables might more aptly be called Queen Anne. Variations of style within, such as the classical balusters of the stairway and the Gothic ceiling in the music room, indicate that Silsbee was eclectic in his taste especially as regards interior design. There are even a few ornamental designs in the door frames of the second floor hall that are nearly identical to some ornamental designs made in 1885 by Chicago architect Louis Sullivan. Their presence in the

DETAIL OF north front shows stone Romanesque ornament near bottom, terra cotta ornament in horizontal band.

LOOKING EAST from parlor or library into music room (left) and hall (right). Note classical details in woodwork, which was finished naturally in the beginning, not painted.



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MUSIC ROOM, looking northeast, displays gothic ceiling and clean-lined yet ornamented fireplace.

LOOKING DOWN the stairway into living hall. Balusters are 18th Century classical American style.



Warfield House cannot be explained. Sullivan became the second teacher of Wright in 1888.

The cost of the Warfield House, designed in 1885 and finished in 1886, was \$40,000, a monumental sum at that time. Its exterior materials are a pink quarry-faced Kasota stone, with terra cotta trimmings of the same warm color, green copper cornices and a dull red slate roof. The interiors are finished in a variety of fine woods: cherry, red oak, sycamore, redwood and Georgia pine, most of which were originally given a natural finish.

On the ground floor there is a large living hall opening into a parlor (or perhaps library), music room, dining room and stairway. The latter is treated as a vertical extension of the space of the living hall and originally rose through two levels to a ballroom on the third floor. On the second floor there was a spacious hall and three (or four) large bedrooms with dressing rooms, closets and bathrooms. A service wing extends to the rear on the southeast side.

This handsome and monumental residence is an excellent and urbane specimen of the mixed picturesque style of architecture popular in the mid-eighties. Its architect was one of Chicago's better designers of the period who transmitted to his famous pupil, Frank Lloyd Wright, many of the picturesque qualities that underlie Wright's Early Modern Style, qualities that may be experienced on every hand in the Warfield House. The building is also significant as the former home of one of Quincy's more important businessmen.

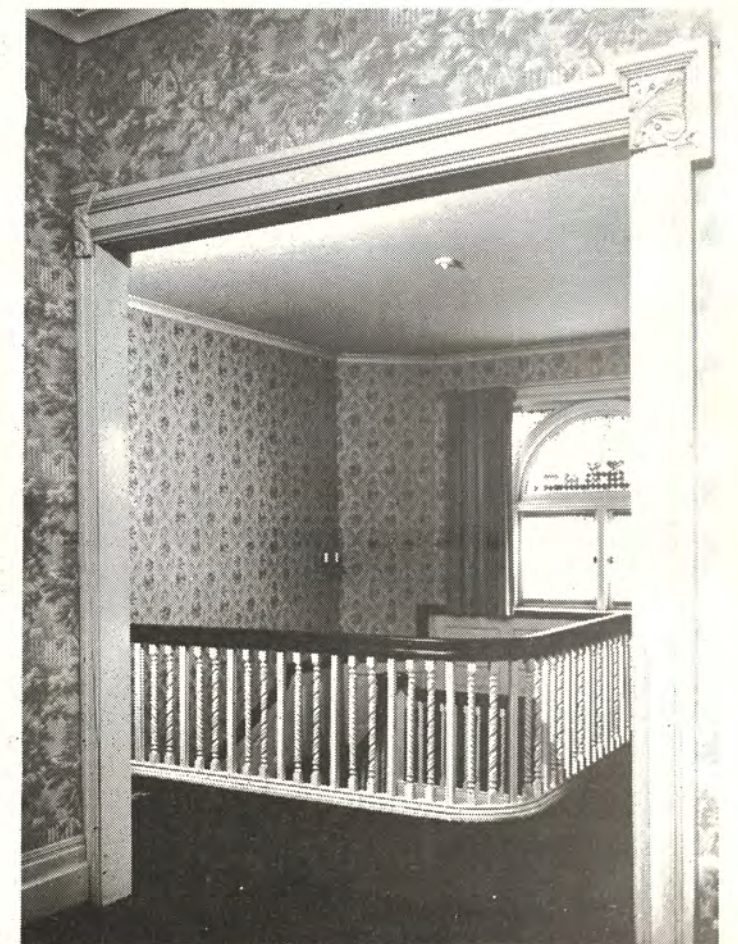
The House has recently been purchased by The

SULLIVAN-LIKE detail in woodwork of second floor hall opening.



WEST FRONT, looking east, with porte cochere at left.

ORIGINALLY STAIR continued up on left and across window to ballroom on third floor. Detail on door frame disappears abruptly into wall at left, suggesting additional changes from original plan.





LIVING HALL, looking east. Note large opening with sliding doors connecting music room at left.

Quincy Foundation of Quincy whose aim is to preserve it for the community and the state. The Foundation plans to create a conference center on the ground floor and rent space to civic organizations on the second and third floors. This kind of sympathetic adaptive use is one of the most successful ways at present for saving our architectural heritage. Let us hope that other persons in all parts of Illinois dedicated to preserving our cultural environment will endeavor to follow the example of The Quincy Foundation.



Letters . . .

Dear Editor:

What a treat to read Bob Matyi's "Company Town." I have cut my teeth on the legends and lore of Rend City in its heyday.

Dad and mother came to Rend City in 1917 with Mother vowing she would not stay in such a wild and wooley town twenty-four hours. Instead, she stayed until '37, a widow with six children. Ours was one of the last company houses to be sold and moved.

Not many residents could pronounce Mrogenski so Dad was "Big Barney" (6'-4" 200 lbs. strong as an ox), Mom was Miz Barney and my three sisters were known as the "Barney girls."

Dad worked the Rend Mine until it closed and then worked No. 14 at Buckner. "Deacon's Trail" was a quagmire of mud in the winter and the miners took turns pushing each other out of the mud to the highway.

The gypsy camp was behind our house in a grove of trees and the spring across the road on Browning Hill.

During prohibition bootlegging was a thriving business in Rend complete with *Spik-kasas* — the foreign pronunciation for speakeasies. Most families made their own home-brew. If you capped it too soon, it could be heard popping its corks, sounding like gunshots throughout the night.

Mother said in early days it was not uncommon for a shooting to occur over a card game. No one bothered to inform the law. Instead, a casket was purchased from Benton, the victim buried the next day without ceremony, and life went on as before.

Your article will be saved by the "Barneys" as a part of our early history . . . only wished you had mentioned a few of the neighbors . . . Burzynski's, Flatts, Quillman's, Head's, etc. who made up the 1,500 residents. Oh, well, maybe someday we'll all get together and plan a Rend City Homecoming on the spot and make the town come alive again for one day.

Thank you,

"Big Barney's Daughter,"
Irene Mrogenski
Benton, Illinois

The "Company Town" story attracted a great deal of interest from former residents who remember the days when the town still lived. We were surprised there were so many still in the general area, evinced by those who have stopped by "the world's greatest etc."



Gentlemen:

Our May 1972 issue of *Outdoor Illinois* arrived this morning (that's all right, fellows — we approve of people who put quality ahead of speed!) and we note that subscription rates are going up Friday. Enclosed is my check for \$9; please extend our subscription to May, 1975. If things keep going in the same

JUNE - JULY, 1972

direction economically, by then we'll think \$11.50 for two years is a real bargain. Come to think of it, in your case it is anyhow, but I'm Scotch.

The recent discussion of the controversy on whether or not Edna Ferber was ever in Cairo, etc., became especially interesting to us last month when we attended a performance of "Show Boat" at the Adelphi Theatre in London (England, that is.) This production has been running for over a year and will undoubtedly continue for several more. The London audience was enthusiastic, and so were we, but it *did* seem a bit odd to be hearing dialogue coming off the *Cotton Blossom* with British overtones.

One notable exception to this oddity

was in the character of Magnolia, played by Lorna Dallas. As you probably know, Lorna is from Carrier Mills, Illinois. A note sent backstage gained us an invitation to visit her in her dressing room after the performance, where she proved to be just as attractive and charming offstage as she is on. Another superior Southern Illinois product.

We thought it interesting that, while we were absorbing as much English history and atmosphere as possible during our visit, English playgoers were reacting with relish to a part of our heritage we've always taken for granted. Nothing like hopping over the fence to prove how green the grass in the pasture really is! We were more proud than ever to iden-

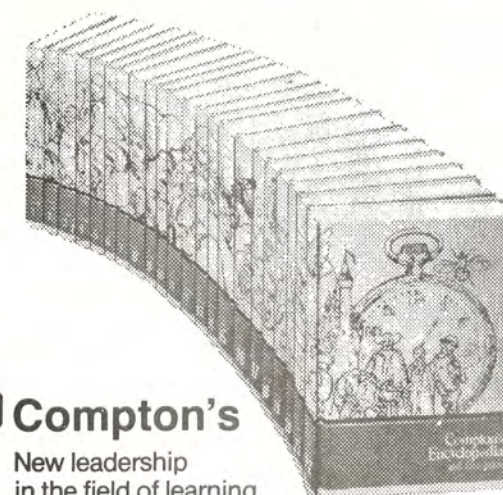
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Sincerely,
Mrs. William K. Wieland
Dow, Illinois

We didn't, in fact, know that Lorna Dallas was from Carrier Mills, but the news is welcome. We never fail to be amazed at the places Illinoisans are encountered.

Those who watched Olympic basketball on television may recall Doug Collins catching fire and bringing the U. S. team from behind in the game against Brazil. The announcer made mention of Doug as being "from a little town in Illinois," which immediately unbridled the fury of an entire citizenry in Benton, home of the greatest magazine in the world printed in Benton, Illinois, as well as the home of Doug Collins.

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As we are wont to do in the Capital of Egypt, we laid in wait and when the announcer said Jim Brewer, of the Chicago suburbs, was a tower of strength, the war cry was, "How come he didn't say Jim was from a 'little town in northern Illinois'?"

Illinois is, in fact, as well represented in the Summer Olympics as it was in the Winter Olympics. But it becomes personal to us when a youngster a block down the street performs well for his country, especially since our younger son says he can still take Doug "to the hoop" in the entrance hall game they used to play, with a sockball as the basketball and the ledge above the doorway as the basket. Occasionally one of the players would come flying into the living room, aided by a hefty elbow, and the thumping of floors and walls would at times elicit rather abrupt explosions from the head of the household, unaware that the shambles was part of a future patriotic cause for you other Illinoisans.

We ought to send you a bill.

Dear Sirs:

The covered bridge shown on Page 4 of May 1972 issue of *Outdoor Illinois*, which was received here August 26th, is the CB&Q Railroad covered bridge crossing the Rock River between Sterling and Rock Falls, Illinois.

The same picture, although not quite as sharp as yours, is shown on Page 49 of "The Covered Bridges of Illinois" by

Thelma Eaton.

Sincerely yours,
Monty Powell
Peoria, Illinois

You are right, and the winner of the wonderfully enlarged first prize, a one-year subscription to *Outdoor Illinois*, now worth \$6.50 per annum.



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OLD BOOKS, no rarities or real antiques, just interesting, inexpensive old books. Stamp for list. Jablin, 9124 Crawford, Skokie, Ill. 60076.

TWO BOOKS, "Covered Bridges Illinois, Iowa," and "Old Mills," \$1.50 each; many illustrations, photos, maps. Swanson's, Box 334-S, Moline, Ill. 61265.

SPOON RIVER and ILLINOIS BOOKS, including reprint of rare Harvey Lee Ross' EARLY PIONEERS. Top storyteller recounts frontier activities. Lincoln and Cartwright recollections. 1821-1900. Deluxe binding, \$7.95, Ill. Tax, 40c, postage, 25c. Free Brochure. Spooniana, Avon, Illinois 61415.

OLD MAGAZINES, newspapers, maps, books, new reference books, Illinois history reprints. Free lists. Prairie Archives, Box 2264, Springfield, Illinois 62705.

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Compiled by the Illinois Division of Tourism

Calendar of Illinois Events

SIGHT-SEEING TOURS

Alton: Greater Alton Art Assoc. Show. Upstairs Gallery, 651 E. Broadway. Continuous—Sun. 2-5 p.m.; Wed. 10-4, Fri. 10-4.

Aledo: Essley-Noble Museum, 1400 block S.E. 2nd Ave. Mercer County Historical Society. Sat. and Sun. 1 to 5, April thru Nov. Other times by appointment. One day notice for group tours. Lincoln library, desk used by Lincoln, Civil War displays and restored one-room country school house.

Andover: Andover Historical Museum. North Locust. Relive the rich history of this 135 year old community, settled by the English and later a haven for the Swedish immigrants, touring this 109 year old home and museum. Open Suns. May 1 thru Sept. 30. Other days by appt.

Andover: Jenny Lind Chapel. Summer-Fall, 9-6 daily. Oldest Swedish Lutheran Church in Illinois & Mother Church of the former Augustana Lutheran Church of America.

Arcola: Thomas Monahan Co. Largest broom corn processing plant in world. Mon. thru Fri., 7:30 to 12 and 1 to 4:30.

Bloomington: McLean County Historical Society Museum. 201 E. Grove St. Open Tues. thru Sat., 9:30 to 11:30 a.m. and 2:30 to 4:30 p.m. Closed Sun. & Mon. also holidays. Open 1st Sun. each month 2 to 5 p.m. No admission charge. Groups should make reservation.

Cairo: Magnolia Manor, 2700 Washington Ave. Historical Museum visited in 1880 by U.S. Grant. Open daily 9 to 5.

Carbondale: Giant City State Park, 12 mi. S. Unusual geological formations. Naturalist service. Deer. Lodge.

Carbondale: Southern Illinois University Carbondale campus, including Southern Acres Vocational-Technical Institute and Outdoor Laboratory at Little Grassy Lake. Visitors welcome. Guided tours arranged thru Information and Information Center, SIU, Carbondale.

Carlinville: Blackburn College (coeducational). On-campus work program operated by students who do cooking, maintenance, construction of buildings, etc. Tours during academic year, 9 to 5. Meals available in college dining hall. Public Relations Office asks 3 days notice for large groups.

Carrollton: Lower Illinois Valley Archeological Museum of Greene County; Courthouse Square. 300 artifacts & pictures. Charts showing the progress from the most important archeological find in Illinois in recent years from the Koster Site diggings in Greene County. Skeleton on display of a 6000 year old infant discovered at this digging site. Open Dec. to May-Noon-5 p.m. Sat thru-Sun. June to Nov.-Noon-5 p.m. Thurs. thru Sun. Special tours by appointment. Adm. free.

Carthage: Tours of Old Carthage Jail, 307 Walnut. Open daily. Winter hours: 8 a.m.-5 p.m. Summer hours: 8 a.m. to 8 p.m. Kibbe Museum. Open every Fri., Sat. & Sun. 1 p.m.-5 p.m.

Centralia: Fairview Park. Tours thru cab of "Old Steam Locomotive 2500" from 12 to 4 Sun.; 2 to 4 weekdays. Closed Mon.

Champaign: Children's Prairie Farm, Centennial Park, Crescent Street & Kirby Avenue. Farmyard area contains all farm animals. Prairie dog village, deer, wild ducks, geese and pasture area. Opens May 30. Hours 1-8 daily. Guided tours arranged thru Champaign Park District, 706 Holiday Park Drive. Picnic and playground facilities and swimming pool.

Champaign: Krannert Art Museum, University of Illinois. 500 Peabody Drive. Open Monday thru Saturday, 9:00 to 5:00; Sunday, 2:00 to 5:00. No admission charge. Permanent art collections; special art exhibitions (see listing in monthly Calendar of Events). Guided tours for group visits upon advance request.

Charleston: Courthouse Museum—Moore House—Shiloh Cemetery (last resting place of Thomas & Sara Bush Lincoln, parents of Abraham Lincoln)—Site of 4th Lincoln Debate (Coles Co. Fairgrounds)—World's Largest Statue of Abraham Lincoln—Prisoner's tunnel from Courthouse Museum to Jail—Lincoln Log Cabin State Park.

Charleston: Eastern Illinois University. Campus maps and general information at University Union desk. Seven days notice for tours. Write Director of Admissions.

Chester: Pierre Menard Home State Memorial, N., off Hwy. 3, near Ft. Kaskaskia State Park. First Lieutenant Governor's home with many original furnishings. Built about 1800. Fine sample of French colonial architecture. Daily 9-3 except Thanksgiving, Christmas, New Year's day.

Chicago: Buckingham Fountain, Grant Park. "Largest and most beautiful fountain in world." Uses up to 15,700 gallons of water per minute, conveyed thru 133 jets.

Chicago: Chicago City Hall, 121 N. LaSalle St. Municipal court, library, council chambers and various interesting departments. Mon.-Fri., 10-11:30 a.m., 2-3:30 p.m. Fifty person limit. Advance reservations required.

Chicago: Chinatown, Cermak Road & Wentworth Ave. Among Chicago's most popular sightseeing attractions. Contact Helen Wong Jean. Chinese American Civic Council, 2249 S. Wentworth, 2nd floor.

Chicago: Field Museum of Natural History, Roosevelt Rd. at Lake Shore Dr., one of the world's largest Natural History Museums. 10 acres of exhibits trace history of earth and its life, showing animals, plants, prehistoric and ancient man and rare gems and minerals. Museum open Mar., Apr., Sept. and Oct., 9 to 5. May thru Labor Day, 9-6 except Wed., Sat. and Sun. from mid June thru Labor Day, 9-9. Nov. thru Feb., 9-4, except Sat. and Sun. 9-5. Friday hours (year around) 9-9. Closed Christmas Day and New Year's Day. Admission: \$1.00 adults, 35¢ children (age 6-17) \$2.50 for families (parents and children). Students 18 or over and Senior Citizens 35¢. Admission free on Fridays.

Chicago: Historic Fox Valley Canoe trail from Yorkville to Wedron. 35 miles scenic trail. Canoe trail information, rentals, literature & historic craft. Year around. Mon. thru Sat. 8 a.m. to 6 p.m.

Chicago: Chicago Historical Society. N. Clark and W. North. One of the finest historical collections in America. Mon.-Sat., 9:30 to 4:30. Sun. 12:30 to 5:30. Admission: \$1.00 for families; 50¢ for adults; 25¢ for children. Free day Monday, or if a holiday, Tuesday. Week-day tours only—advance reservations.

Lebanon: McKendree College. Oldest in Illinois, founded in 1828; home of Marion Bothwell Chapel and the McKendree Bell, reputed to be the oldest in America. Tours arranged by writing or calling Development Office 618-537-4481.

Lerna: Moore Home State Memorial, where Abraham Lincoln visited his stepmother and her daughter, Mrs. Matilda Moore, shortly before leaving for inauguration in 1861. Open May-Sept.

Springfield: Lincoln Depot Museum is the site of the Great Western Railroad Station of 1861 where Abraham Lincoln delivered the finest of his spontaneous addresses, his farewell speech to the people of Springfield. The Great Western Railroad, successor to the Northern Cross, was the first railroad in Illinois and whose charter was obtained with the aid of Abraham Lincoln, while a State Legislator. On April 23, 1965, one hundred and four years from the date Lincoln left for the presidency, the depot was reopened as a private museum and restored as nearly as possible to its appearance in the 19th Century.

Springfield: Lincoln Memorial Garden & Nature Center. A woodland Garden designed by Jens Jensen. Five miles of nature trails. Field trips, hills are covered with trees of Illinois. See redbud, dogwood, plum and native woodland flower. Open all year—sun-up to sunset. Gifts at the Split Rail Shop in the Nature Center Bldg. Open Tues.-Sat. 10-4. Sun. 1-4. Appointments for group tours or special meetings. Write: 3501 E. Lake Shore Drive 62707.

Salem: William Jennings Bryan Birthplace and Museum, 404 S. Broadway. Open 12:30-5 except Thurs. and holidays.

Dear Sir:
Enclosed is check for renewal to Outdoor Illinois. I find it both nostalgic and refreshing.

Very truly yours,
M. L. Kemp
Prophetstown, Illinois

Dear Sirs,
Enclosed find check for new subscription. If you have back copies of magazines available, I would appreciate the October 1971 and November 1971 issues for which I have enclosed cost plus postage.

Thank you,
Mrs. Clara B. Shimkus
Glen Ellyn, Illinois

Most back issues are still available, and at the original price, 50c. Current back issues, beginning with the August-September 1972 issue will be 75c.

Dear Editor:
In my story, The Steamboat Age, in the April 1972 issue, I stated that the excursion boat Columbia capsized when the passengers rushed to one side of the steamer.

In "What and Where," May 1972, Mrs. Francis Walton, Browning, Illinois, stated that the steamer had hit a log or snag, which caused the sinking.

My source was hearsay. I appreciate the correct explanation for the sinking.

Sincerely,
Lowell A. Dearingier
Mt. Vernon, Illinois

Yes, but how do you know Mrs. Walton didn't get her information over the back fence?

The last time we heard from Francis she invited us to come visit Schuyler-Brown counties; in fact she mentioned their old jail in Rushville, on Route 24, is open on Friday and Saturday and Sunday from 1 to 6 p. m. till November. Apparently crime tails off in winter.

Dear Editor:

As I fondly read my May 1972 issue received in late August, the horrible thought comes to mind, if subscriptions are due by the same mysterious calendar used for publication delivery, maybe I'd better get a check in the mail for next year's subscription.

Also, PLEASE SMILE when reference

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Sincerely,
Greg Warrner
Ottawa, Illinois

Our apologies to Connie Fetzner and her magical Burgoo, which we inadvertently described as thin and watery. And we don't harbor any ill will toward you either, except to idly wish a pox on you. Or, perhaps, a gentle hope you don't watch where you're stepping the next time you walk your buffalo.

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