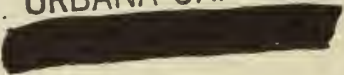



The First Hundred Years

A STORY
of
BLUE ISLAND
1835-1935

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THE FIRST HUNDRED YEARS

1835 --- 1935

HISTORICAL REVIEW
of
BLUE ISLAND, ILLINOIS

WRITTEN AND COMPILED BY
JOHN H. VOLP
BLUE ISLAND, ILLINOIS

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DEDICATED TO

*The Men and Women of a past generation---
those sturdy Pioneers who conquered a wilder-
ness and laid the foundation of Blue Island,
"The City on the Hill."*

TO

*The Men and Women of Today, who are
striving to make Blue Island a clean, prosper-
ous and progressive community.*

TO

*The Little Citizens of the Future, on whose
shoulders will fall the duty to carry on this
work and who must set for themselves ever
higher ideals.*

*“Ye, who would learn the glory of your past
And form a forecast of the things to be,
Give heed to this, a mighty trumpet blast,
And see her pictured life in pageantry.”*

—Selected.



1868—JOHN HENRY VOLP—1938

From the dim mists of unrecorded time when Lake Michigan's blue waters swirled on the sides of a promontory now called Blue Island to the autumn of the year 1935 when a modern city of nearly 20,000 citizens celebrated the Centennial of the establishment of their municipality—that is the scope of this book.

Written by a man, born in the community, who made his mark amidst his own people, the book reflects a task of devotion to a typical American city replete with typical American home life.

With the help of countless people, the record for this history grew, and grew until a fateful day in February, 1938, Mr. Volp laid down his pen for the last time.

His work on that wintry, snowy day, as well as his life itself, was near the final page.

Death called in May and the first desire of his devoted family was to see this book printed as quickly as possible.

Here it is.

"The First Hundred Years" of Blue Island's sorrows and joys, her faults and her virtues.

The book is closed.

Yet a relentless and determined historian known as Father Time, is persisting in hourly piling up new data in a new decade of another century which undoubtedly will occupy the attention of some other devoted Blue Islander, still unborn, who will in another day look back on John H. Volp's labor and in remembrance pen "The Second Hundred".

—Hill Lakin, December, 1938.

FOREWORD



AS the popular saying has it, "the first hundred years are the hardest," the people of Blue Island may well congratulate themselves. For this year, the year of Our Lord, 1935, this community safely rounded out that fateful period.

The dangers and hardships of the pioneers; the trials, worries and tribulations of those who guided the infant village, and the "growing pains" of the later stage under city government have all been overcome and today Blue Island stands before the world—a "centenarian"—but a robust one withal its years.

And the "first hundred years" have been kind to Blue Island.

Those sturdy early settlers whose wisdom and foresight led them to select this, the highest point of land in Cook County, visioned not only homes for their families but, we find, even in the very earliest years, the stirrings of business and commercial activity that foreshadowed the possibilities of fine community development.

So Blue Island this year celebrates its golden anniversary—a clean, orderly, well-kept city of nearly 20,000 souls—a city of many fine homes, good schools, churches and progressive commercial enterprises, second to none in the Chicago area.

Those of us who have lived here all our lives, who have watched its development through various stages during the greater part of that first hundred years, feel that not at any time in its previous history have the indications for greater growth and development been so promising as at this time.

With railroad facilities excelled by no other city except Chicago, with abundant water, and electricity for light and power, with an almost 100 per cent system of sewers and paved streets, located on the deep waterway canal connecting Lake Michigan with the Gulf of Mexico, only a few miles from the country's leading airport, Blue Island offers inducements to the home seeker and manufacturer equalled by no other city in the great Calumet District.

So all honor and credit to those sturdy pioneers who conquered a wilderness and laid the nucleus back in 1835—for Blue Island, "The City on the Hill!"

* * * * *

From time to time short historical sketches of Blue Island, have appeared in the local press, in Chicago newspapers and in various pamphlets and publications.

These sketches, owing principally to their brevity, have for the most part dealt in generalities with little regard for accuracy and complete information. Many of the interesting facts and incidents of the early days have been entirely overlooked in these publications.

Pieced together from various letters, documents and personal recollections it is undoubtedly true that much of the pioneer history may lack accuracy as

regards dates and sequence, but this is true only of the period during the first five or ten years.

The writer and compiler of this narrative was born in Blue Island and all of his 67 years have been spent here. For many years he devoted himself to collecting data, pictures, newspapers and souvenirs of Blue Island only to see all destroyed when a skyrocket set fire to his printing plant on July 4th in 1919. Much of the material destroyed never could be replaced.

But the ambition to write a comprehensive history of Blue Island has persisted, and so, with the 100th anniversary as an incentive, he again devoted himself to the task, believing that a historical review of the past one hundred years would not only prove interesting reading, but would be preserved as a permanent record for future generations.

With this thought uppermost in mind special pains have been taken to have the matters set down here as nearly correct historically as possible. Much that has been written in past years, many old records and documents, clippings, maps, drawings and pictures—in fact, an immense lot of such material—all had to be examined and gone over for those matters that would prove of value in a review such as this.

Many extremely interesting facts have come to light during the writer's search for information and much valuable aid in this respect has been given by citizens who supplied facts, incidents and pictures of the past.

The writer is deeply grateful to those who assisted him in any way and a full acknowledgement of such service will be made in a chapter at the close of this review.

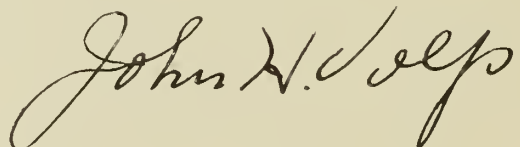
Our story divides itself quite naturally into three periods—The Pioneer Period (1835-1872); The Period under Village Organization (1872-1902), and the later and present period under City Government (1902-1935).

Several early maps and pictures (some of which have never before been seen in print) will be published with each installment of the earlier period, and numerous pictures of the later periods will be shown as the story progresses.

The biographical section contains many names of early residents, yet undoubtedly some who should be mentioned here have been omitted. There are two principal causes for such omissions: the first is that the publisher had no information on the subject: the other is that in quite a few cases members of the older families promised to supply the necessary information, but failed to do so.

Knowing that no man is infallible the writer begs indulgence for any inaccuracy which may appear in this volume.

Blue Island, Illinois
September, 1935

A handwritten signature in dark ink, reading "John H. Seep". The signature is written in a cursive style with a large, flowing "J" and "S".

CENTURIES BEFORE THE DAYS OF COURTNEY AND REXFORD

The Blue Island ridge, as we know it, is considered by geologists somewhat of a geological curiosity, composed, as it is, almost entirely of alluvial drift and lake deposit.

Surveys and well borings show that while the territory surrounding the ridge is underlaid with limestone, mostly at a shallow depth, and in some places with very little or no soil covering, drillings made on top of the "island" reach a depth of 70 to 85 feet before the limestone formation is encountered.

It seems that natural forces deposited here an excessive quantity of loose material upon a rock foundation, much as a child would heap sand or soil on a tabletop.

The following is compiled from a Geological Survey of the Chicago Plain:

"There seems to be no assignable reason why excessive deposition should have occurred at this place (Blue Island). It is probable that, as left by the glacier, this elevation of drift spread out to the north, east and south with more gentle slopes, such as are now seen on the west, thus forming a broader and less abrupt rise than the present.

"At the Glenwood stage of the lake this drift ridge was an island rising 10 to 35 feet above the surrounding waters. The waves beating against this shore on the east and northeast cut away much of the gentle slope and developed a terrace and cliff. The waters from the east and southeast were divided in their flow toward the outlets by this ridge, one part sweeping about the north and the other about the south end. These currents gathered up much of the finer material from the erosion of the cliff and swept it out to the leeward of the island in a pair of spits, one at the north end and one at the south. That at the north end is best seen at the Catholic cemetery of Ste. Marie, on the Chicago and Grand Trunk railway. It may be that the boulders on the plain at the north end of the Blue Island ridge are the remnants from this erosion, being the coarser material which the waves and currents were unable to carry. The waters flowing about the south end of the island formed a deposit of gravel and sand on which is built the city of Blue Island. These gravels are best seen in the excavation just west of the Chicago, Rock Island and Pacific railway station, where they are alternately fine and coarse, with cross-

bedding dipping to the west. Cellar excavations also show the bedding as dipping to the south and west."

"Blue Island was a true island for ages during and after the melting of the ice cap which covered it during the glacial period.

"The glacial lake known as Lake Chicago and later as the present Lake Michigan, had its outlet through the Desplaines valley and the Sag valley into the Illinois river and from there to the Gulf of Mexico. The Sag valley extended from Blue Island to the present Homewood (see map page 10) in width and from here to the present Drainage canal, about 14 miles west. At first Blue Island and Mount Forest island were the only islands in this lake—later Lanes Island and Stony Island appeared out of the receding waters.

Geologists believe that during the glacial period the water rose and fell in the different "stages" of Lake Chicago. The 60-foot or Glenwood stage was followed by the 40-foot or Calumet stage. The water had outlets through the Calumet-Sag-Desplaines route as well as the Great Lakes-St. Lawrence outlet. The latter occasionally was stopped with ice gorges causing variations in the water level. The 30-foot or Tolleston stage then marked the extent of a partial resubmergence of the plain.

For general purposes it may be stated that Lake Michigan originally had its shore line at the Blue Island ridge. Later it receded to the Michigan avenue ridge at Roseland and finally to its present shore line.

"The large boulders found on the surface in this vicinity, mainly granite, also the boulders found embedded in the clay and other soils, were brought here by the glacial ice from points farther north. The surface deposits in the vicinity of Blue Island are the Drift proper, and subsequently alluvial and lake deposits.

"The supply of building stone in the county is very large," continues the report, "and in the lower division of the Niagara group in the Athens (Lemont) quarries is found one of the best building stones in the state, technically known as Athens marble. The clay found throughout the county, especially in the vicinity of Blue Island, presents an excellent material for the manufacture of brick. Sand is abundant



PLATE ONE
From Geological Survey "The Chicago Plain"

Here the waters of Lake Chicago still cover a wide expanse of land—from Dyer, Ind., on the south, and west as far as Palos and LaGrange. The present site of Maywood is still covered by water and Norwood Park is at the edge of the lake. Blue Island is here shown as a true island, fully eight miles off the western shore of the lake. Mt. Forest island has also been exposed by the receding waters near the mouth of the Desplaines river.

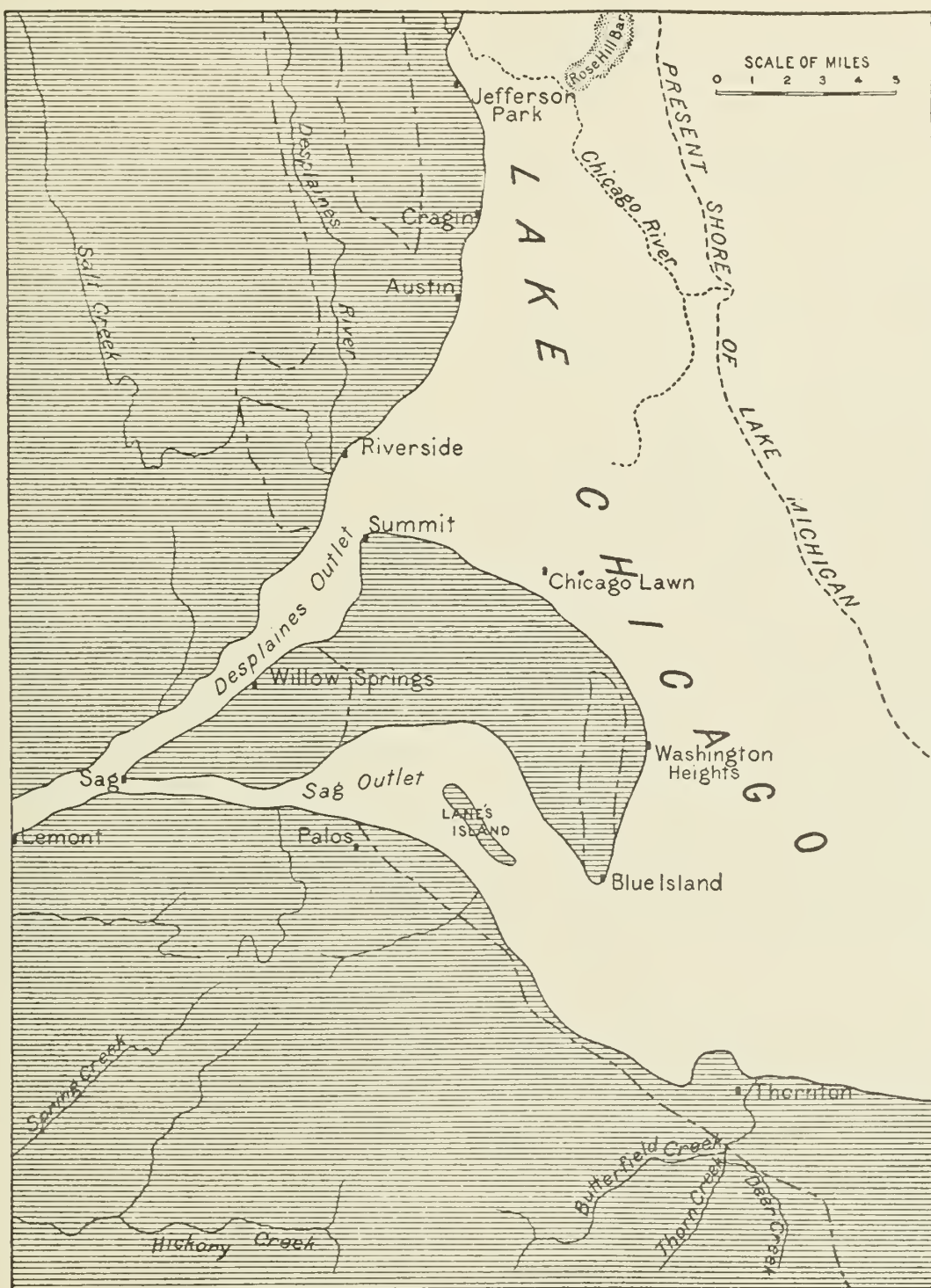


PLATE TWO
From Geological Survey "The Chicago Plain"

In this map a considerable portion of land between Blue Island and Palos is shown to have emerged from the receding waters. Blue Island appears in dotted outline at the eastern extremity of this body of land and its southern base is still washed by the waters of the lake. Lane's Island has emerged above the water and is a true island. The dotted lines at the right show the present shoreline of Lake Michigan.

all over the county, placed there by the lake, as in a storehouse until the amplitude of building necessities require it. Artesian wells, ranging in depth from a few hundred to two thousand

feet provide a plentiful supply of good water."

Thus with building material, water, and possibly fuel, Cook county has not been neglected in the distribution of prizes in economic geology.

FATHER MARQUETTE'S JOURNEY

Via Stony Creek and the Calumet River

Before proceeding with the story of the coming of the first settlers to the "blue island" let us turn back the pages of history a couple of hundred years to the time when the Jesuit Fathers Marquette and Joliet and other French explorers traversed this section.

In spite of the claims of some historians, who contend that Father Marquette, in his several voyages of discovery, portaged between the Chicago river and the Desplaines, there is a preponderance of evidence which proves that the route taken by Marquette was not by way of the south branch of the Chicago river, but by way of the Little and Grand Calumet, thence by way of Stony Creek around the lower edge of the "blue island" to the Desplaines river at what is now known as the Sag. There is considerable ground for the belief that Marquette may have camped at a spot not far from the Indian Village which historians say was located on the north bank of Stony Creek, just below the hill, and west of what is now Western avenue.

Major Henry W. Lee, of South Chicago, who has spent many years in historical research of the Calumet region, believes firmly that Marquette's last journey was by way of Stony Creek.

* * *

By MAJOR HENRY W. LEE

Editor, The Calumet Record Since 1898

When Father Marquette came to the Calumet region and spent the winter of 1674-75 in a cabin near the present site of Hegewisch, there were a number of Indian villages here occupying strategic locations as regarding portages, trails, high land, defensive position, etc. Alfred F. Scharf, noted local expert on Indian affairs, spent fifty years investigating old trails, village sites, portages, etc., in the Greater Chicago area. On Mr. Scharf's map Indian villages are located at Cheltenham, South Chicago, Hegewisch, Thornton, Blue Island, Palos and the Sag.

Portages are designated by Mr. Scharf south of Lake Calumet, at Blue Island and west of Palos. He found chipping stations at the Sag, Palos, Stony Island and Cheltenham. In Blue Island in the north-east portion an Indian mound is indicated. The Indian "village" was north of

Stony Creek and an Indian camp was found by Mr. Scharf in the south part of Blue Island near the trail later known as the Vincennes trail.

When Father Marquette and Louis Joliet made their first trip through the Illinois country they came down from Green Bay via the Fox and Mississippi rivers, reaching the Mississippi in June, 1673. They proceeded south as far as the Arkansas and then began their return trip. They departed from their first itinerary, using the Illinois and Desplaines rivers to shorten their voyage.

To quote Father Marquette's journal: "In the spring and during part of the summer there is only one portage of only half a league. We found on it a village of Illinois called Kaskaskia, consisting of 74 cabins. They received us very well and obliged me to promise that I would return to instruct them. One of the chiefs of this nation with his young men escorted us to the Lake of the Illinois (Lake Michigan)."

Marquette was detained at Green Bay through the summer of 1674 by illness. In October he started out with two Frenchmen, Jacques and Pierre, and later they were joined by a party of Indians enroute for the Kaskaskia village. The trip was made in canoes along the west shore of Lake Michigan. This was a slow method compared with the boats, trains, autos and airplanes of today. It was December before Father Marquette wrote in his journal: "Being cabined near the portage two leagues up the river we resolved to winter there on my inability to go further."

Prof. Albert D. Hager, Mr. Scharf and John Moses (Moses' History of Illinois, 1889) all are on record that Marquette's route through this part of the country was via the Calumet river. Marquette's own map and journal offer the best evidence. On this map the "Kaskaskia" village is located directly opposite the south end of Lake Michigan. His journal also admits of no other interpretation, in spite of the fact that Chicago enthusiasts have erected a monument in one spot and a mahogany cross at the foot of Blue Island avenue on the Drainage Canal to mark imaginary sites connected with the famous missionary.

The writer of this article read a long paper before the Illinois State Historical Society at its annual meeting in 1912 on "The Calumet Portage." Many authorities, maps, explorers, official reports and personal investigations are quoted in this paper which was published in the society's proceedings for 1912. There is neither time nor space available to go into such details now. Those interested may find the publication at all public libraries in Illinois.

At Palos (Kaskaskia) the mission of the Immaculate Conception was established and in 1696 Father Pinet founded the mission of the Angel Guardian among the Miami's, probably on the portage south of Lake Calumet, known as the "Portage des Chenes," (Portage of the Oaks.) The local missions and villages were visited later by Fathers Allouez, Dablon, Gravier, St. Cosme and Membre, as described in their letters.

Shortly after Father Marquette spent the winter on Indian Ridge, Hegewisch, he is reported to have established the mission at Palos. He then voyaged to the east shore of Lake Michigan where he died shortly after.

Other early portages through the Calumet region were: Tonty, September, 1660; LaSalle, March, 1681; Tonty, December, 1681; LaSalle, 1682; LaSalle with his company and an army of 4,500 Miamis, 1683; two of Tonty's men, 1683; Tonty, May, 1684; Gov. LaForest and party, 1685; Joutel, Abbe Cavelier, five Frenchmen and twelve savages, 1687, and return trip; Allouez with five Frenchmen, including Joutel, and five savages, 1688.

Many of the original explorers reported that it would require but one or two small canals across the portages to supply navigation uninterrupted between the Great Lakes and the Mississippi river. It took 260 years to carry out this idea, but it is in operation today.

A few years later, soon after the opening of the eighteenth century, this route to the Mississippi became so dangerous that it was gradually abandoned and almost forgotten. In 1703 the Kaskaskia tribe removed to the present location of the town that bears their name. An entry in the old Kaskaskia register reads: "1703, April 25, Ad ripam Metchigamea dictam venimus." Fathers Marest and Gravier accompanied them. (Shea's History Catholic Church, Vol. 1, 535.)

A manuscript in the library of the Chicago Historical Society by Dr. V. A. Boyer describes the remains of a French fort at Palos, as seen by him in 1833, more than a hundred years ago. I have visited this site on the Lucas farm.

Wrought iron axes, powder horns and other evidences of French occupation are still in possession of the Lucas family and neighbors.

It must be borne in mind that the water shed at Palos is the continental divide between the Great Lakes, or the Atlantic if you prefer, and the Mississippi. This strategic location commanded the portage between Stony Creek, a Calumet tributary, and the Desplaines. It also commanded the Saugenash Trail that ran along the water shed. It is one of the most beautiful and desirable locations for miles around.

Early explorers preferred this route and early surveyors for the Illinois and Michigan canal recommended it in preference to the Chicago route, afterward adopted by means of political influence. One army officer who reported in favor of the Calumet route, was no less a man than Jefferson Davis, a West Point graduate, afterwards President of the Confederate States. But the Illinois and Michigan canal later needed the Calumet Feeder, water from which was provided by a dam, the relics of which may still be seen under Roll's bridge.

Then between 1911 and 1922 the Calumet Sag canal was built. The writer had the honor of breaking a bottle of champagne over the first spade.

Uncle Sam had a corps of engineers surveying the Calumet waterways for years recently. The result is well known. The federal government will spend millions to improve the Calumet route as the preferred local terminus of the Great Lakes-Gulf waterway. Contracts have been let for three by-passes in the Calumet-Sag canal west of Blue Island and a total of \$2,800,000 will be spent this year on this and other improvements in the Calumet river and Lake Calumet.

Later the Indiana reaches of the river will be deepened and widened and local transportation by rail, truck and air will be further augmented by harbor and other internal waterway facilities unequalled anywhere. Thus after centuries the ideas of the first explorers are being carried out today.

The great Calumet region, explored by Father Marquette 260 years ago, is on the eve of its ultimate culmination—an incomparable hive of industry—the crossroads of the continent—the heart of America!

Marquette found the Illinois Indians ceremonious, courteous and very curious. He described the ceremony of smoking the Calumet pipe in detail. It appears that the Indians in some cases held slaves. They were very fond of feasting. He describes the first course of a meal

of "sagamite." Indian corn boiled in water and seasoned with fat. The master of ceremonies filled a spoon and put it to his mouth as if he were a child. Fish with the bones carefully removed was put into his mouth as one would feed a bird. A large dog freshly killed constituted the third course, which the holy father avoided. The fourth course was a piece of wild ox. The Indians gave him belts, garters and other articles made of the hair of bears and cattle, dyed red, yellow and gray.

Marquette describes the Indians as divided into many villages, with some difference in their languages, of gentle and tractable disposition. They had several wives of which they were extremely jealous, cutting off their noses and ears when they misbehaved. The Indians were active

and skillful with bows and arrows and very warlike, making themselves dreaded by distant tribes where they procured slaves, to barter or sell or use. The Indians knew nothing of iron or copper, having only stone knives.

Game being plentiful they lived by hunting and fishing and on Indian corn of which there always was a good crop. They sowed beans, melons and squashes. Their cabins were large, roofed and floored with mats made of rushes. They made their utensils of stone, wood and bone. Ladles were made of the skulls of animals.

They were liberal in cases of illness. Their garments were made of skins; the women clad modestly and becomingly; the men often not at all.

BLUE ISLAND ON HISTORIC GROUND

The picturesque region around Blue Island along the Calumet river was once the home and hunting ground of several powerful Indian tribes. The events which occurred here form a part of our national history and are a fascinating study to one who delves in historical research.

Blue Island, it is known, was once the site of one of the biggest Indian villages in the vicinity of Chicago, and at Wildwood, just a few miles east of here, on the Calumet river, was a former council place and burying ground of the Indians. The Illini tribe roamed the wilds of Wildwood and it was here their dead started upon the first stage of the journey to the happy hunting grounds.

At Wildwood and Blue Island is where in 1769 the allies of Pontiac exacted their terrible vengeance upon the Illini Indians who refused to join the historic conspiracy to drive the British from the northwest. The great chief Pontiac conceived the idea of forming a confederacy of all the Indian tribes and planned to drive the British out. He succeeded in enlisting all the powerful tribes in this part of the country under his banner, except the Illini Indians, who were a peaceful tribe. Pontiac failed to drive out the English because the French did not assist him as they had promised. He was assassinated near Joliet by a renegade Illini Indian who received a keg of whisky and some money from the English for what he had done. When the news of Pontiac's death became known among the Indians, they immediately demanded vengeance upon the Illini Indians. The Illini Indians were thus forced into battle. They concentrated their

forces at Wildwood and Blue Island. Wildwood being the meeting point of several important trails was the scene of the first encounter. The Illini tribe was driven from Wildwood. They retreated to Blue Island where they struggled valiantly against overwhelming odds but were finally driven from Blue Island to Joliet and from Joliet to Starved Rock where they made one last desperate stand. It was at Starved Rock that the last vestige of the Illini tribe made their final battle for existence and it was here they were all killed with the exception of six. One of the six survivors of this desperate and bloody battle was a half-bred named Clark from whom the story of the battle has come down.

A few years later the vicinity of Wildwood and Blue Island was again the scene of a bloody conflict, when Brady, the American raider from Peoria, was captured with his men by the British from Fort St. Joseph in the swamps of the Calumet. And toward the close of the revolutionary war, when George Rogers Clark and his heroic Virginia riflemen swept down into Illinois, a detachment of his men, under Col. Montgomery, burned the prosperous villages of the Chippewas, Pottawatomies and Ottawas who had settled there after the massacre of the Illini.

Truly the ground around and upon which the city of Blue Island now stands is historic soil. Where once the shriek of the tortured and the groans of the dying red man resounded during that vicious massacre, there is now peace and quiet. Bones, battle axes, arrowheads and other relics of the aborigines which have been dug up even in recent year attest the fury of the early battles which took place in this vicinity.

A PICTURE OF THE PAST

NOTE: The following article was written by Norris W. Quinn a former editor of the Sun-Standard, and was printed in the issue of that paper dated Dec. 9, 1920. It is reprinted here because Mr. Quinn's able pen graphically portrays a scene that undoubtedly did occur just before the white man's coming to this section.

There is an old story left by white hunters, who visited the Blue Island ridge several years before any actual settlement was made, that a lone wigwam stood on the crest of the hill, about where the Metz brewery was later erected. But even this lonely red-skin eventually "folded his tent and silently stole away."

* * *

It is a hot midsummer afternoon in 1831. The blazing rays of the sun beat down on a spot a few miles west of Lake Michigan in the unexplored and uncharted wilderness of northern Illinois.

Ahead rises a great ridge of land covered with timber. A misty haze hangs about the base of the ridge, which, from a distance looks like a vast lake, from which the rough wooded ridge rises like a great blue island.

Few white men have ever cast eyes on this scene. Occasionally a wandering French trader, dressed in his buckskin jacket and leggings, carrying a long flint-lock rifle and wearing in his buckskin belt a long hunting knife, has paused on his journey southward and talked with the Pottawatomie Indians in their village at the base of the blue island.

In the village, a crude group of deerskin tepees, some unusual activity is taking place today. Men are moving hither and thither busily, fat squaws are working about the tepees, braves are talking excitedly in groups.

The cause of the excitement is soon visible. A large section of the tribe is preparing to migrate. Here and there a tepee, its long, straight poles removed, falls to the ground and a squaw busily folds the dry hides that make up the tepee covering and places them in a bundle, together with other meagre possessions of her family.

The bundles are placed across long poles which the squaws place athwart their shoulders and carry to the open space in the center of the camp. Soon the greater number of the skin homes of the Indians have been dismantled and lie in large bundles near the chief's tepee which still stands.

Half the braves of the village form a long silent line. They are dressed in buckskin jackets and leggings. Here and there a bright colored

blanket shines in the afternoon sun, showing that traders have already disposed of their wares in the village of the great blue island. In their girdles the braves carry knives and hatchets, some made of stone and some of the traders' steel. Most of the warriors carry javelins, stone tipped, but a few have cumbersome rifles and wear powder horns over their shoulders.

The squaws form in line behind the braves. Laboriously they lift the ends of their carrying poles to their shoulders. The caravan is about to depart.

The old chieftain, sitting before his tepee, has viewed the proceedings disinterestedly. Never for an instant has he relaxed the stoic expression on his weather-beaten face. He puffs with undisturbed regularity on his long pipe and the little clouds of smoke drift away to join the blue haze.

A young man, apparently the leader of the migrating savages steps forward. A gorgeous blanket covers his shoulders. In his hand he carries a long rifle with brightly shining lock.

He addresses the chieftain:

"My father," he says, "your children are leaving, yet you persist in staying. Day by day the white devils crowd more closely to us and soon this land will no longer be ours.

"Three times large numbers of your children have left this village and have gone to the free country further west where the bearers of thunder guns will never penetrate. We are going to join them. I ask you again to abandon your folly and accompany us."

The chieftain lays aside his pipe and rises:

"It ill behooves you, my son, to reproach your father, made wise by many winters, for folly. It is true that the white devils are daily coming in increasing numbers across the great water. But the land of the blue island is our home and it is here that I shall remain. I have spoken."

The chief resumes his seat and his pipe. He watches the long thin line as it wends its way across the blue island to the west. As the sun sets the last toiling squaw has passed out of sight.

* * *

In the years that intervened between 1831 and 1834 few changes took place in the neighborhood of the big forest-covered hill in northern Illinois which wandering hunters, trappers and traders called the "big blue island."

A few Pottawatomie Indians clung with almost a death-grasp to their beautiful homes. True, the younger Indians had for many years been

migrating in large bands to the far west, fearing lest they should be driven by force from their homes by the invasion of the pale-faced settlers. But the more conservative of the Pottawatomies stayed in their village on the northern crest of the blue ridge, declaring they would die rather than leave the home the Good Spirit had assigned to them.

* * * * *

The threatened invasion of the "white devils" from across the lake failed to materialize. Trappers, hunters and traders, chiefly Frenchmen, passed frequently through the blue ridge vicinity but they were wanderers and courted the friendship of the Indians. None of them built homes on the blue ridge, and in fact, none of them remained in the district save for one or two fleeting nights.

But in the late summer of 1834 there came to the blue ridge district a man who was neither a trader, a trapper, nor a hunter. He carried a long flintlock rifle, like the other white men whom the Indians had seen, but he shot only enough animals to provide himself with food. He brought with him no blankets, knives, beads, or rifles to exchange for hides.

This man was Thomas Courtney, the first settler in the district which we are now pleased to know as "Blue Island."

* * *

Territorial Development

In 1682 the territory which embraced what is now Blue Island was French territory under the government of the Province of Canada.

The English Atlantic colonies claimed it as a part of the western extension of their grant, but France perfected its claim and was the first white owner of Cook county. In 1760 it became English and in 1778, when this part of the country was conquered by Governor Roger Clark by an expedition sent out by Virginia, it became part of that state by Act of December 9, 1778, passed by both houses of Virginia, and it became "Illinois County of Virginia." It remained so until 1784 when the government of Northwest Territory was established. In 1803 it became part of the territory of Indiana and in 1809 it was included in the Territory of Illinois. In 1818 it became a constituent part of Illinois.

In 1814, Blue Island was in Edwards county; in 1816 it was in Crawford county; in 1819 in Clark county; in 1821 in Pike; in 1823 in Fulton; in 1825 in Peoria and in 1831 it was in Cook county, which at that time included also the present counties of Lake, Will, McHenry, Du

Page and Iroquoise. It was the 54th of the 102 counties of which this state is now composed.

Cook county was named after Captain Daniel Cook, the first attorney-general of the state and later a state representative. He was also known as the father of the Illinois and Michigan canal because of his untiring efforts to bring about the building of that waterway.

In 1825 what is now Cook county was a part of Peoria county, which then included the entire upper part of the state of Illinois. The city of Peoria was the county seat. Before 1850, Cook county was divided into precincts. In 1831 there were three precincts in Cook county, viz: Chicago, Hickory Creek and DuPage. In 1834 there were four—Chicago, the one in which we were included, Hickory Creek, Walkers Grove and Napers (Du Page county). The county then included the present Will, Kane, Du Page, McHenry, Lake and Cook.

Iroquoise county separated from Cook in 1833, Will and McHenry in 1836, and DuPage and Lake in 1839. Cook county as finally reduced to its present dimensions comprises nine hundred and forty-eight square miles.—*Andreas History of Cook County.*

* * *

Indian Boundary Line

In 1816 the treaty of Black Partridge was negotiated at St. Louis by Ninian Edwards, William Clark and Auguste Chouteau with the Ottawas, Chippewas and Pottawatomies. This established the well known Indian Boundary Lines in the north and south sides of Chicago, bounding a twenty mile wide strip of land extending southwest from Chicago to the mouth of the Kankakee river, and being the despair of surveyors ever after. The southern Indian Boundary line runs from the mouth of the Calumet river at South Chicago southwest across Lake Calumet, through Wildwood and south of Blue Island. This cession includes the most important part of Chicago.

The Indians, according to the treaty had the right to hunt and fish within the ceded tract as long as it continued to be the property of the United States. The object of this treaty was to construct a military road in order to protect and facilitate the building of the proposed Illinois and Michigan Canal. Section lines within the boundary and those outside do not correspond, thus creating a number of fractional sections, which condition has caused many errors in the description of property, as well as disputes over property lines.

THE PIONEER PERIOD

From the Earliest Days of Settlement to the
Time of Incorporation as a Village

1835 --- 1872

WHY THE NAME "BLUE ISLAND"

Much has been written and there have been many discussions and much theorizing why the name "Blue Island" was given to this particular piece of land on which our city now stands.

Geologists tell us that many centuries before the white man's coming the waters of what is now Lake Michigan, extended far inland beyond the present shorelines. This ridge of land, rising to a height of 40 to 50 feet above the surrounding lowlands, was then indeed an island.

Proof that this was undoubtedly so is plentifully established because the City of Chicago was built in a swamp and even in 1835 the lowlands surrounding "the ridge" for miles were water-logged and in a swampy condition.

All who have lived here twenty-five years or more will remember the big slough to the west and south-west of Blue Island which ceased to exist only when the Calumet-Sag channel was completed, draining all that territory. Also to the east around Calumet lake and north-east where Gresham now stands—who does not remember the flooded condition of those sections during the spring thaws and after heavy rains?

So it does not require a great stretch of imagination to visualize the vapors that would arise, especially on a hot day, from the stagnant marshes surrounding this ridge with its heavily timbered crown, to picture an island in the midst of an expanse of water. Seen from a distance through a haze the ridge might reasonably have appeared blue, as one sometimes sees mountains that appear of that hue.

A novel version, and one that may have considerable foundation in fact, was given to the writer by a woman past eighty years old, now living in Chicago. This woman, in her younger days, frequently visited the "island," and the one thing impressed on her mind was the acres of blue flowers (presumably "blue-flags," or wild iris) that grew around the marshy spots at the base of the ridge. (The writer remembers that the wild blue iris once grew in great profusion along the banks of Stony creek and at the edges of ponds.)

Another version was advanced by H. B. Robinson who related that a certain tribe of Indians resided on the ridge whose custom it was to paint their faces blue. Hunters who used to visit this section referred to these Indians as "the blues of the ridge." Alas, that local archaeology is silent on the subject of "blue Indians!"

Well, one explanation is as good as the other, so the reader may take his choice. It is a matter

of history, though, that the name was in general use among traders and hunters in this section as early as 1832 when Chicago was a straggling settlement of but a few hundred people. The name was applied generally to the entire ridge or elevation on which the city now stands. This ridge is about six miles long and an average of one and a half mile wide, and rises abruptly to a height of 40 to 50 feet above the surrounding land.

The western and eastern slopes of the ridge were heavily timbered while the central tableland was, for the most part, an open plain with scattered groves of great trees here and there. Stony creek, at that time a very sizable stream, wound its way from the north-west closely around the foot of the hill and joined the Calumet river a mile farther east. The Little Calumet river, then navigable for a considerable distance, flowed from the southeast toward the bottom of the hill, then almost doubled upon itself and after swallowing the waters of the creek flowed eastward into Lake Michigan. Both of these streams abounded in fish, and water fowl in great flocks could be seen at all times, the reedy shores and heavy brush growths affording excellent cover for breeding purposes.

The glory of these streams has departed. Stony creek exists no more today having been swallowed up by the Calumet-Sag canal and the Calumet river is but a mere trickle of its former turbulent majesty. Civilization has taken its toll—Nature had to give way to man's modern demands!

* * *

The early settlers, having traversed the length of the ridge from the north, and coming to its southern abrupt extremity, viewed from its crest a wonderful stretch of level land below traversed by two beautiful streams. Is it any wonder they were thrilled by the sight and laying down their trappings exclaimed, "This is the place; here will we build our homes!"

The Chicago Democrat in February, 1834, described the Ridge as follows: "Nearly south from this town (the population of Chicago was about 3000 at this time) and 12 miles distant is Blue Island. This name is peculiarly appropriate, it is a table of land about six miles long and an average of two miles breadth, of an oval form and rising some 40 feet out of an immense plain that surrounds it on every side. The sides and slope of the table, as well as the table itself, are covered with a handsome growth

of timber, forming a belt surrounding about four or five thousand acres of beautiful table-land.

"In summer the plain is covered with luxurious herbage. It is uninhabited and when we visited it, from its stillness, loneliness and quiet, we pronounced it a vast vegetable solitude. The ridge when viewed from a distance, appears standing in an azure midst of vapor, hence the appellation "Blue Island."

Deer abounded here in great numbers as did also small game of every kind. Records left by hunters who visited the ridge say that at times a hundred deer could be seen in a single herd. Wolves also were numerous and these constituted the greatest danger to the lives of the pioneers. Many encounters with these snarling beasts were

had and children and livestock were in constant peril from their attack. But a relentless war of extermination was waged by the sturdy frontiersmen and after a few years the wolves were driven to more remote sections.

In their last great council with the whites in the autumn of 1833, the Pottawatomie Indians signed away their last Illinois land. The majority of the Indians left this territory in 1835, but a considerable number clung to their beautiful ridge hunting grounds until 1847, when they also departed in a caravan said to have consisted of 35 or 40 wagons. Even up into the 60's an occasional Indian was reported to have been seen who had returned to visit the former home of his fathers.

THE FIRST WHITE SETTLERS

To the Blue Island ridge came in the late summer of 1834 a man, Thomas Courtney by name, bringing with him his wife and one child. He had pushed westward from his home in the east, resolved to build himself a dwelling in the wild Illinois forest.

For days the little family had made their way through a strange land, beset by all the dangers of an unknown and hostile wilderness. The elevated ridge of land which they had sighted a few days before lured them on.

Impressed with the beauty of the forest and the open table-land they pushed forward to its southern extremity where the ridge ended abruptly. Standing on the crest of this hill Courtney's gaze rested on a scene of marvelous beauty. To the east, south and west was an unbroken view of a fertile land, traversed close by by a sparkling stream, which gave assurance of a plentiful water supply and fish and fowl for food.

Courtney decided that here was the end of his journey—here he would build his cabin home and rear his family.

For days the buckskin clad man and his wife, who was a real type of those early pioneer women to whom the credit of opening the west largely belongs, lived in the open while Courtney looked about for a suitable site for his proposed home.

Those were dreadful nights. Frequently the young wife, sleeping on the ground in the arms of her stalwart husband, was frightened into wakefulness by the cries of wild animals; often their little child would cry with fright as he heard a rustling in the brush that betokened the approach of forest beast bent on securing food.

At last Courtney found a site for his home. Little did that backwoodsman imagine in those

wild days of 1834 that on that same spot would later stand the First Lutheran church of Blue Island where hundreds would worship weekly the God who had made possible the successful settlement of the middle west.

Courtney cleared away a spot at what is now the corner of Grove and Ann streets, and there erected his primitive home.

This consisted merely of a single room enclosed by four walls built of logs, an earthen floor, no windows and only one opening for a door. At one end of the room was a fireplace built of boulders fastened together with clay. Such was the crude home of the pioneer Courtneys.

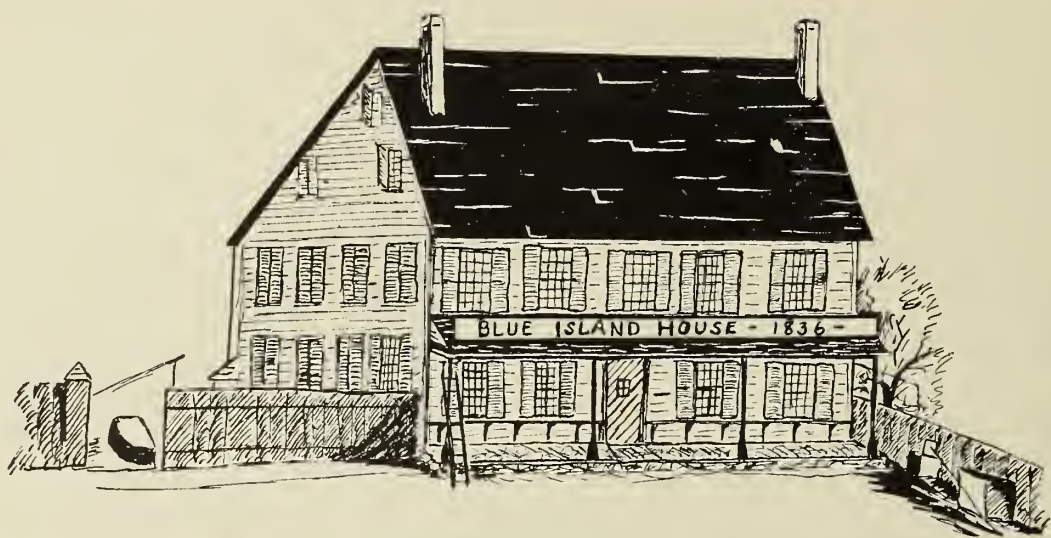
Windowless and floorless the one-room shack stood on the southern brink of the blue ridge, an outpost of civilization in a land of savagery, the vanguard of the thousands of Blue Island homes that were to come.

* * *

For more than a year the crude cabin of the Courtneys stood alone in the wilderness—for more than a year the little family had no friends or neighbors with whom to associate or spend the long and dreary winter evenings. Trappers and hunters occasionally sought the shelter of the little cabin and several Indians still living on the ridge and disposed to be friendly, would occasionally stop with a brief greeting.

However small and crude the cabin of the Courtneys may have been it served as the nucleus of a settlement. White men like to live together and wherever one cabin went up in the wilderness another was sure to follow.

So it was not strange that soon others, impressed with the natural charm of the locality,



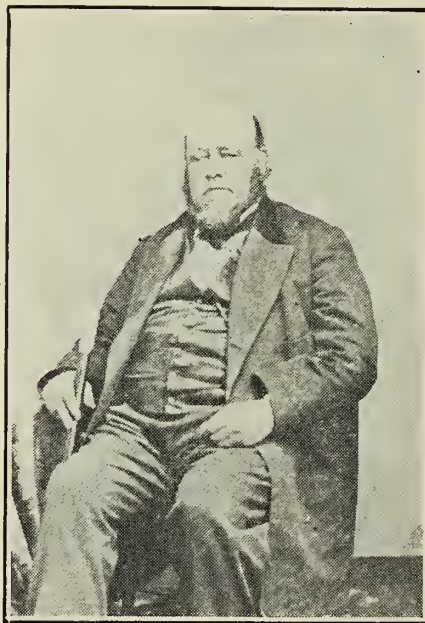
"BLUE ISLAND HOUSE"

Built in 1836

This was the first structure of a permanent character to be erected in Blue Island. It was built by Norman Rexford in 1836 and for many years served as a hotel and as a home for the Rexford family. The picture printed here is from a drawing reproduced from a pencil sketch which was made during the early years when the building was still standing. The original sketch is yellowed with age and is a prized possession of the Rexford family. The artist has faithfully copied all the crudities of the original drawing. The sketch was kindly loaned by Fred K. Rexford of Pasadena, Cal.



Mrs. Julia Rexford



Norman Rexford

Mr. and Mrs. Norman Rexford, honored pioneers of Blue Island. So many of the Rexford families were among the first citizens of Blue Island that the name is inseparably connected with the early history of the city.

Photos courtesy Fred K. Rexford, Pasadena, Cal.

should decide to locate in the vicinity of Courtney's cabin.

Early historians concede that Norman Rexford was the second white man to come to the "blue island" and the first to build a house and make permanent location in what (for brevity's sake) we will hereafter call "Blue Island." He was a native of Charlotte, Vt., where he was born on June 4, 1802. Coming to Chicago by team in 1835 he located for a short time on the northern end of the island in what was then called the "long wood" (the name Longwood is still retained by that section.) Here he erected a four room log cabin and conducted a tavern until November, 1836, when he removed to the southern tip of the ridge, which within a few years, was to become a thriving settlement.

Courtney had selected the western edge of the southernmost tip of the ridge for his cabin and Rexford chose a location about 1000 feet away on the highest point at the southeastern part of the elevation.

Quick to vision the business possibilities of such an outpost as this, Rexford at once proceeded to build a hewed frame building for a hotel. This frame, cut and shaped from native timber, was sided with boards drawn by team from Pine Creek, Ind., more than 100 miles distant, the lumber costing \$40 per thousand feet.

The state government had during the years 1834-35 completed its survey of a military road connecting old Fort Vincennes in Indiana with Fort Dearborn at Chicago. This road was known as the Vincennes trail, afterward changed to Vincennes Road and passed through Blue Island. It was later partly made a plank road.

So the Rexford inn, known as the Blue Island House, soon became the stopping place for officers passing between the two forts. Wagon traffic was increasing, new settlers were arriving in increasing numbers, anxious to take advantage of the commercial opportunities of a new settlement.

Many were the strange travellers who spent nights at that primitive inn and sat through the evening before the open fireplace, smoking their pipes and exchanging stories of the wilderness with the genial host.

The Blue Island House stood on the east side of what is now Western Avenue (then the Wabash Road) about halfway between the present Grove and Fulton streets. The bluff at that time was much steeper and more abrupt than it is now and the view from the hotel commanded a wide sweep of the lower-lying territory to the south and east.

As business increased the inn was enlarged and it continued a landmark until 1858, when it

was destroyed by fire. During the height of its popularity many a social gathering was held therein and many of the pioneers of Chicago and other points twenty and thirty miles distant often drove there to trip the "light fantastic" upon its floor, usually remaining to breakfast before returning home. In the spring of the year the prairie roads were often almost impassable. It was customary with Mr. Rexford to hang beacon lights in the upper windows of the hotel on dark nights as a guide to all belated travellers who might be struggling through the mire or the severe storms of the winter.

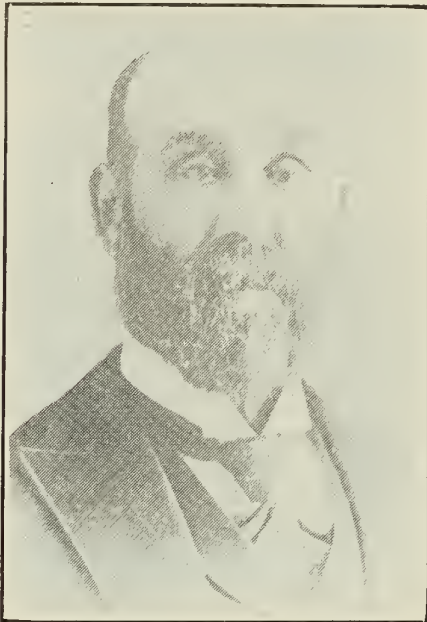
Mr. Rexford sold his hotel in 1852 and removed to a farm which he owned on the northwest side of the village. This farm was on the north side of Burr Oak avenue, just across from the old Blue Island cemetery.

Heber S. Rexford, brother of Norman Rexford, came to Chicago in 1832 and took up a claim in what was then known as the "Yankee Settlement" (Cooper's Grove). He lived with his brother at what is now Morgan Park from June until March of the following year, when he moved into the small log house he had built on his claim. The country being a wilderness, his family soon became dissatisfied and they all returned to Coshocton county, Ohio, where they lived nine years. But Mr. Rexford had tasted the wild freedom of western frontier life and in 1846 he returned to Blue Island and made permanent settlement here on a farm on the north side of Burr Oak avenue, just west of where the Grand Trunk tracks now are. Heber S. Rexford died here in 1882. This farm was later occupied by his son, Everett H., and was generally known as the "Rexford farm." Charles Pronger and the Pronger Bros. road contracting plant now occupy this farm.

Peter Barton came here in 1837, the year following Norman Rexford's arrival. Barton seems to have been somewhat of a promoter. He it was who envisioned the strategic importance of Blue Island's location as a link on the Vincennes trail connecting Chicago with points south and east. Peter Barton and Norman Rexford improved the main highway leading into Blue Island known as the Wabash Road and Barton platted the section below the hill, beginning at the Calumet river and running west to the section line just east of the Wabash Road (now Western Avenue) and between Stony Creek on the north and the east and west section line (now the boundary line between Calumet and Thornton townships) on the south. He called it "Portland," named the streets, located a public square (presumably for a court house) and predicted that the future community would

be built there. He erected a log store building on Western Avenue (then Wabash Road) chartered a schooner to bring supplies by way of the Calumet river route and did everything he could to induce settlement of his tract. The early settlers, however, preferred the higher land of the ridge and while that section, which called itself "Blue Island," increased in importance and population it was not until fully twenty years later that we find any appreciable number of settlers "below the hill."

Stephen Jones, a native of Broome County, N. Y., located in the new settlement of Blue Is-



*Norman Barton Rexford
first white male child born in Blue
Island. He was the father of
Frank, Susan, Will, Fred and
Charles Rexford. The first three
named are deceased. Fred and
Charles live in California.*

Photo Courtesy F. K. Rexford.

land in 1836, being one of three who in that year established residence here. He opened a wagon shop and carried on that line of business most of the time until his death in 1851. The Jones' home was the one "farthest south," being located on the Wabash Road (Western Ave.) south of Stony creek. He was the father of S. D. (Decatur) Jones, for many years a well known and leading business man of Blue Island.

John Brittain came in 1837 and built a blacksmith shop on Western avenue a short distance from the Rexford Hotel. It was not a thriving business at the start but in time it became a valuable accessory to a growing settlement. Since all hauling of supplies had to be done

those days over great distances and over rough, and at times almost impassable roads, the drivers of those heavy wagons and ox-carts which needed repairs would seek Brittain's shop. Occasionally also the village smith would be called on to shoe the horse of an army officer or of some trader passing through the settlement.

Zachary Wilson, who came in 1838, started to build himself a home, but did not live to complete it. He was taken ill and died during the winter. This property was later purchased by Germanicus Cooley, who arrived in 1839. Cooley finished the house Wilson had started to build. The "Wilson lot" as the property was known, was located on the east side of Western avenue, a short distance north of Rexford's Blue Island House, and close to Brittain's blacksmith shop. Henry Robinson later built on the lot situated between the hotel and the Wilson lot. Robinson later platted a portion of Blue Island lying south of Vermont Street, west of Greenwood avenue and extending across Stony creek east to Western avenue and south to the section line.

Horace Hunn came in 1839 and located near Western avenue and Burr Oak "street" and Carlton Wadhams came a year later and took claim on a tract of land in the same neighborhood which he developed in a farm.

The American House

Wadhams sold his farm in 1844, moved into the more settled section of the Island and erected a tavern building on the west side of Western avenue, just north of Vermont street, which was known as the American House. This property was later bought by John Klein and has been in possession of that family ever since. The old building was torn down 38 years ago when the Commercial Block was built. The Commercial building and the building in which Woolworth's are located now occupy the land where the American House once stood.

There is an interesting history connected with this old tavern, the lumber of which it was built having come from a building at Liverpool, Ind., that was originally intended to be a court house. But Crown Point became the county seat and Liverpool had no use for its court house. So it was taken apart, rafted down Deep river and thence by way of the Calumet river to Blue Island, where it was reerected. This was in the early 40's. Carlton Wadhams was the first owner, followed by J. P. Young and N. J. Jackson. It was patronized for a time by southern people as a summer boarding house. During the building of the feeder canal it was a favorite stopping place for the contractors and bosses engaged on the work. At the close of the Civil War the

building was used for a time as a home for old soldiers. Later, when it was being dismantled to make way for the Commercial building, it was cut in two and Jacob Link bought one section and had it moved to the north end of town. He remodeled it into a home and it now is located at 2336 Collins street.

Wadhams at that time owned all of the land, comprising 80 acres, lying between Western avenue and Maple avenue, and from Vermont street north to Burr Oak avenue. He later sold this property to J. P. Young.

* * *

Post Office Established 1838

In 1838 a postoffice was established at Blue Island and Norman Rexford served as postmaster for a number of years, during which time his son, Fayette, carried the mail on horseback from Chicago to Bunkum, Ill., a distance of ninety miles, making weekly trips. This route also served Thornton, Bloom and Crete. Letter postage was twenty-five cents and nearly every house along the sparsely settled route was a postoffice. The official name of the postoffice was "Worth," but the settlers preferred to call it Blue Island. The latter name was not given to it by the postoffice department until 1860 and in 1872 it became the legal name of the village.

"In 1831 there was no post office in Chicago, and no mail route to the place. The inhabitants sent a half-breed to Niles, Mich., once in two weeks for mail.

"Up to April 10, 1834, there was but one mail a week received in Chicago and this mail was carried from Niles, Mich., on horseback, generally by an Indian, to Chicago."—Chicago Democratic Press, March 10, 1854.

"Mail route No. 2832, from Iroquois, by way of Lorraine, Thornton and Portland (Blue Island) to Chicago 85 miles and back, once a week. Leave Iroquois every Monday at 7:00 a. m., arrive at Chicago the next Wednesday at 6:00 p. m."—Chicago Democrat, May 1, 1839.

In 1845 a mail route was established from Blue Island to Hadley and Joliet, via Bachelor's Grove, thirty miles, once a week. Leave Blue Island, Thursday 6:00 a. m., arrive Joliet 6:00 p. m., same day, and another from Blue Island via Thornton, Crete, Kankakee to Lafayette, Ind.

In 1846 a new mail route from Chicago to Blue Island, Thornton, New Strasbourg, Crete, Lorraine and other points, was laid out.

Henry Robinson, H. H. Massey, Cyrus B. Sammons, Dr. Harmon, Ferdinand Schapper, H. B. Robinson, Orrin Kile, Emil Boehl, and F. G. Diefenbach were among the pioneer period postmasters here.

Heber S. Rexford, who had first visited "Blue Island" in 1834, came again two years later when the Courtney family were the only white people



*Fayette D. Rexford
who as a boy 11 years of age carried the mail on horseback once a week between Chicago and points in Illinois and Indiana ninety miles distant.*

Photo Courtesy F. K. Rexford.

living here. In an article printed in the Standard many years ago Mr. Rexford describes his visit to the Courtney hut as follows:

"When I approached the place a man came rushing out from behind a blanket hung in the open doorway and ran into the brush, like a wild man. He was at that time partially deranged, but subsequently recovered and lived among us a long time and was one of our useful citizens."

History is strangely silent about this man Courtney. That he was no myth and really did exist and built the first cabin on the southern extremity of the Blue Island ridge, there is no doubt. Heber S. Rexford's reminiscences bear out these facts. The writer has searched many old records and papers in an effort to find some further mention about this first pioneer, but beyond Mr. Rexford's statement that "Courtney lived many years in the settlement and became a useful citizen" there is nothing more. In 1891, when the writer was associated with Wade Errett in the publication of *The Standard*, we published an historical booklet in which the bare facts about Courtney, as above stated,

were given. At that time I remember we tried to learn the cause of Courtney's mental derangement but found no one who would vouch for a story that was told. That story was as follows: During the severe winter of 1835, Courtney's wife became dangerously ill. All alone in his crude hut with the suffering woman, and unable to traverse the miles of snow-swept prairie to obtain a doctor, Courtney stood by helplessly and saw the poor woman pass away in great agony. Crushed by the severity of this blow, the realization of his loneliness and helplessness in a cruel wilderness, and the worry over his motherless child, caused his mind to be unseated. However, the arrival within a few months of other settlers served to buoy the spirits of the stricken man, and, as Mr. Rexford stated, he again became a useful citizen.

* * *

Ten years later, in 1846, Heber Rexford returned and then established permanent residence here. Quoting again from Mr. Rexford's reminiscences, he says:

"When I returned to Blue Island in 1846 there were eight houses in the settlement, one of which was a hotel where you could have supper, breakfast, lodging, and hay for your horse for 62½ cents. There was one store kept by Henry Robinson, one blacksmith shop by John Brittain and one wagon shop by Stephen Jones. The first school was conducted by Dr. H. Douglass in a private home for a short term. Then the people got together and each contributed some portion of the material and furnished labor and soon we had quite a comfortable school house. It was a long one-story building and stood on the north side of Vermont street across the alley from the present Whittier school. It answered the purpose of school, courts, elections, religious meetings, etc. It was later converted into a Free Will Baptist church. Then it was used for a private dwelling, moved to six or seven different locations and finally came to rest on Greenwood avenue.

"We were not bigoted those days," Mr. Rexford goes on to say, "and all attended the religious meetings whether Methodist, Baptist or Universalist. A traveling Methodist preacher, who was a farmer near Kankakee, would stop over on his way to Chicago with a load of produce on Saturday morning, bring his store clothes in a trunk, preach on Sunday, doff his Sunday clothes and proceed to market Monday morning. He stood 6 feet 6 inches high, was unlearned, very uncouth, and if he wished to convey an idea for which the English language had no word, it was no trouble for him to coin one to express his thoughts exactly. Yet we all

appreciated the thoughtfulness which prompted him to preach to us."

But with the influx of travellers, traders and new arrivals the early peacefulness of the settlement was occasionally disturbed by quarrels, personal encounters and other petty misdemeanors.

The law-abiding element felt that some legal authority empowered to deal with such matters must be established. So an election for the purpose of choosing a constable and police magistrate was held.

Continuing his narrative Mr. Rexford says: "Your humble servant was assigned to the office of magistrate, which office he held for a space of sixteen years. S. D. Huntington was elected constable and I do not think the negroes of the South ever entertained half so extravagant ideas of the powers of bulldozers as did the majority of our then population of the functions of 'Mr. Heber and Mr. Sam.' I was clothed in their minds with almost unlimited powers, but Sam was a terror to evildoers. None were insane enough to dissent when Sam indicated his wish."

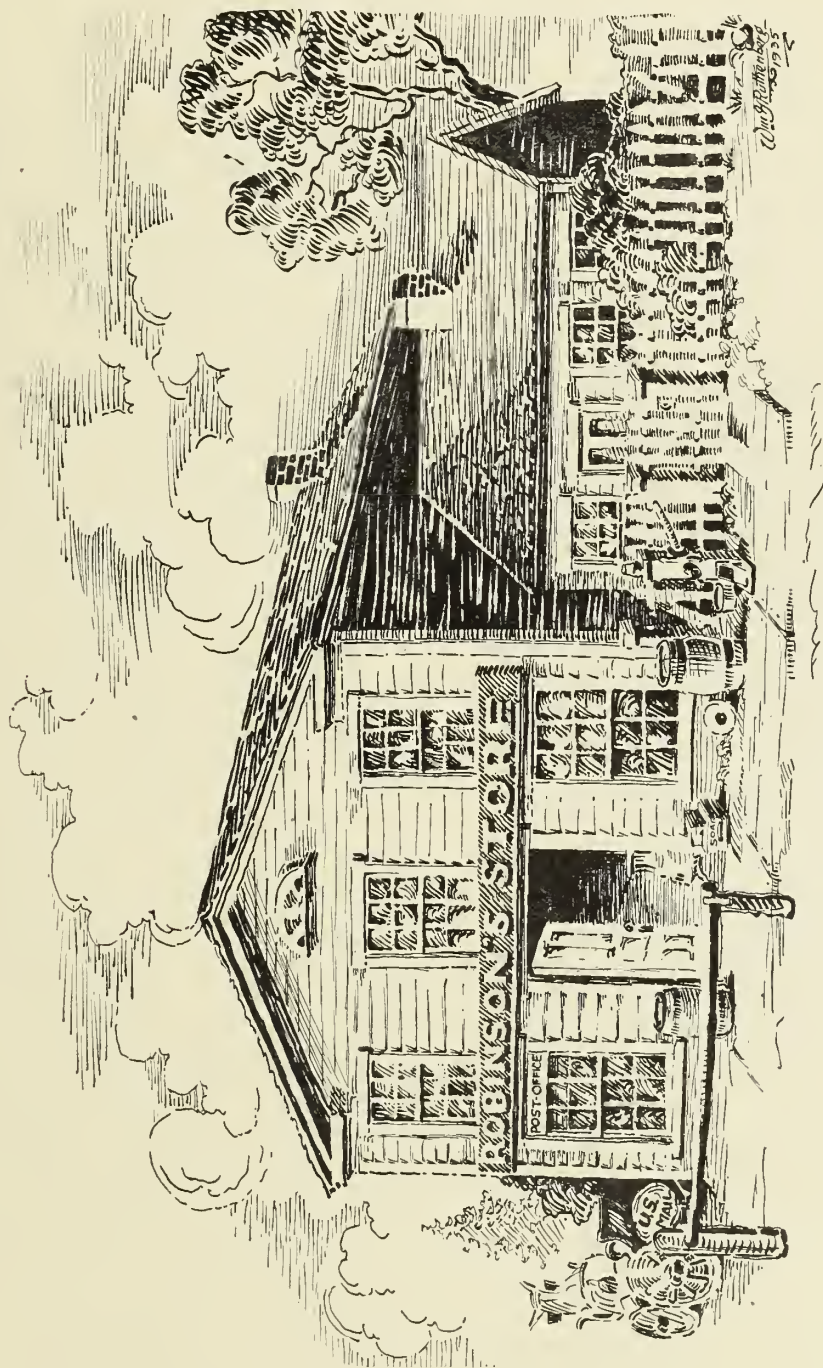
* * *

The arrival of a stranger in the settlement was an event of importance those days. After the trader had regaled himself with food at the inn, frequently the whole village would gather about while he smoked his pipe and told the news of other sections of the wilderness. The traveller would tell of trouble with the Indians, of the opening of new trading posts, of the assignment of new units of troops to federal forts and sometimes would relay some bit of news of national or international importance that he had learned from a newcomer at a frontier outpost.

At the general store kept by Henry Robinson one could buy anything from gunpowder to trousers. The store also served as an open forum. Around the stove the men of the settlement would gather of an evening and, between puffs on their pipes, would discuss the problems of pioneer days.

All the supplies for the store—hardware, ammunition, flour, bacon, farm produce—had to be hauled in either from Chicago or from points south reached via the Vincennes trail over roads that at times were well-nigh impassable. Drainage was left to nature and in the spring and fall, or after prolonged summer rains, the roads were veritable quagmires which sometimes held up traffic for days and caused stocks of some merchandise to become entirely depleted.

Mr. Rexford relates that he has seen as many as fifty wagons and carts in a single one of such caravans. Carts drawn by oxen were num-



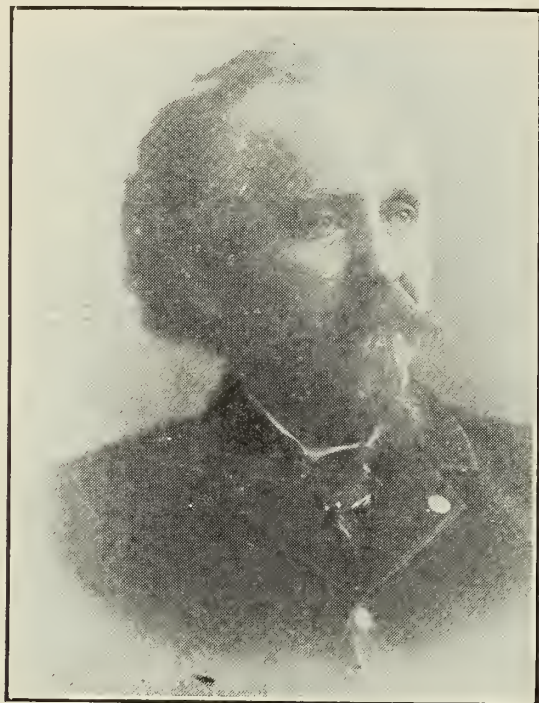
C. D. ROBINSON'S STORE

Built in 1847

This building stood just north of Grove Street on the west side of Western Avenue. For many years it was one of the most important trading centers for a wide territory around Blue Island.

erous those days and a number usually were included in these merchandise trains.

Deer and smaller game of all sorts abounded, so, that unhampered by any game law restric-



Everett H. Rexford

Served (1893-1899) as Village Trustee and one term as President of the Village Board.

tions, all the early settler had to do when he wanted fresh meat was to take his gun and walk a mile or so from his cabin when his wants were soon supplied. Daniel Staunton, Ed Slocum, Carlton Wadhams, S. D. Huntington were among the noted hunters of the time. Wild fowl, both land and water, abounded and the creek and river teemed with fine fish.

Benjamin Sanders came to the settlement in 1845 and located on the land where Central Park is now situated. He built himself a home and platted an addition to the village which extended from Gregory street at the top of the hill eastward across what is now Rock Island yards to State street, and between Union and York streets as its north and south boundaries. It was one of the largest and most valuable additions platted to that date. Sanders school on the east side was named in honor of this pioneer.

In 1867, when a committee visited Blue Island seeking a site for a normal school, Mr. Sanders, who was then a member of the Cook County Board of Commissioners, used every influence

in his power to have the school located here.

After considerable effort and in order not to lose valuable time, the committee was prevailed on to hold an experimental term of two years here. Space in the public school buildings was allotted to the use of the Normal and Professor Wentworth was put in charge. This probationary period proved very beneficial and by authority of the County Board the school was made a permanent institution. During that period, however, land had been bought and buildings erected at Normal, in the Town of Lake, (Chicago), and when those buildings were completed the school was moved there.

Sanders later became the first president of the village board. He lived in the homestead he built for himself here until the time of his death in 1880. Nellie Sanders, an adopted daughter, married Oliver Bourke, who later took an active part in the community's development and, by an odd coincidence, was the last village president when Blue Island was incorporated as a city.

* * *

Schools of the Early Days

Children of the settlement suffered great inconvenience from lack of educational facilities. Most of them learned the rudiments of reading and writing and ciphering from their parents in the homes of the village. During the first few years no one paid much attention to this deficiency as all the able-bodied men and women were more concerned with the task of home-building, and providing the stark necessities and modest comforts of existence in a wild country. Brush and trees had to be cleared away and roadways of a sort laid out and made passable. Modest gardens began to appear beside a few of the cabins.

The first attempt at teaching regular classes of which there is any record in the early history, was that of the Misses Elizabeth and Abigail Periam, who opened a school for girls in 1845 on the south-east corner of Western avenue and Grove street, near the Blue Island House. This school existed several years. The pupils were mostly from the village but several came from neighboring settlements.

Miss Mary Perkins conducted a private school in her home near Grove and Ann streets in the late 40's. Miss Perkins later was one of the first teachers in the public school.

Mrs. Thomas McClintock and daughter Marion, conducted a private school in their home on Vermont street near the bottom of the hill, for about three years in the late 40's. The attendance here grew so fast that a lean-to addition to their house had to be built, but the private

school was discontinued when the first public school was opened. Along with the arrival of many German settlers in the village came also the need of schools taught in that language.

Carl Adams had a German school on Grove street, west of Henry street in 1856-57. He had



Blue Island's First School House

Built in 1848, moved many times and put to many uses, it still stands today and has been remodeled into a comfortable residence.

—Photo courtesy Mrs. Aug. Keck.

the reputation of being a hard task master. His school was open about two years.

Samuel Wuest had a private German school in 1857 on the north-side of Grove street, between Henry street and Greenwood avenue. He closed after about two years of operation and then in 1860, Joseph Abel opened a school for Germans. The latter school was in operation only about a year.

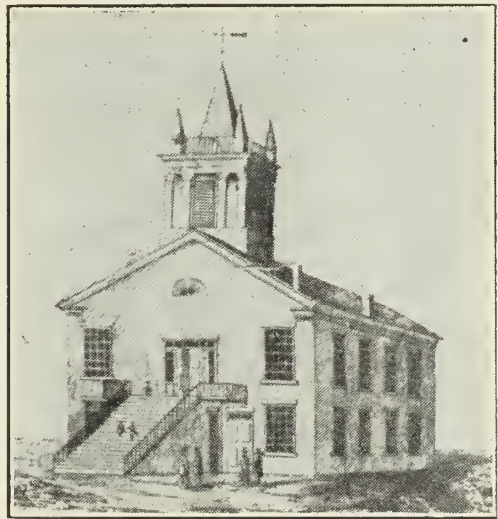
All of these schools, while they served a very valuable purpose, were of the most primitive sort and the furnishings were in keeping with the period. Usually there were only a number of long benches for the scholars to sit on. Then when they had to write the scholars sat on the floor and used the benches for desks.

The Bauer brick building on Western avenue near the creek was also used for school purposes at one time.

In 1846-47 the first attempt at starting a public school was made in a little cabin somewhere near what would now be the intersection of Grove and Gregory streets. That was several years before the Rock Island railroad was built through and the brow of the hill extended much farther to the east than it does now. History has left no record as to the teacher who taught

in that primitive little cabin. Teaching here was carried on just about a year when the Rock Island acquired the land. The cabin was then moved north to Walnut street, near Western avenue, and was used many years as a residence by Otis Wattles.

But in 1848, when the settlement numbered thirty-two families, organized effort to provide educational facilities for the children was launched. The result, as already previously stated, was the building of a one-story frame building on a lot on Vermont street, just east of the present Whittier school. This building also served the purpose of "town hall" and here public gatherings of all sorts were held when school was not in session. This little building had a large door in the middle of the front, two windows on each side, no windows in front and only a door in the back. When the new and larger building was built in 1854 the old building was sold and afterwards passed through several ownerships.

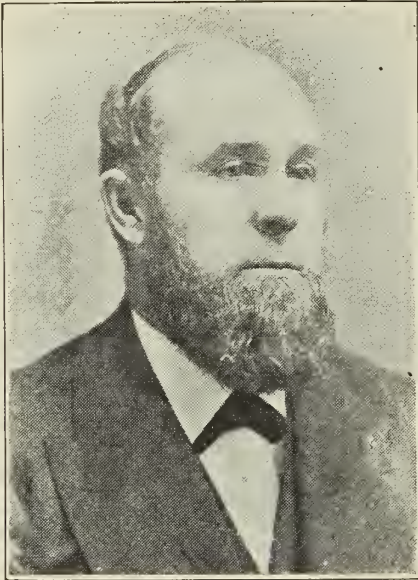


The Second and Larger School

It was built in 1854 and was named "Whittier". The picture shown here was reproduced from a sketch appearing on an old map of Blue Island.

R. N. Day, who at that time was engaged in the wagon and carriage business, bought it and used it for a time as a paint shop. He then sold it to the Baptist organization who moved it to Greenwood avenue and remodeled it into a church. It served this purpose for a number of years and when the Baptists disbanded it again passed into other hands, was remodeled into a residence and moved to another location on Greenwood avenue. Mrs. Knirsch bought it some time in the early 80's and lived in it until the time of her death.

It has changed ownership a couple of times since then and now is owned by Wm. Einhorn who occupies it with his family. Mr. Einhorn remodeled the front and interior of the building since buying the property and the other changes which the building has undergone from time to time have left little semblance of its original



Pioneer Educator
Professor Seymour, after whom
the Seymour school at Maple ave-
nue and New street was named.
—Photo courtesy Mrs. Albert Schmidt.

appearance. However, the frame of this building, which was made of native timber hewn in the fashion of those pioneer days, is still strong and has defied the ravages of time and the strain of repeated movings from one location to another.

This building, which we believe to be the oldest structure left of those early days, is located at 13111 Greenwood avenue, just north of Grove street.

Wm. Hamilton, Daniel Barnard and a Miss Perkins were among the teachers in the first school. D. O. Robinson taught in the last term of the old building.

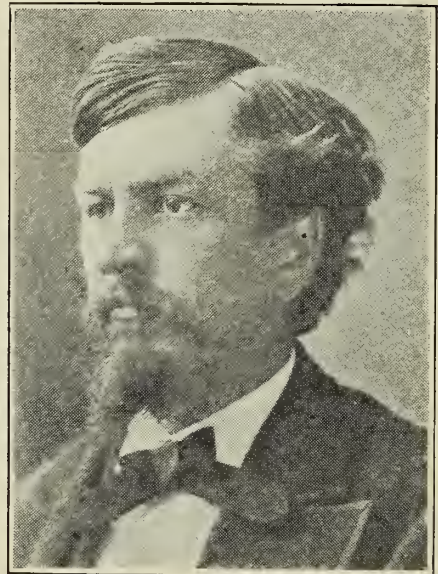
Prof. Rodney Welch, later of the editorial staff of the Chicago Times, and Miss Mary Maxen were the first teachers in the new building, which originally contained only two rooms, but was from the first a graded school. A couple of years later a south wing was added to the original building, and soon another addition in the shape of a wing on the north side of the building became necessary. This provided eight commodious rooms and by the early

80's the teaching staff had increased in proportion. Professor J. W. Troeger, a very competent educator, was the principal in charge at that time assisted by the following teachers: Misses Clark, Starbuck and Hegan in the grammar grades; Miss Bose, intermediate, and Misses Kieth and Swan in the primary department.

Heber Rexford, in his reminiscences, tells of an incident that happened during the early days when Prof. Seymour and his wife were in charge of the school. It seems the teachers proved unpopular with the scholars, a condition which seemed to be mutual and which did not augur for the best interests and success of the school. According to Mr. Rexford's version:

"There was much of the time an intense warfare carried on between the teachers and scholars, and the feeling was so intense at one time, that the latter deposited at the teacher's door a large dead dog, when out came the teacher and his furious wife and gave hot pursuit, she capturing one of the culprits, taking him into her house, and detaining him until he promised to do better."

There seems to be a large question whether the above criticism of Professor Seymour was justified. The writer interviewed several of our



Professor M. T. DeWitt
An educator of the early village
days. The DeWitt school on the
south side, now no longer in use,
bore his name.
—Photo courtesy Mrs. Albert Schmidt.

older residents who either attended school under him or knew him personally and without exception all spoke well of Professor Seymour and his estimable wife. He was honored by having one of the school buildings named for him. Mr.

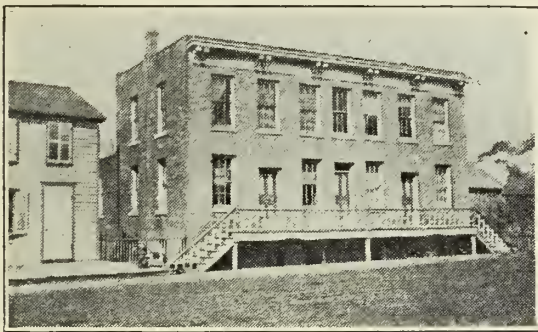
Seymour later became state superintendent of schools of California.

M. T. DeWitt, a young man from Pennsylvania was later engaged, who, after a persistent effort, brought order out of chaos. He taught several terms and was well liked. The DeWitt school on the south side was named after this pioneer educator.

* * *

*Early Religious Meetings

The first religious services, as has already been stated elsewhere, were held in the little schoolhouse which stood near the site of the present Seymour-Whittier school building. There were no denominational divisions and people of all faiths gathered here for worship for quite a number of years. Heber Rexford has told of the Methodist preacher from Kankakee who stopped over and held services every time he took a load of produce to Chicago. Itinerant preachers of other faiths also paid occasional



Old Bauer House

Built by Henry Bauer in 1854, on Western Avenue, near Stony Creek. One of the first buildings using brick of local manufacture. During the early days it served as home for the family and lodging place for transient guests. Also on occasion used as school and place of worship.

—Photo courtesy Mrs. Albert Schmidt.

visits, but up until the early fifties there was no thought of denominational division.

By that time, though, there had been quite an increase in population and groups of kindred faith began to hold separate meetings.

The German Methodist society of Blue Island, Sandridge and Black Oak, was organized in 1854, and had at that time thirty-seven members. This society was the first to erect a church edifice in Blue Island. This church stood on the brow of the hill just south of Grove street, on the west side of Henry (Artesian street.)

The Universalists, to which faith most of the early settlers adhered, had held separate meetings as early as '49-50. At that time the fam-

ilies professing the Universalist faith were the Joneses, Rexfords, Days, Robeys and Cooleys. Jonathan Day, a circuit rider, lived here, and other traveling ministers made frequent visits and held services. By 1865 the Universalists had a strong organization and that year built a church edifice on Greenwood avenue and High street.

The first efforts to organize a Congregational society were made in October, 1859, when a Rev. Rankin, a missionary on the Illinois Central Railroad, preached here and studied the prospects for an organization of the church. The report was favorable and Rev. H. L. Hamilton was sent to supply until an organization was effected. That was done in January, 1860, and in 1865 a church building was erected on York street.

The first services of the Catholic church were held in 1854, and in 1861 the Church of St. Benedict was erected. The pastoral duties were, until September, 1883, performed by the priest in charge of the church at Washington Heights.

Meetings of people professing the Lutheran faith were held here as early as 1861-62. At first these meetings were held in the home of Peter Engelland on the south limits of the village and later as attendance increased rapidly, in the Bauer brick building at the foot of Western avenue. So on January 23, 1863, an organization of the German Evangelical Lutheran society was perfected with a membership of 66. May 26, 1863, the cornerstone of the church on Grove street was laid with appropriate ceremonies.

The Methodist society (English) was organized in August, 1873, with twenty-four members. Many of these had formerly been attendants at the Congregational church. In the spring of 1874 the erection of a church was begun and on October 24, 1874, the edifice was dedicated.

*NOTE—A complete history of all of the churches located at present within the city limits will be found in a special chapter in a later portion of this book.

* * *

Among other early arrivals in the settlement we find the Lewis family, the Youngs, Atwoods, Braytons, Masseys, Greens, Mulderinks, Guenthers, Roches, Eames, Days, Lanes, J. B. Fox, the McCords, Gilsons, Minards, Cools, Thos. McClintock and others, all of whom figure in the pioneer history of the community.

The Guenthers lived for a time in a house that stood on Vermont street, near Western avenue, but later moved to the north end of the village where Mr. Guenther engaged in farming. He early identified himself with the civic activities of the township and village. Served for

eleven years as supervisor of Worth township, was a school director and village trustee, served many years as a road commissioner, and for three years as member of the Board of County Commissioners. Three daughters, Anna, Emma and Kate, still live in the family home at Burr Oak and Greenwood avenues.

The Eames, Lewis and Mulderinks located north of Burr Oak avenue. The Atwoods located further northwest near where Oak Hills cemetery is now located. J. B. Fox built a home just north of the Sanders place and the McCord, Gilson and Minard families located on farms west and south of the village but later moved into the village proper.

Joshua P. Young came here from Sweden, N. Y., in 1856 and purchased eighty acres of

"Roche's Woods", as it was known locally was the last natural remnant of Blue Island's once beautiful native woodlands. This tract of timber, lying west of Maple avenue, extended all the way from Union street south to York street, and ran back down the western slope of the ridge to the railroad tracks. Mr. Roche guarded this tract of native woods jealously and permitted no one to disturb its natural condition. After his death it was sold and subdivided and is now known as Highland Square and contains many of Blue Island's most beautiful homes. When the village was incorporated in 1872, Mr. Roche was elected a trustee and served in that capacity two years.

Miss Emily Roche, a daughter, is the only member of the family still living here.



Mr. and Mrs. Hart Massey and Family.

Their home was on the present site of the First National Bank, the house facing south on Vermont street. Two daughters, Hattie and Ella, were teachers here in the early days.

land lying between Western and Maple avenues and extending from Vermont street north to Burr Oak avenue, now the most valuable residence property in the city. A few years later he built himself a fine home on York street (where the Public Library now stands). He subdivided his Blue Island property and also began dealing extensively in Chicago and suburban property. In company with John K. Rowley he platted the town of South Lawn, now Harvey.

Walter P. Roche came to Blue Island from Chicago, where he had been engaged until 1854 in the manufacture of cigars and tobacco. At one time he owned considerable land in and near the village. Until a few years ago

Hart Massey, a native of Watertown, N. Y., located in Blue Island in 1858, and for many years was engaged in the fire and life insurance business. He built a fine home on the corner of Western avenue and Vermont street, where the First National Bank is now located. The house faced south on Vermont street and was surrounded by a row of stately maple trees that were the admiration of all who saw them. Mr. Massey was a signer of the petition for incorporation of Blue Island as a village and when that was effected in 1872 he was appointed village clerk, however, serving only one short term.

Richard Bingle settled at the north-west corner

of Western avenue and Grove street, which later was known as the Whitebeck homestead.

John Englehart located in Blue Island in 1848, working for several years on the feeder canal and on the Rock Island railroad. He then engaged in the saloon business and in 1857 built a two-story brick building on the west side of Western avenue, just across the street from where Norman Rexford's pioneer Blue Island House had stood. Englehart called his place the Union House and conducted it for many years as saloon and hotel. He had a large barn in connection and it soon became the favorite stopping place for teamsters, cattlemen and other transient guests. This building still stands, but it has long since ceased being a hotel. It was remodeled several years ago and fitted up for general store rooms.

Charles D. Robinson located on a farm a short distance outside of the Blue Island settlement in 1840 where he engaged in farming until 1849. He then moved into the village, built a store on Western avenue and engaged in general merchandising, which he followed for twenty-five years. During this period he became interested in a new settlement at what is now Homewood and built the first business house there. The town was platted in 1852 by James Hart and until 1865 was known as Hartford, when the name was changed to its present name, Homewood.

Samuel D. Huntington, located here in 1845, after he and several other men had driven a large flock of sheep from the East to Illinois. They came through with the flock and located on the prairie near 99th street, Chicago, where they spent the winter of 1844-45 in a board shanty. This job having been finished, Mr. Huntington made a location at Blue Island and began to "grow up with the country." He engaged in farming and stock raising and later in railroading. He was the first constable elected in the settlement and served in that capacity sixteen years. Henry R. ("Hank") Huntington, a son, was one of the first and best known passenger train conductors on the Chicago and Rock Island railroad out of Chicago.

Heber S. Rexford, whose name has several times been mentioned in this historical review, was one of the leading and most active figures in the development of the village. Locating here in 1847, he obtained a contract to carry United States mail from Blue Island to Iroquois, Ill., making two trips a week, for which he received a compensation of \$598 per year. This service was discontinued when the Illinois Central railroad was built, the mail thereafter being dispatched by train. Mr. Rexford then bought

forty acres of farm land north of Burr Oak avenue and engaged in agriculture. He was elected county treasurer in 1870, a position he did not solicit, nor did he think he could be elected, but he received a majority of nearly twelve thousand votes. He had to furnish bonds to the amount of \$2,400,000 for the office. When the Chicago fire occurred, in 1871, it was thought for a time that his books had been destroyed but they came through in good shape. Everett H. Rexford, who became prominent in the later affairs of the village government, was a son of this pioneer citizen.

* * *

Many German Settlers Arrive 1848-60

Although the original settlers of Blue Island were of English or Eastern "Yankee" birth the years between 1848 and 1860 witnessed such an influx of men and women of German birth or extraction that soon the "Yankees" (as they were called) were far outnumbered. This condition led to a peculiar situation which in later years was to play an important part in village government affairs.

Among the first German settlers we find such names as August Schreiber who came in 1848; Theodore Guenther (1846), John Engelhardt (1848), Ernst Uhlich (1849), Wm. Baumbach (1850), Fritz Boeber (1851), Christian Krueger (1851), Edward Seyfarth (1851), Louis A. Krueger (1852), H. W. Schmitt (1854), Herman Schmitt (1854), Wm. Sorgenfrei (1855), Fred-eric Hune (1854), Christ Ahlschlaeger (1854), J. Albert Wuest (1856), John Staffel (1859), Chas. Ellfeldt, Louis Brandt, August Bulle, Gottfried Vogtman, Bernhard Reiner, Ferd. Schapper, Henry Bose, Peter Engelland, Conrad Kich, F. Sauerteig, Henry Bauer, Henry Werner, Peter Besgen, F. Schild, Philip Hector, Theo. Jauchzer, Philip Zorn, the Merkelbachs, Watermans, Flasks, Rinkenbergers, Diefenbachs, Eidams, Eichhoffs, Kichs, Daemickes, Meyers and many others.

Several of these families located in the original town of "Portland"—that section generally known as the "south side." Bernhard Reiner, Conrad Kich, John Staffel, Peter Engelland, Jacob Thoeming, F. Schild, Peter Besgen, Ferd. Daemicke were a few of the first settlers on the south side.

August Schreiber bought property below the hill on James street and opened a hardware store which is still doing business under the management of his sons and grandsons.

George Bauer bought on the west side of Western avenue adjoining the creek and for many years conducted a slaughterhouse there.

His brother Henry, built the first brewery in Blue Island the product of which became known far and wide throughout this section. This brewery was located on James street near Western avenue.

Ernst Uhlich, a native of Saxony, Germany, was a carpenter by trade but later engaged in the real estate business in Chicago. Locating in Blue Island in 1849 he built himself a palatial home, the grounds of which occupied the entire frontage on Gregory street between York and High streets. This home was one of the show places of the village for many years. It is now occupied as the home of the Sisters of St. Mary, who operate St. Francis Hospital which adjoins and also is located on the former Uhlich property.

Henry Volp and family came from Baltimore in 1862, first located on the Capt. Swigler farm in the north end of town, and a few years later bought property and built a home at Broadway and Rexford streets.

Charles Strickert and George Reichert located near each other on Rexford street, near the south village limits.

William Black, of Scotch birth, located in Blue Island in 1858 and opened a blacksmith shop on Western avenue near the Conrad Kich home. He conducted this business until 1890 when he retired and moved to Walnut street where he had built a new home.

Peter Engelland built his home south of and next to Conrad Kich's home on Western avenue. The Lutherans held church services in this house for quite a while and it was here the First Lutheran congregation was organized.

John Staffel bought property on the corner of Western avenue and the "feeder road", as Canal street was then known. A wagon builder by trade he soon opened a shop and carried on this business for many years. He built the first hook and ladder truck for the Blue Island volunteer fire department. He was elected a village trustee in 1881 and served for a number of years.

Ludwig Krueger settled north of Burr Oak, between Western and Vincennes avenues, where for many years he was engaged extensively in farming. * * *

Peter Schroeder and Herman Bahner bought the Blue Island House from Norman Rexford in 1852. They conducted the business about three years when they sold out to Jacob Boehl and it was under the latter's ownership the building was destroyed by fire. In the early 60's Boehl erected the brick building, which although considerably altered, stands today on the site of the pioneer Blue Island House.

The Town "Portland"

The original "Town of Portland" as laid out and platted as a town-site by Peter Barton and others, consisted of that part of Blue Island lying south of Vermont street and extending from Western avenue (Worth-Calumet township line) east to the Calumet river. The southern boundary line was the Calumet-Thornton township line, excepting the north-east $\frac{1}{4}$ of Section 6 in Town 36, which lay south of the township line. With a navigable river at its door it was naturally supposed that Portland would become a river town so both banks of the Calumet river were laid out into blocks and lots. Streets were named and a "public square", intended, presumably, for a court house, was laid out "dedicated to the use of the people forever."

This "public square" was never to serve the purpose for which it was intended, and instead of being a public benefit it has become a public problem with which various city administrations have wrestled. The "square" lies partly within blocks 96-97 and 121-122 of the original Town of Portland. It is intersected by Broadway and Chatham streets and with these streets opened through, as at this time, it really is cut up into four small squares. The city has no title to the land. It can not sell it, deed it, or dispose of it. It is not taxable property and can not be forfeited. The original document, filed by the original owners dedicated the land to the "use of the public forever."

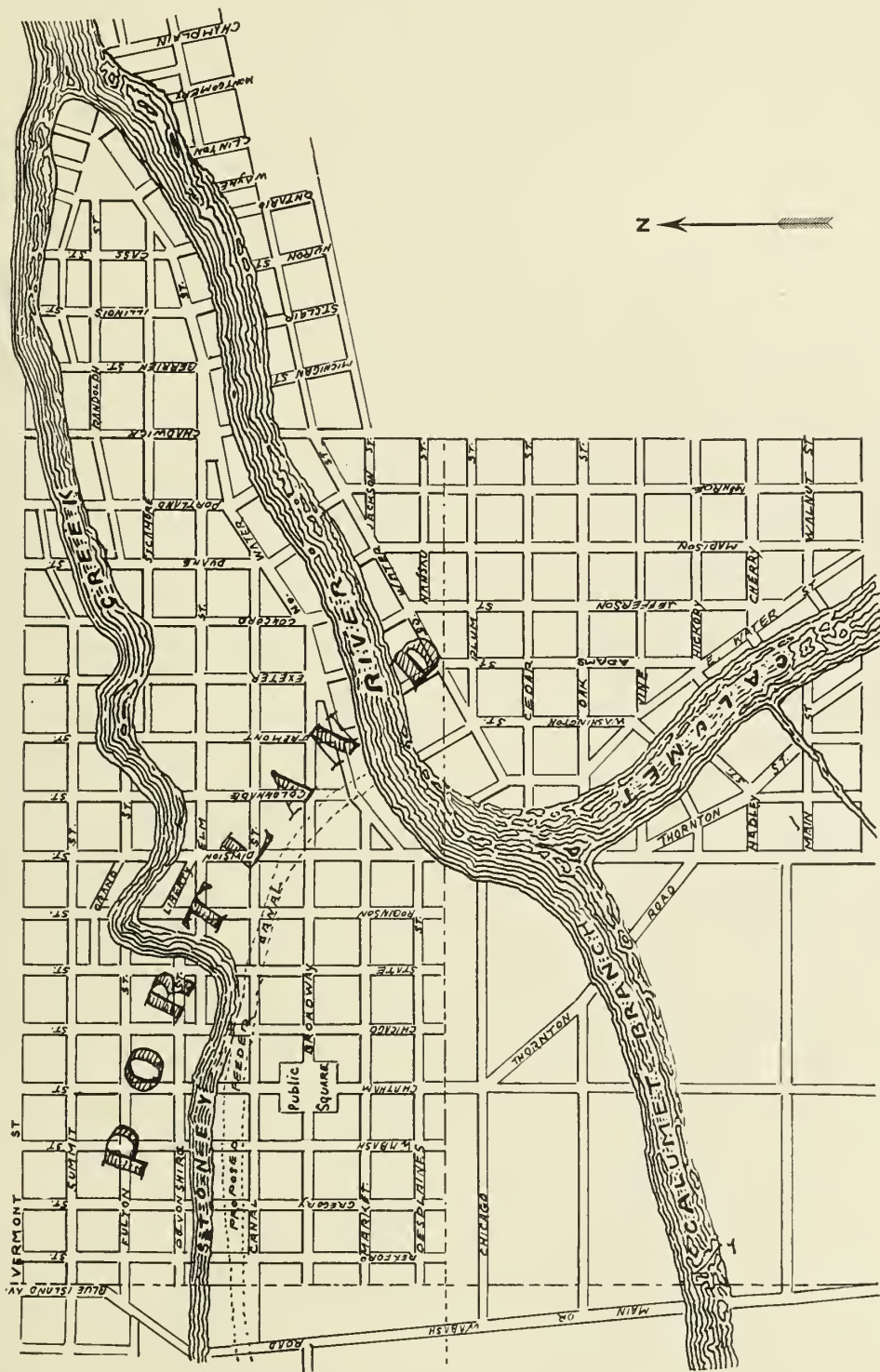
"Portland" did not become a river town. Neither did the name "Portland" ever come into general use. In spite of all the efforts of its promoters to popularize the locality the people preferred to live on top of the hill and call the place "Blue Island."

So in compliance with a petition filed with the State Legislature, that body, in the session of 1842-43, changed the name "Portland" to "Blue Island."

"An Act entitled an Act to change the name of Portland in Cook county, to the name Blue Island: Be it enacted by the People of the State of Illinois, represented in the General Assembly that the name of the place called Portland in Cook County, Illinois, is hereby altered and changed to Blue Island, and the same shall hereafter always be known and called by such name of Blue Island.

"Approved February 24, 1843.—Laws of Illinois 1842-1843."

"A plat entitled Portland, a subdivision by George E. Walker, Adam D. Stewart, Peter Barton, Joel Manning, Disa, his wife, and Peter Chadwick, filed as Document No. 6732, and



THE TOWN OF PORTLAND AS PLATTED BY PETER BARTON AND OTHERS IN 1839

recorded April 13, 1839, in Book H, Maps, page 118, bearing surveyor's certificate by A. F. Bradley, deputy surveyor of Cook county, describes the property as follows: "The south-west $\frac{1}{4}$ of Section 31, Township 37, north of base line 14, east of Third Principal Meridian; also the south-west $\frac{1}{4}$ of Section 32 in Town and Range; also the north-east $\frac{1}{4}$ of Section 6 in Town 36 and in Range aforesaid."

Acknowledged by George E. Walker, Adam D. Stuart and Peter Barton, as owners and proprietors of said Town October 2, 1838, before Henry Brown, Justice of Peace, Cook County, Illinois.

Acknowledged April 10, 1839, by Joel Manning and Disa, his wife, as part owners of said Town, before Justice Peace, Will County, Illinois.

Certificate of Magistracy by Clerk of County, Common Court of Will County, Illinois, attested: "In testimony whereof I have hereunto set my hand and private seal (no official seal provided) at Jolliette, this 16th day of April, A. D. 1839."

When in 1872 Blue Island was incorporated as a village, the petitioners for the incorporation fixed new boundaries for the proposed village. Omitting the legal phraseology the boundary lines then established were as follows: Division street on the east to California avenue on the west; the Thornton-Bremen township line (135th street) on the south to 119th street on the north, making an oblong approximately one mile wide and two miles long. By this arrangement the north-east $\frac{1}{4}$ of Section 6 and that part of "Portland" lying east of Division street and south of the Calumet river was left out of the 1872 corporate limits. (Much of the territory excluded at that time has, however, been taken in again by annexation in recent years, as will be seen by reference to the colored map of the present Blue Island printed elsewhere in this book.)

* * *

The Calumet Feeder Canal

The use of the waters of the Calumet River as a supply for the Illinois and Michigan Canal was first recommended by James M. Bucklin, chief engineer, under date of December 18, 1830. He recommended a route and estimated the cost of the canal at \$160,699.00.

Engineer Bucklin, when transmitting his report on the proposed feeder canal, said: "From *Billy Caldwell, a half-breed with some education and great intelligence, who had explored the country in every direction, I often procured valuable information during my explorations. It was he who first suggested making a feeder of the Calumet River."

The canal law of 1837 required the board of commissioners to "cause a survey and estimate to be made as soon as convenient of the route of a canal diverging through the Saganaskee Swamp and Grassy Lake to intercept the Calamic River at the most practical point.

"All Acts and amended laws in relation to the Illinois & Michigan Canal shall apply equally to the Calumet Feeder and said canal shall be considered as part and parcel of the Illinois & Michigan Canal and the laws and regulations adopted with reference to the construction thereof."

In 1837 the canal commissioners employed Benjamin Wright, a distinguished engineer, to survey and examine the route of the canal as then established with a view of ascertaining whether there was a sufficient quantity of water within the legitimate authority of the State of Illinois for use to supply a canal as contemplated on the Summit level.

He reported that the Calumet takes its source in Indiana, passes by a bend into Illinois and discharges into Lake Michigan within the State. Also that at certain stages of its waters the river discharges through a former entrance within the boundary of the State of Indiana.

The final survey of the Calumet Feeder route was made in 1845 under Edward B. Talcott, chief assistant engineer. This survey was commenced August 11, 1845, the construction of the feeder was begun immediately thereafter and completed in 1848. Under this survey a dam was constructed across the Calumet river, the site of the dam being "sixty chains" above the mouth of Stony Creek; the width of the river at this point was found to be 290 feet from bank to bank. Distance by left bank of the Calumet from the dam to the state line twelve miles, to be lessened by one-half mile by the plan of improvement. The feeder extended from the dam in a north-westerly direction through Portland (Blue Island).

A report of the canal commissioners for 1848 says:

"All the feeders are complete with the exception of the Calumet, which is the main feeder for the Summit level. Very unusual difficulties have been encountered in the excavation of this line, being for a great portion of the distance through a swamp, the material has been dredged out by means of steam excavators, as it was too soft to remove it by digging in the ordinary method, and hence the delay in its completion.

"It will be done in February and with the opening of navigation in the spring the waters

of the Calumet River will be discharged upon the Summit level."

The estimated cost of the work on the Calumet Feeder up to that time was \$91,500.00.

The specifications for the feeder canal called for a width of 40 feet upon the surface of the water, 26 feet upon the bottom and four feet deep.

The dam across the Calumet River raised the water in the feeder canal 10 feet above the level of the water in Stony Creek. Gates were provided so that the level of the water in the canal could be raised or lowered as needed.

The first water from the Calumet River was turned into the feeder June 12, 1849, and on July 22 of that year the first canal boat arrived at Blue Island. Merchandise traffic on this canal continued nearly twenty years.

The building of this feeder dam caused much bitter feeling and many claims for damages were filed against the canal commissioners by farmers whose land was flooded by the backing up of the water in the Calumet river and tributary streams. For years the courts were cluttered with suits of this nature and frequent threats to destroy the dam were made. One such attempt was made in June, 1857, but only minor damage was done at that time, according to the report of the Illinois & Michigan Canal Commissioners for 1857, which was as follows:

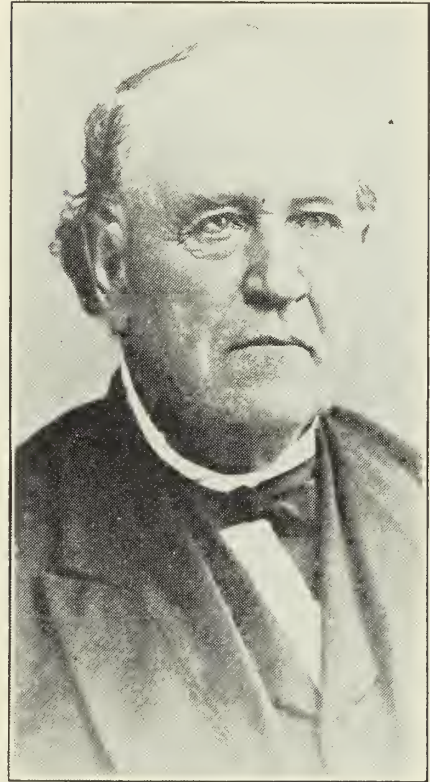
"On the night of June 19th, 1857, some 50 or 60 or more evil-minded persons, inhabitants principally of the State of Indiana, as alleged, came to the Calumet Dam and attempted to destroy it. They tore away part of one of the stone abutments of the dam, as low as the water would admit of their working, and cut three trenches through the embankment on the south side of the river, with the design of passing the water then in the pond through them, and by that means cause the destruction of the work. The sheet piling in the dam prevented the washing away of the earth during the night, and the early discovery in the morning, by the canal people, of the attempt to destroy the dam, led to the proper means of preventing further injury at the moment. The ruffians, who were engaged in this attempt to destroy the dam, prevented by force friendly people residing near the spot from communicating information to the men belonging to the canal, in charge of that part of the work. The general superintendent of the canal caused a suitable reward to be offered for the apprehension of persons engaged in this villainous attempt, but without success thus far."

Indiana authorities complained of the flooding of lands within that state by reason of the dam and sought to have it abated. The Indiana

legislature on March 9, 1861, passed an act to procure the abatement of the dam in the Calumet River or have the height of the dam reduced so that it would not cause the river to overflow lands within the state of Indiana.

Finally on March 27, 1874, the Illinois state legislature passed the following act:

"An Act to authorize the removal of the feeder dam across the Calumet River near Blue Island in the County of Cook, State of Illinois, and to



*Heber S. Rexford
Blue Island pioneer, whose interesting reminiscences of the early days form part of this story. Was county treasurer during the time of Chicago's big fire.*

Photo courtesy Mrs. Geo. Pettijohn

provide compensation to Christian Pfeiffer and John Roll for any loss that they may sustain by its removal."

Section 2 of this Act provides: "That so soon as Christian Pfeiffer and John Roll shall release to the State of Illinois by quit claim deed all right they now claim to have to the said dam and the water power thereby created, that then and in that case on the order of the Governor, the Auditor of Public Accounts be, and he is hereby authorized to draw his warrant on the State Treasurer in favor of said Christian Pfeiffer and John Roll for the sum of not exceeding

six thousand dollars (\$6,000.00) to be paid out of any money at any time in the treasury not otherwise appropriated."

On April 9, 1874, John L. Beveridge, then governor, notified the state treasurer that Pfeiffer and Roll had complied with the requirements of Section 2 of the Act and directed that they be paid \$6,000.00, also; "that by virtue of said act you are hereby authorized and directed, without delay, to remove the dam—the expense of said removal to be paid out of canal funds in your hands."

For some reason or other the dam was not at once removed. Roll continued to use the water power from the spillway of the dam for his grist mill and to all appearances there was no hurry about removing the obstruction in the river. The farmers whose land was being flooded became incensed at the delay and finally one night in 1875 a group of 50 or more took matters into their own hands and blew up the hated dam.

The Calumet Feeder and 90-foot reserve on either side thereof, together with the overflowed lands along each side of the Calumet River came into possession of the State of Illinois at the completion of the dam at Portland in 1848. Even though the feeder has been abandoned the State still has title to all feeder lands. In only five cases did title revert to the original owners, in all other cases easement is perpetual, being "forever and forever."

*Billy Caldwell, known also as "Sauganash" (the Englishman) was one of the three "friendly" Indian chiefs. He was a half-breed, the son of Col. Caldwell, an Irish officer in the British army. His mother was a Pottawatomie, said to have been remarkable for her beauty and intelligence. Caldwell was one of the most conspicuous as well as one of the most notable characters identified with the early history of this region. He was friendly to the whites and his aid was often sought by exploring expeditions. He is credited with having saved the lives of the Kinzie family at the time of the Fort Dearborn massacre. Che-che-pin-quah (Alexander Robinson) and Shaw-bo-nee (Chamblie) were the other two friendly Indian chiefs of this region.

* * *

An Active Period

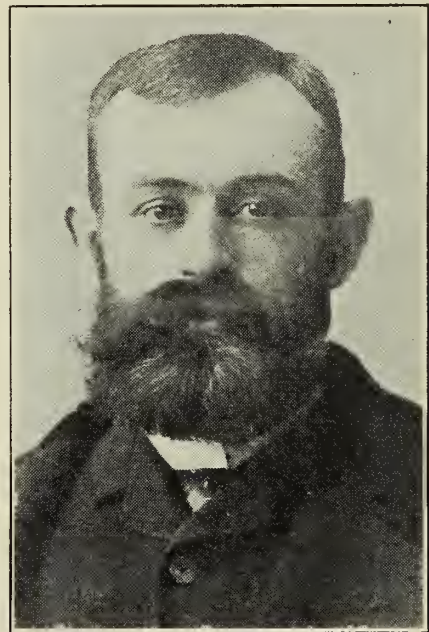
The years between 1840 and 1850 were very active ones, and everyone seemed willing to do his or her share to improve living conditions in the little community. This cooperative effort soon reflected itself in a better and more sympathetic understanding of the problems that vitally concerned all.

The arrival of new settlers became a daily occurrence. Wagon traffic over the Wabash and Vincennes roads was increasing rapidly. Chi-

cago had by this time become a village of nearly 5000 people and farmers from a distance of fifty miles and more were hauling produce to the larger community. These farmers were glad to lay over in Blue Island for at least one night before proceeding on their northward journey, and returning would usually stop again and make purchases of supplies needed by them. All merchants did a thriving business.

The Illinois and Michigan canal had been completed through to Chicago, so when in 1849 the "feeder canal" to the main channel was constructed through this section Blue Island experienced its first "boom". All the able-bodied men of the village who wished it were given work on the canal and the contractors in charge of the work made their headquarters here. Those were busy days.

New stores were opened and merchandise lines became more and more diversified, and Blue Island soon became the trading center for a large surrounding territory. "One hundred



Frank Rexford

A Son of Norman Barton Rexford

dollars was a light day's business at my store", one merchant of that period informed the writer.

So in the early 50's we find one brewery in operation and others under construction, a small brickyard had been started where handmade brick could be obtained. John Roll was operating a grist mill near the dam in the Calumet river and Wenzel Waniata had started

a tannery at Canal and Rexford streets. Farmers from considerable distances away made good use of the services of the mill and tannery and for several years these institutions did a large business.

* * *

The Seyfarth Tavern

William Seyfarth had a tavern and boarding house at the south-west corner of Western avenue and Grove street, built about 1846. It was a two-story frame building with a long porch on the Grove street side. There was a large barn in connection and several sheds. It was a favorite stopping place for German farmers. The business was continued until about 1880 when the sheds were torn down and the old building was moved onto the lot just south. A new two-story frame building was erected on the corner, which was used as a hardware store by Edward Seyfarth. This later building, and the old tavern just south of it (which had been remodeled into a store), were both destroyed in the big fire of 1896.

Just south of the Seyfarth properties, and on the same side of Western avenue, Henry Benseman erected a two-story frame building in 1848 which was used by him as a tavern and boarding house. This property was bought by John Engelhart in the early 50's, who continued the saloon and boarding house under the name "Baierischer Hof." In 1857 Engelhart moved the old building back on the lot and converted it into a barn. A new two-story brick building was erected in front and for a number of years was conducted under the old name, "Baierischer Hof." This name was changed in the early 90's to Union House. It was in a shed behind this building where the big fire of 1896 started.

* * *

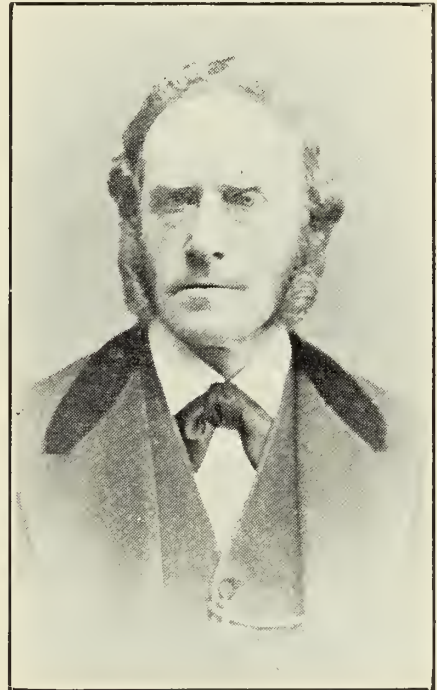
Schapper's Pioneer Drug Store

A little south of Benseman's property, just at the edge of the Western avenue hill, Charles Duensing had a little store which he built about 1848. This building was bought in 1850 by Ferdinand Schapper, Sr., who opened a drug store there. Two years later Schapper moved his drug store to the north-east corner of Grove street and Western avenue. Henry Asche had in 1848 built a small one-story residence and shoe shop at this location. When Schapper acquired this property he moved the small building back on the lot and erected a large store building in front. Both of these buildings were destroyed by fire in 1856. The present brick building was then erected.

The Pioneer drug store has, since 1852, been located continuously at its present site.

All The Ridge District Once Known As "Blue Island"

Prior to 1869 the entire "island" or "ridge" was known by the general name "Blue Island" and many of those early settlers who first located in the section now known as Morgan Park or Longwood, eventually moved to the southern end of the ridge and thus became residents within the limits of the "Village" of Blue Island.



Dr. Charles Morgan

Pioneer resident who once had a beautiful home at the corner of High Street and Greenwood avenue.

—Photo courtesy Fred Rexford, Pasadena, Cal.

DeWitt Lane came to the north end of the island in 1834 and built a log cabin south of what is now 103rd street, just east of the grove that bordered the west side of the island. A little later the same year Norman Rexford built a large log house in the north-east part of the island near 91st street. He put up a sign "Blue Island House" and entertained travellers.

Both these first settlers soon moved. Mr. Lane sold his claim for \$1000 and moved about five miles west on 115th street, to a spot later known as "Lane's Island." Rexford moved in 1836 to the south end of the island where he again erected a tavern, which he also called the "Blue Island House."

Thomas Morgan, an Englishman of some wealth, located in the north end of the ridge in

1844, near where Norman Rexford had erected his first tavern. He bought a large tract of land, said to have been more than 1000 acres, and engaged extensively in the raising of cattle and sheep. His property holdings at one time extended all the way from 91st street well into what now constitutes the north limit of Blue Island. It was the largest and finest estate ever owned by one man on the ridge.

Some idea of the magnitude of the sheep and cattle industry as carried on here in those days may be had from the census figures of 1846 when Blue Island led all other towns in Cook county in the production of wool, reporting 10,728 pounds of wool and live stock valued at \$8,735. Five thousand two-hundred bushels of grain were also reported from Blue Island.

Harry Morgan, a son of Thomas Morgan, located in the north end of the "island" in 1845 and engaged in farming until 1882, when he too, moved into the Village of Blue Island. He was married in 1867 to Miss Emily Robinson, a daughter of Charles D. Robinson, of Blue Island.

William Morgan, a brother of Harry, located south of 111th street and west of Western avenue in 1854 on a farm now included in Mt. Greenwood cemetery. William Morgan also moved to Blue Island and built a spacious home and gardens, occupying the entire block on Maple avenue, where the community high school is now located.

Dr. Charles Morgan, a son of Thomas Morgan, built a beautiful home at Greenwood avenue and High street, where Alden Klein's home now stands.

In 1869, when the Blue Island Land and Building Company was formed, this association took over nearly all of the holdings of the Morgans, comprising 1360 acres, and the Village of Morgan Park was organized being so-called after the family of that name. Although all the Morgans had originally settled in the north ridge section they eventually became residents and valued citizens of Blue Island.

* * *

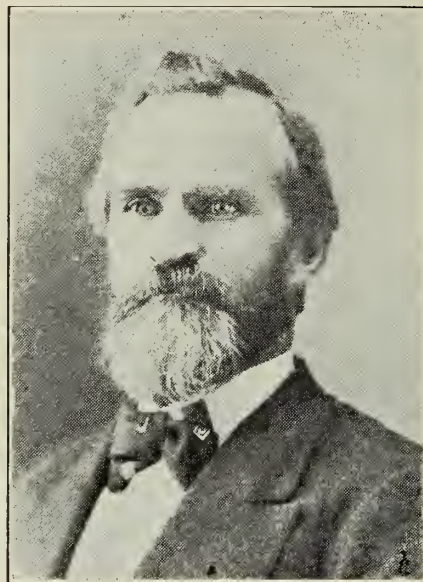
First Deaths Recorded

The first death in the village was that of Z. Wilson, which occurred in the fall of 1838. Mr. Wilson had started building a home on Western avenue near the Blue Island House when he was taken sick. He died in the home of the Rexfords and was buried in the hillside near where the Rock Island depot now stands.

The second death was that of Mrs. Hume which occurred in 1842. She was buried in the ridge near the Sanders homestead.

Still a Wilderness in 1850

In 1850 Blue Island had about 250 inhabitants and 43 houses. This included buildings devoted to business purposes, which, in nearly every case, also served as residence for the



*Henry Hart Massey
Early resident and for many years
a prominent citizen of Blue Island.
—Courtesy Fred K. Rexford.*

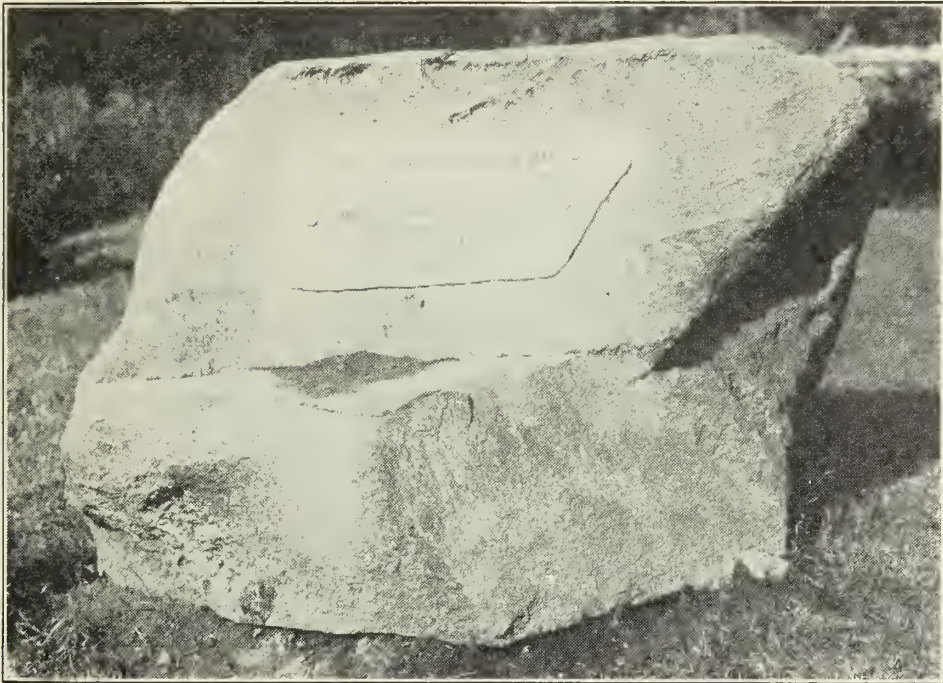
owner and his family. There were only six houses north of Vermont street and five south of the creek. The other 32 were grouped in the section between Vermont street and Stony creek.

Beyond this section the country was still very wild.

From Burr Oak avenue, south to the bottom of the hill, there was a dense growth of oak, walnut, elm, hickory, bitter nut, maple and wild cherry trees. Some of the oaks and walnut trees were of majestic proportions. A white oak tree, nearly four feet in diameter, stood near the corner of Greenwood avenue and Oak street until well into the early years of the present century. The writer remembers some enormous oaks that once stood on the slope of the hill west of the Lutheran church.

North of Stony creek and east along this water course and the Calumet river was an almost impenetrable thicket of wild crabapple, thorn apple and plum trees, interlaced with wild grape and underbrush.

Along the eastern side of the ridge and north of what is now 121st street, there was a large area covered with hazel brush, wild blackberries and grape vines, and farther north, be-



Boulder Marks Historic Spot

The boulder pictured above was dedicated on Flag Day, June 14, 1928, by the Dewalt Mechlin Chapter, D. A. R., and marks the course of the original route of historic Vincennes road.

ginning about 119th street there was again a heavy stand of large trees extending down the hill and eastward to what is now Purington. At this point there was an exceptionally dense growth of large trees which for many years was known as the "black woods". Vincennes road, then nothing more than a trail, passed through this wood. After several farmers had been robbed here of money they had received from sale of their produce in Chicago, the locality acquired another name, "robber's woods", and became a place to be shunned.

Just north of this belt of large trees, and extending north to 115th street, there was another dense jungle of wild crabapple, thorn apple and plum trees, interlaced with wild grapevine, blackberry and hazel brush. There was a considerable depression in the ground at this point, forming a sort of ravine, or hollow. It was generally thought to have been the stopping place for horse thieves and the locality was locally known as "Horse Thief Hollow". Morgan Park was for a time known by this name.

Isaac T. Greenacre, an early resident of the north ridge section, some years ago, told the story of "Horse Thief Hollow", as follows:

"On the edge of the hill on which Morgan Park is situated, and a little south, is a deep and exceedingly steep ravine. This in early times was covered with long grass and thick

underbrush, and was not only a very discreet hiding place, but a very formidable fortress for horse thieves. These notable gentry were rather nocturnal in their habits, as they traveled during the night and by day were wont to refresh themselves in Horse Thief Hollow. I imagine it must have been a solitary place as the long grass, thick underbrush, and the forest overhead must have entirely excluded the sunlight from it. The farmers are confident of the character of this den, having found in it bags of oats and other commodities which proved the use of the ravine for horse stealing. The bottom of the ravine was trampled into a mire by horses' hoofs, and once in a while they would find a horse shoe. The farmers have watched these gentry and proved to themselves the purpose of their frequent visitations. The horse thieves generally traveled by the aid of a buggy, in which they kept all the utensils necessary for their business."

The center of the ridge was for the most part an open plain with scattered groves of trees here and there.

An old Indian trail traversed this plain from north to south, a short distance west of the present Greenwood avenue. There was a ford across Stony creek at about Ann street and another at Western avenue, which in those days was known as Wabash road. The state govern-

ment erected a bridge at this point when Vincennes road was surveyed in 1834.

The Indian trail just referred to connected with the Wabash road a few hundred feet south of Stony creek, where the trail continued on toward Vincennes, Ind. and points south.

North, at about Walnut street, the Indian trail veered northeast, continued along the eastern edge of the ridge, and at about 91st street it went down hill in an easterly direction toward Gresham. That was the true route of the original Vincennes (Indian) trail. Later when the Rock Island railroad was built, making possible the drainage of the land, the course of Vincennes road was changed as it is now.

For many years there was only one bridge over Stony creek, that was the one on Wabash road (Western avenue). There was no bridge over the Calumet river nearer than the one at Riverdale. This bridge was built by Jonathan Periam, George Dolton and Levi Osterhout in 1842.

Note—The De Walt Mechlin chapter, Daughters of the American Revolution, on Flag Day, June 14th, 1928, placed and dedicated a boulder at 91st street and Pleasant avenue, marking a spot on the original route of the Vincennes trail.

* * *

Wild Life of the Region

"The wilderness around Chicago was the most wonderful I ever knew, abounding in game, such as bear, panther, lynx, wolves, deer, racoon and all other small beasts and birds, while the rivers were alive with fish."—Jonathan Periam, whose family located on the Calumet river just east of Blue Island, could speak with authority on the subject of the wild life of the region.

Heber Rexford, coming ten years later, said: "Game abounded in those early days in almost countless numbers . . . the Calumet river and Stony creek were literally full of the finest fish."

Beaver and otter were caught in the vicinity of Lake Calumet in the early days. Buffalo and elk once roamed over the ground where Blue Island citizens now pursue their daily tasks. The four species of animals named—two of the lakes and swamps and two of the prairie—were the first to disappear after the white man's coming. These did not fear the silent arrow of the Indian, but the booming of the white man's gun drove fear into their hearts and they quickly sought other territory.

Mink were numerous up into the seventies and muskrats were still speared and trapped by the thousands in the early eighties. The Sag slough was a natural breeding ground for this small fur bearer. I have seen "muskrat houses," as

we boys called them, by the hundreds in the shallow waters of Stony creek north of Blue Island and have speared many a rat through the thin ice. Wenzel Waniata, who had a tannery at Canal and Rexford streets, was our outlet for these skins, which usually brought about 15 cents each.

I recall the weather-wise fellows of those days who used to prophesy the severity of an impending winter by the way the muskrats built their houses. If the rats started building early and constructed their winter homes to a height of four or more feet above the water level, it sure meant there was a hard winter ahead. Whereas, if they were slow getting started, didn't seem to care when they got through and were satisfied with a bungalow type of home—well, that of course, meant a mild winter.

Wild cats, lynx and panthers were said to have been quite numerous in the Palos hills district up to the early sixties. There is a record of a panther being shot and killed in the woods near the present Mt. Greenwood about the middle sixties. I personally saw a wild cat shot out of a tree in the Pfeiffer woods, across from Roll's, in the spring of 1883, by a man from Riverdale. However, this animal undoubtedly had strayed in from some more remote point. It was seen killing a chicken near South Holland and had been hunted for several days until it was finally treed at the river bank.

Wolves, of course, were numerous and caused the early settlers more trouble and uneasiness than did any other beast of the wilderness.

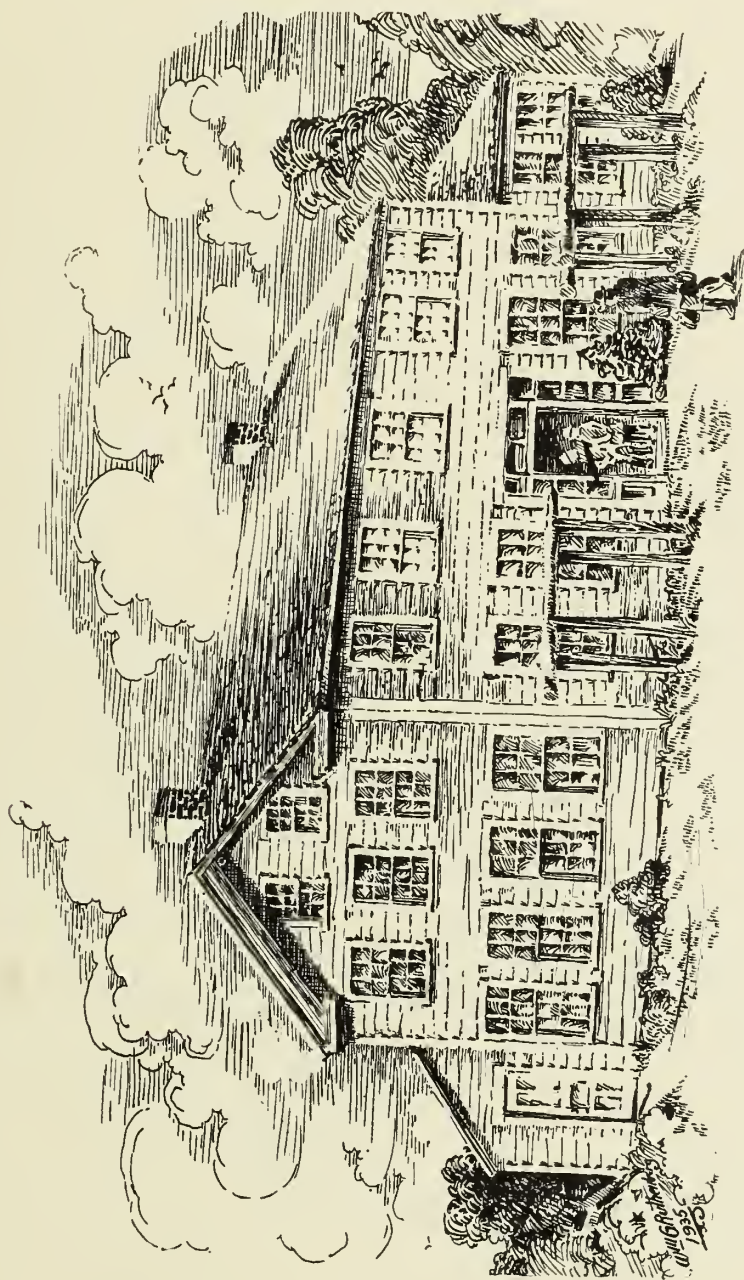
Wolf Ridge, just south of West Pullman, was so named because of the large number of these beasts which had their burrows there in the sand among a dense growth of scrub timber.

Mr. Klopffleisch, who lived near the slough south-west of Blue Island, was attacked by a pack of wolves near the stone quarry one evening in 1856, but succeeded in holding them off until he reached his home.

The Chicago Democrat in January, 1834, mentions that a Mrs. Smith, who lived near the north end of the Ridge, was overcome by the cold while going to her home and was devoured by wolves. She left five children.

Another article in the Chicago Democrat, the same winter, says: "We regret to learn that a man was found frozen to death during the intense cold of last week on the prairie between this place and Blue Island. He was in all probability devoured by wolves, as a few mangled remnants of clothing were found at the place where he is supposed to have fallen."

In the Chicago newspapers of the early days



THE AMERICAN HOUSE

Built in 1844

This building stood north of Vermont street on the west side of Western avenue. A popular tavern during the building of the feeder canal. Carlton Wadhams was the proprietor.

there are also occasional mentions of bears, panthers and lynx, evidence that the early settlers were in constant danger from attacks by wild beasts of many kinds.

The Democratic Press, November, 1841, has this story: "John Stone and a friend, returning from a hunt, brought in the carcass of a large black bear which they killed near the Blue Island hill. They also shot a deer and report having seen tracks in the snow of many wolves. The recent heavy snow has caused the timber wolves to become quite venturesome around the cabins of the settlers there, and many encounters with these beasts are reported."

Timber wolves were still seen occasionally in small packs near the village in the middle 60's, and several raids on hog pens and sheep folds were attributed to them as late as '67. A prairie wolf was seen inside the south village limits in '68, and even several years later their distant howling was heard at night.

Every fall the wild rice beds of the Sag slough attracted thousands upon thousands of water fowl. It was a veritable hunters' paradise, covered for the greater part with a dense growth of reeds and cat-tails higher than a man and with occasional patches of open water. It was a dangerous and treacherous place for one not acquainted with it to get into. Many a hunter who penetrated too deeply into its dank growth, became lost, was mired and not seen alive again. Months or perhaps years afterward, some other venturesome hunter would come across a pair of shoes, a gun and a heap of bones, mute evidence of a tragedy. No one driving today over the modern highways, which criss-cross the territory mentioned, would ever suspect that at one-time (and not so many years ago at that), where now are paved streets and prosperous truck farms there once was an impassable morass.

* * *

Early Navigation

Many of the streams tributary to the Calumet river were navigable for small craft in the early days. Stony creek was used by Peter Barton in 1835. In the archives of Thornton, which also was first settled one hundred years ago, there is a record by Stephen Crary stating that Peter Barton chartered a schooner in 1835 which was laden with supplies at Thornton. The boat made its way down Thorn creek to the Calumet river, up that stream to Stony creek and up that tributary to the present site of Blue Island, which Peter Barton platted as "Portland."

In 1836, William and Elisha Young built a general trading store at Thornton on the corner of William and Margaret streets. They operated the store there until 1850, when they joined the California gold rush. The Young brothers built and operated a small steam barge which they called "Calumet Traders." This boat plied between Thornton, Blue Island, "Ainsworth" (South Chicago) and other settlements including Chicago via the Calumet Feeder and the Illinois and Michigan canal.

In 1841 the State Legislature authorized George Dolton, Levi Osterhout and others to build a toll bridge across the Calumet river at the present Riverdale. It was operated as such until 1856 when it was made a "free" bridge.

Isabelle Dolton, great granddaughter of George Dolton, has the original document in her files. The franchise specifies the charges to be made, as follows:

"For every double wagon, carriage or sleigh, 25c; for every one-horse vehicle, or horse and wagon, 12½c; for each horse, mule, ass, or head of meat cattle, 2c; and for each head of hogs, sheep, goats or other animal not enumerated the sum of 1c."

An interesting incident in connection with the toll charges is a letter from the Chase & Company Circus (letter in Miss Dolton's files dated June 11, 1849) requesting reduction or not to be overcharged at the bridge. The circus elephant weighing several tons walked across the bridge at a charge of 1c as noted in above schedule. This was the biggest bargain ever to cross the bridge.

The Chicago Democrat, August 15, 1849, printed this item:

"The Calumet river is navigable for as large schooners as enter the Chicago river clean up to the canal dam at Portland, a distance of ten miles. It is sixteen miles from here to Blue Island and twelve to Calumet. We learn that the population between Blue Island and the mouth of the Calumet has more than quadrupled this summer. The land on both sides of the river is becoming thickly settled. There ought to be a new precinct laid off on the Calumet, as we notice that the people have to come to this city for any matter requiring a justice or constable."

A letter written in August, 1850, by A. W. Spies, of New York City, who owned a section of land near Riverdale, points out the advantages of the Calumet river over the Chicago river. The letter was addressed to his friend, George Dolton, and shows the battle for the development

of the Little Calumet has been waged for 85 years.

"New York, August 21, 1850..

Mr. George Dolton,

Dear Sir:

"The Calumet is a larger river than the Chicago; Chicago river is too small for the commerce of the place and if we could fetch in political influence and have breakwaters and other improvements at the mouth of the Calumet and Calumet lake and our land being high and better located than Chicago—a considerable town could be layed out about the bridge and all along.

"Senator Stephan A. Douglas controls the 160 acres adjoining my land, between me and Trapp, and a good deal of other land and would be the party to see and interest in this work.

"The Calumet river in its long length will be a safe harbor and I think must at its mouth be more capacious than the Chicago river and being nearer the extreme head of the lake is better placed than the Chicago.

"The bend of the Calumet is convenient for manufacturing purposes. To awaken the inhabitants of Blue Island to the necessity of improving the Calumet so as to permit vessels to come up would fetch in an interest that would benefit the entire section."

Respectfully your,

A. W. Spies.

There is an interesting incident related in connection with early navigation on the Calumet river. The Illinois Central and the Michigan Central railroads in the early days had built solid wooden bridges over the stream never thinking that by any possibility would vessels of any kind attempt to navigate the Calumet. One day in the early 70's a big steamer loaded with slabs sailed up the Calumet. The vessel had been chartered by James H. Bowen, who owned a large tract of land at Wildwood. It was the first vessel of any description to bring a cargo up the river after the bridges had been built. The vessel proceeded as far as the railroad bridges and then stopped. The captain blew three blasts on the whistle and then delivered a formal notice to the railroad officials that unless way was made immediately for his vessel up the navigable stream he would proceed to bunt his way through. There was no further delay on the part of the railroad officials, who well knew the penalties attached by the government for obstructing a navigable stream. A passageway for the steamer was at once sawed through the bridge, and the vessel proceeded. Shortly afterward a draw was put in. Thus was opened the navigation of the Calumet river.

E. J. Tinkham of Chicago, Germanicus Cooley of Blue Island and others had large scows on the Calumet river which were used to float grain and produce from Blue Island to Chicago by way of the Calumet river and Lake Michigan. With the completion of the Rock Island railroad all this ceased.

In the 70's, and away up until the middle 80's, excursion steamers would ascend the Calumet

river and then by way of Stony creek go all the way to the foot of Rexford street to take on passengers.

The boiler of the "Calumet Trader" exploded September 1, 1850, killing the engineer. The Chicago Democrat of October 11, 1850, has this news item: "The Calumet Trader, blown up two or three weeks ago, has been repaired and started yesterday morning on her regular trip to the Calumet and Deep rivers where large quantities of freight await her arrival. She will run regularly hereafter until checked by winter. Quite a trade has been opened between the Calumet and this city for which The Trader is the medium. She carried passengers as well as freight. Andrew Granger, now her owner, purchased the hull, raised and refitted it for service."

"The Calumet Trader, the little craft owned by A. Granger, Esq., having been remodeled, made a trip up to Bridgeport yesterday morning. She is still to run upon the Calumet."—Chicago Democrat, May 6, 1852.

This little vessel, which played an important part in early water transportation, was capable of storing 40 to 50 cords of wood and had a speed of five to six miles an hour. Her smoke-stack could be lowered to permit passage under bridges.

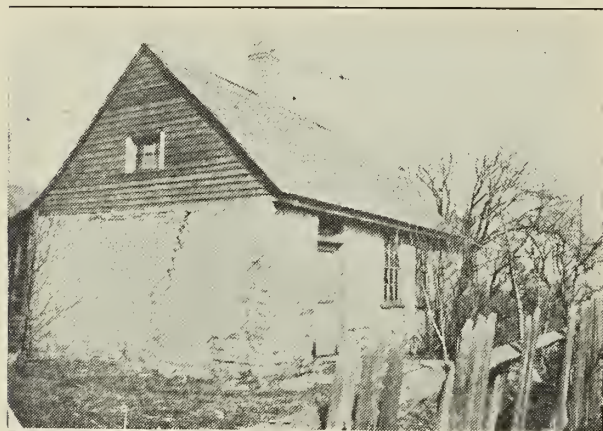
The Illinois and Michigan canal was begun in 1836 and opened in 1848. However, additional water was necessary and the Calumet Feeder was built in 1849. This was supplied with water by building a dam in the Calumet river, fragments of which may still be seen under Roll's bridge. (Calumet Feeder joined the Calumet river at Blue Island with the Illinois and Michigan canal at the Sag.)

Young brothers' boat, "Calumet Traders", and many others plied up and down the Calumet Feeder canal, carrying supplies of garden, truck and produce to Chicago from local communities and bringing back coal, farming implements, etc. This commerce continued for more than twenty years.

In the early seventies other means were formed to supply water to the Illinois and Michigan canal. A "deep cut" was completed and a connection was made with the Desplaines river via the Ogden-Wentworth ditch. Later pumping works were established at Bridgeport.

Commerce on the Calumet Feeder had lagged. The stream had been abandoned by the Canal commissioners. The dam backed up water in the Calumet river and flooded Indiana farms. A bill had been passed by the state legislature in 1872 for removal of the dam. John Roll and Charles Pfeiffer secured an injunction because

of water rights granted them, and a bitter interstate dispute ensued. The Indiana farmers, whose land was being flooded, became enraged at the delay and decided to take matters in their own hands. Finally one dark night along in 1875 a group of Hoosier farmers made their way quietly to the hated dam. There was an explosion and a rush of water,—the dam was down. Roll and Pfeiffer offered \$500 reward, but no one ever found out who the destroyers were. The destruction of the dam rendered use-



A Pioneer Home

Built by Fred Schild, about 1854, on the north side of Broadway, west of the Rock Island tracks, using brick from Blue Island's first brick yard.

—Photo courtesy Mrs. Albert Schmidt.

less the grist mill which Roll had been operating by water power from the dam. The state paid Roll and Pfeiffer \$6000 to settle their claim.

Fred Gardner, of Thornton, a close associate of Gurdon Hubbard, one of the very first settlers in that section, some years ago related the story of the blowing up of the dam. He stated that there were thirty men in the party, mostly farmers, representing ownership to about 10,000 acres of land bordering on the Calumet river. Gardner originally owned the large stone quarries at Thornton which he later sold to the Brownell Improvement Company of Chicago for \$12,000.

* * *

The Origin of "Calumet"

When the white man first came to the Calumet district the Indians had a name for the river and the same name for one of the chain of lakes. The largest lake was called Wolf lake, the smallest Bear lake. The two other lakes were later known as Hyde lake and Lake George. All of these are now disappearing. Hyde and Bear lakes are long gone and Lake George and

Wolf lakes are being filled up for industrial and railroad uses.

However, Lake Calumet survives and it is to be made into a harbor. It is of the original name of this lake that we would now speak.

On the earliest maps it was designated "Konomick", later "Calomink". There were many spellings similar. Finally the word Calumet was settled upon.

The Indian word "Konomick" means snow beaver or white beaver. This was the original title of the lake and river. There were beaver dams in and around Lake Calumet, according to Father Marquette's diary.

Of course, it was difficult for the white man to understand Indian speech. The word Calumet, meaning pipe of peace, was the one Indian word well known everywhere. The early white settlers took the grunted "Konomick" to be Calumet and so it has been for a hundred years or more.

* * *

Prairie Fires

One of the most spectacular and thrilling sights, as well as the most menacing and fearsome, which the early settlers witnessed each fall was the "burning over" of the prairies. No one was ever able to tell certainly how these prairie fires got started—perhaps from a match carelessly tossed aside—a spark from a chim-



Old McClintock Home

Built about 1856 on Vermont Street, near Rock Island tracks, where Hennig's Floral establishment is now located. Used in the early days as a school. —Photo courtesy Mrs. Albert Schmidt.

ney—or by some pyro-maniac whose desire for a thrill did not take into account the danger to life and property which his act occasioned. (Later, when the railroads were built, the "fire-spitting" locomotives got all the blame.)

Since very little of the prairie land was under cultivation there were thousands of acres of low land surrounding the ridge covered with virgin growth of tall grass and brush. This grass often

reached a height of four and five feet. Then after a prolonged hot and dry spell the grass became as dangerous as powder, ready to flare up at the slightest touch of a spark.

Settlers in the danger zone usually took the precaution to keep fresh earth furrows plowed around buildings and haystacks. Yet when high winds arose even these precautions did not always prevent the destruction of considerable property. These fires spread with amazing rapidity and sometimes extended for miles in every direction. The sight, especially on a dark night, was thrilling and awe-inspiring and always attracted a large crowd of spectators to the safe vantage point on top of the hill.

Prairie fires, although now one of the almost forgotten incidents of the past, were as real a menace to the early settlers as were the wolves and other wild beasts of the forest.

The Chicago Democrat in its issue of October 15, 1834, describes a prairie fire as follows:

"Last week the prairies presented the grand and beautiful spectacle which is to be seen at this season of the year, at which the prairies burn over. At night, just above the horizon, appears one continuous line of fire, here and there shooting up a distance of 10 to 30 feet. Where the grass is thick and heavy and the breezes pass over it presents the appearance of the heaving ocean. The only damage we heard of was the burning of a building of Robert Huguine which was recently put up two miles from town and the destruction of considerable quantities of hay which had been stacked.

* * *

Infant Industries

Like every other pioneer community that was ever founded, Blue Island had many infant industries that were started in order to supply a local demand. They flourished for a while and then vanished. Unable to stand the press of encroaching competition with improved and faster methods of production, their owners usually quit after a short period of operation, poorer in pocket than when they started.

Exception to this latter statement must be made in the case of the breweries which flourished here for quite a number of years, and undoubtedly made some money for their owners. The Schwartz and Fox stone quarries quit only when the good stone had been "worked out", and the Roll flour mill had to cease when its source of water-power was destroyed.

The hand brick yards of Tewes and Reusnow were victims of machinery competition, and the tanneries of Waniata and Lindner quit operat-

ing when the local supply of skins and pelts was exhausted.

D. O. Robinson had a carpenter shop on the hill just south of the Blue Island House in 1850. It was later moved to the south side of Grove street, just west of Henry street, where, for a time it was used by Carl Adams as a private German school. It then became a paint shop until destroyed by fire.

C. D. Robinson had the first lumber yard in 1848-50. Only the most needed kinds and dimensions were carried and nearly all of it in the rough. Inside trim, windows and doors had to be obtained in Chicago. Mrs. Laura Rexford Pettijohn of Pasadena, Cal., recently sent the writer a photograph of the first house built by her grandfather, C. D. Robinson, in 1840, in the north end of the village. All of the doors,



*C. D. Robinson House
Built in Early Forties*

This house stood north of Burr Oak avenue in the north-western part of the settlement. The doors and window casings for this building were brought from New York.

—Photo courtesy Mrs. Geo. Pettijohn.

windows and casings for this house were brought from New York.

H. H. Massey and Cyrus Sammons had a large warehouse on top of the hill, on the south side of Grove street, east of Western. For a number of years they did a large business in the sale of agricultural implements, lumber and grain. This building, too, was eventually destroyed by fire.

Jacob Sauerteig, located on the east side of Western avenue, between Grove and Vermont, conducted the business of locksmith for a number of years. The advent of patented and improved locks and machine manufactured parts soon made his business unprofitable.

Anton Bainteale established a shingle shop at Western avenue and Broadway in 1854. He made good shingles, too, but the machine manufactured product brought in from outside sources soon killed the local project.

Samuel Alschuler opened a photgraph studio in the Dow House on Grove street in 1855, but the venture proved unprofitable and he gave up after about a year.

Peter Barton first had a little cabin on the south-east corner of Grove street and Western avenue where he sold a few notions and groceries. His was the first store in Blue Island in 1836. Two years later he platted the territory south of Stony creek and named it Portland, which later became Blue Island.



Edie Ann Jones and Mother

Edie Ann Jones, (standing) the first white female child born in Blue Island. Her mother was Martha Crandall and her marriage to Stephen Jones in 1837 was the second nuptial ceremony to be performed in the village.

—Photo courtesy Mrs. Peter Hall,

Edie Ann Jones and her mother had a carpet loom and weaved rag carpets for a large majority of the homes in the village. Their home was at the corner of Western avenue and Union street, facing Western. A granddaughter of Mrs. Jones, Mrs. Peter Hall, formerly Lida Roberts, lives in Pasadena, Cal.

* * *

The "Folk House", as it was known, was the last house on top of the hill on the west side of Western avenue. It was a one and one-half story frame building. Dr. Truesdale occupied it one time and Jacob Boehl lived in it for a short time. It was destroyed by fire in the early 60's.

In the later 50's, J. C. Bueter had a drug store in the Duensing building.

Blue Island's First Orchard

Hiram Squier was one of the first to settle in the "original" town of Portland. He came here in 1845 and built a home on Canal street, then known as the "feeder road." Squier at one time owned a valuable farm in Thornton township, but his later years were devoted to the care of a very fine orchard located at the homestead on Canal street.

A most interesting story about the origin of this. Blue Island's first orchard, was recently told the writer by Mrs. C. C. (Lizzie Squier) Claussen. "Between 1840 and '45, John Squier, a captain on the Great Lakes, saw Blue Island for the first time. He returned to Buffalo, N. Y., went to a cider mill and washed apple pulp to get a peck of seeds which he brought to Blue Island and his brother, Hiram, sowed them broadcast like grain. It was a nursery of trees of all sizes and kinds. Pioneers in Illinois came twenty miles to buy young trees. Some bore fine fruit, some were grafted or "budded." Jonathan Perriam, editor of the *Prairie Farmer* at that time, was a brother of Mrs. Benjamin Sanders, and printed a long account of this and other early orchards in his paper."

Thus was the beginning of the first orchard in Blue Island in the early 50's, the predecessor and parent of many orchards in northern Illinois. William Morgan planted an orchard in the north ridge section in 1855 and two years later Charles D. Iglehart also planted one.

* * *

Mrs. Claussen also related the following amusing incident of her first experience in school: "I was about four years old when we lived in a low double house of Mr. Robinson's and the Fox family in the other end. Mrs. Fox had a small niece, named Martha Peck, living with her. She and Em Robinson went to school to Mrs. Laura McClintock, first house below a very terrible hill (Vermont street). One day after a snowstorm Em decided I must go to school with her. We started. Alas! I fell down. Finally we arrived and I was told to sit on a small bench behind the outside door. When the door was closed it was O.K.—but when it was opened—whew!—it was cold. But Martha and Em were three years bigger than I and I felt crowded as I had a chair of my own at home. Once I plucked up courage to remark, 'I want a drink.' So teacher told Em to wait on me. Whew! imagine my consternation when Em held a large gourd for me to drink out of—me, who had a lovely cup at home all my very own. I doubt if I ever asked for a drink again—to me it was a "queer punkin'."



Bauer's Brewery
The first of four beer brewing establishments erected here
during the early '50s.

Four Breweries Here in Early Days

Early in the 1850 period, less than twenty years after Courtney and Rexford had cleared ground for their pioneer cabins, we find the little community of only a few hundred people already taking on the aspects of an industrial town. Blue Island had become a beer brewing center and no less than four plants of that nature were built here during a space of only a few years.

Always used to having their beer, the German men who only shortly before had flocked here frequently found it difficult to obtain that, which to them, seemed a daily comfort and necessity. During the wet season there were times when for several weeks only the most dire necessities of the settlement were hauled in over the treacherous roads.

Beer and liquor could be obtained only at Chicago or from distant points in Indiana.

Our German settlers solved the problem by building breweries which would supply not only their own requirements but also those of the many new settlements that were springing up all around.

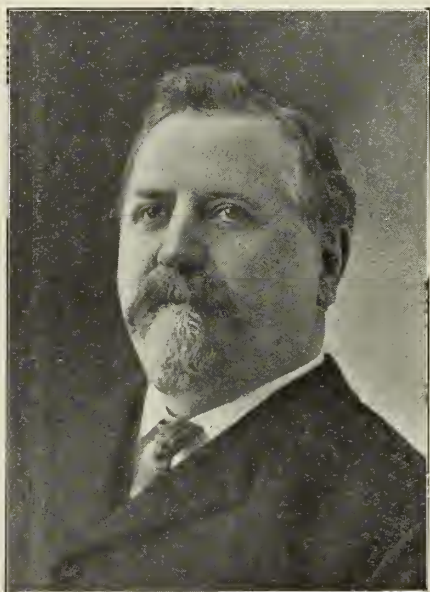
So in 1858 we find four breweries in full operation brewing the amber liquid derived from malt, hops and yeast.

The Bauer brewery, the first to be built here, was a low rambling frame building on the north side of James street, just below the hill. It had but small manufacturing capacity yet its product was favorably known throughout the surrounding territory. Brewing at this plant was abandoned more than fifty years ago and the buildings were gradually removed. In one of the pictures printed with these articles is a view of this old brewery.

Valentine Busch and Michael Brandt erected a brewery at York and Gregory streets in 1856. Philip Zorn, who had come to Blue Island the year previous, was the manager. This brewery had a capacity of 5000 barrels of beer per annum. It employed six men in the brewing department and three teams. Louis Busch succeeded Zorn as manager in 1876, the latter moving to Michigan City. August Koenecke, a brother of Fred Koenecke the cigar manufacturer, operated this brewery for a short time. Later the business was taken over by the United Breweries Co., which greatly improved the property. Jerry Jones and Herman Wagner were managers during those years. Operation of the brewery was discontinued in 1918. Remains of this brewery are still standing. The property is now owned by J. C. and Wm. Klein.

Reiser's brewery, which stood just a block south from the Busch and Brandt plant, on Gregory street, was operated only a short time and the buildings have long since been torn down. The Evangelical Friendens church now occupies the site.

The Metz brewery, also known as the Bohemian or Pilsner brewery, stood on the edge of the hill at Ann and James streets. This brewery was built in 1855 by George Metz, who was one of the earliest brewers in Chicago. It changed ownership several times and in the early 80's L. J. Kadish was the owner and E. A. Kadish, his son, was the manager. This brewery had a capacity of 15,000 barrels of beer per year and employed fifteen men. It was still in opera-



*Rudolph Brand
Nephew of the founder of Busch
and Brand's brewery and man-
ager of the local plant for a num-
ber of years.*

tion in 1884 but shut down shortly thereafter. The buildings were of brick and frame construction. Two fires occurred here in 1886, the last of which wiped out the property completely.

During those years Blue Island was known as a "brewery town" and the writer of this remembers well the rows of enormous vats in which beer was stored in the cooling cellars that extended for a considerable distance into the hillside.

The modern methods of cooling were unknown in those days so recourse was had to the storage in underground tunnels. The hill-sides of Blue Island were ideally adapted for this purpose and that was one of the principal reasons so many of the breweries located here.

Parts of these tunnels which honey-combed the eastern and southern slopes of the bluff, are still to be found.

There were no "yeast cakes" or "compressed yeast" those days and housewives depended almost entirely on brewer's yeast for their baking. This was a grayish-yellow semi-liquid substance which the breweries used for fermenting beer. On Saturdays, which was the generally accepted baking-day, one could usually see a line of children, and even grown folks, each equipped with a pitcher or some similar vessel, heading toward the nearest brewery, there to obtain the penny's worth of yeast for the family baking. A penny's worth, as I remember, was about half a pint and sufficient for a large baking.

Blue Island beer was good beer and there was a large demand for it from Chicago where most of it was shipped. The Busch & Brand and Metz beer was particularly good and had large sales. It was generally brewed in the winter and stored in large vats in deep cellars. It was then drawn into smaller casks as needed. Beer in the 50's sold generally for 3 cents a glass, but was gradually raised to 5 cents a glass. Whiskey at this time was proportionately cheap, often as low as 18 cents a gallon, but usually about 25 to 35 cents a gallon.

* * *

Flour and Grist Mills

During the late 50's John Sleight erected a building on the north side of Vermont street, just east of the Rock Island main line on the site of the present Illinois Central depot tracks. He installed steam power and for a couple of years operated a flour mill. The venture did not prove profitable and after a short period of idleness the plant was dismantled. The building was then moved to the south side of Vermont street and remodeled into a dwelling. It was known for many years as the "Green House". It was destroyed by fire in 1873.

Claus Schulz had a place on Western avenue, south of the slough (near Libby's) in the late 50's, where he specialized in the grinding of "grits", oatmeal and pearl barley. Like the Sleight venture it was unprofitable and lasted only a short time.

Edward Eichhoff, who also had a flour and feed store in the village, was associated with John Roll in the grist mill at the Calumet river. This mill was operated by water power from the dam of the feeder canal. When the dam was blown up in 1875 by irate Indiana farmers whose land had been inundated, the power to operate the mill was gone and it ceased to exist.

The First Brick Yard

The value of the immense clay deposits to be found in various localities around Blue Island was discovered in the early 50's, when Henry Wibben established a brick yard near the Calumet river at the extreme southern limit of the village. Here brick was made for many years by the old hand-mold process. The method of



Henry W. Schmitt

Pioneer of the early 50's. Engaged first in blacksmithing and the manufacture of wagons. In 1872 conducted a meat-market. In later years operated a restaurant and boarding house known as "Transient House."

manufacture was extremely crude and slow when compared with that of the numerous large brick yards now located in the vicinity of Blue Island.

The product of this pioneer yard entered into the construction of nearly all of the buildings erected here during those years and many brick were also supplied to other communities.

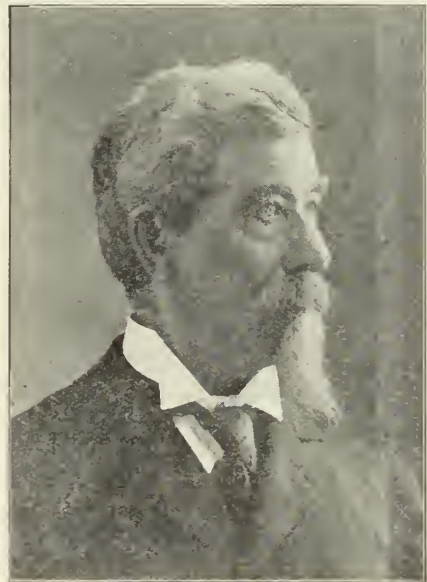
The writer, who was raised within a half mile of the Calumet river, visited this yard many times during his early boyhood days. The process of making brick then, as he remembers it, was something like this: a large wheel (probably 8 feet in diameter) was pivoted to a central post by one end of a long wooden sweep or shaft passing through its center. This shaft extended on the outward side of the wheel a distance of six to eight feet. The entire contraption was made of wood strongly bolted together. Around the rim of the wheel wooden cleats about three inches thick were bolted. A horse

was hitched to the outer end of the shaft and the wheel was then revolved around in a circle. The rim of the wheel traveled in a sort of pit into which wet clay had been thrown. The churning action of the wheel thoroughly "puddled" the clay and broke up all lumps and hard substances. The soft clay was then shovelled into molds and thoroughly packed down. Next the shaped bricks were dumped from the molds and deposited on long shelves made of planks, where they were allowed to dry in the sun.

Women were employed to turn the bricks from time to time and when sufficiently dry the bricks were burned to hardness over wood fires.

Wibben operated this yard for eight or ten years when he sold out to Henry Tewes. The latter continued making brick until the later seventies. The brick made at this yard were a light yellow color, but of good quality, and were used in many of the buildings erected during those years.

In the meantime Carl Reusnow opened a brick yard at Vermont and Ashland avenue, employing the same method of manufacture as that



Charles F. Eidam

Pioneer shoe merchant and active member of the Blue Island Liederkranz.

used at the Tewes yard. The brick made by Reusnow were of a darker color and somewhat harder than those of the older yard.

However, common brick of machine-manufacture were by this time coming into the market in ever increasing quantity and the business of the hand yards fell off to a point where it was no longer profitable to operate them. Tewes

quit in the late seventies and when Yard 17 at Purington was opened in 1883 Reusnow also ceased operations.

John Sleicht had a small yard near the Reusnows, at Ashland avenue and the river. He had very small production and operated only a short time.

I. G. Haeberer had a small brick yard in 1852 at about what is now York street and the Grand



Herman Schmitt

Pioneer merchant, founder of a mercantile establishment which for many years was one of the leading institutions of the village.

Trunk railroad. It was the first yard located here and was operated only a short time.

These crude yards were the forerunners of the many modern plants now located here, and which have made this city the center of the common brick making industry of the United States.

* * *

Stone Quarries

Franz Schwartz, grandfather of Blue Island's present city clerk, Louis Schwartz, bought land on Crawford avenue, near 147th street, in the early fifties, planning to farm it.

One of the first requisites of a farm was, of course, a plentiful supply of water, so the digging of a well was begun. When down six or eight feet an obstruction was met, which proved to be a solid layer of limestone. Other spots for a well were selected, but the result was the same, the whole farm was underlaid with limestone, which, upon test, proved to be of superior quality for building purposes.

So Mr. Schwartz temporarily abandoned the

idea of farming and opened a stone quarry. Stone from this quarry were used in many of the earlier buildings of the village and considerable quantities were also shipped to Chicago by way of the feeder and Illinois and Michigan canal. The first lighthouse in the South Chicago harbor was built of stone from the Schwartz quarry, being transported there by means of barges on the Calumet river. For several years Schwartz maintained a "stone yard" in the west half of the block on Vermont street where the Savings and Loan Association is now located.

William and Frederick Seyfarth opened a stone quarry and lime kiln near what is now 135th street and Claire boulevard in the early fifties. The stone taken out by them was too soft and the venture proved unsuccessful.

Bernhard Knirsch then took hold and operated the quarry for a number of years. The lower strata of stone proved of good quality and found a ready market. The First Lutheran



Corner York and Western

Building erected in 1855 by Herman Schmitt. In later years this corner was much improved as Schmitt Bros. department store.

Church at Grove and Ann streets, erected in 1863, is built entirely of stone from this quarry furnished at a cost of \$2.50 a cord.

About 1870, John B. Fox, who some years before had engaged in farming near this quarry, took charge and operated it successfully for a number of years. Mr. Fox, who, when four years old, met with an accident which caused him the loss of one eye and soon the sight of the other also, was generally known as the



North-east Corner of Western avenue and York street. Showing a stage in the development of the Schmitt Property.

"blind man." He was a familiar figure on the streets of Blue Island and in spite of his affliction was of cheerful disposition and got about anywhere aided only by his cane. He could go unerringly into any store or place in the village and was quick to recognize any voice when spoken to. Mr. Fox supplied most of the stone used in street improvement work and in the abutment of bridges built after village incorporation. He retired from business in 1889.

Both of these quarries have long since been abandoned and the village of Robbins now occupies the site. The series of holes or pits from which stone were taken have filled with water and now are known as the "beautiful Robbins Lakes."

* * *

Whisky Distilleries

The straggling village of Blue Island had not only its breweries but the distilling of whiskies and brandies was also undertaken here in the early days.

Staemmler Brothers started the distilling of whiskies and brandies in a building on Western avenue near the Stony creek in the early 50's. The venture did not prove successful.

Then Robert Schaare opened a place on West-

ern avenue, near Desplaines street, with a similar venture, and D. F. Tippenwreiter engaged in the rectifying of spiritous liquors at Western avenue and Market street. Both these latter ventures lasted only a short time and proved failures.

* * *

Tanneries of Early Days

In the early 50's Wenzel Waniata carried on the business of tanning leather of all kinds in a building in the rear of his property at Canal and Rexford streets. He did a thriving business for a number of years, during busy times employing 5 to 6 men as helpers.

Thousands of muskrats, mink, racoons and other small fur-bearing animals were trapped every winter in the vicinity of the ridge and the adjoining swamps. The preparation of these pelts was a specialty to which Sabastian Lindner devoted himself in a small building that stood at the edge of Stony creek, on Western avenue. He worked alone for a number of years until further operation became unprofitable. He later opened a candy and tobacco store at the same location which continued in business many years.

Crafts and Trades

Nearly all of the wagons used here in the 50's and 60's were made in Blue Island by local blacksmiths and wagonmakers. Some of the men listed below had combination shops. The year they located here is given after the name:

Blacksmiths—John Brittain '37; Nathaniel Sherwood '46; Louis Brand '52; Wm. Lowe '51; John Hartung '52; Henry Boening '52; Fred Dietz '52; Henry Doehler '54; John Fred Lau '54; Henry W. Schmitt '54; John Wolfinger '54; Wm. Black '56; Julius Hoffman '56; Fred Volkman '56; Patrick Madigan '58.

Wagonmakers—Stephan Jones '37; Fred Steffes '51; William Sorgenfrei '54; Rodney N. Day '51; John Staffel '56; Fred Kranz '59.

During the early 50's and up to the middle 60's carpenters and masons experienced a busy period. It was during these years the breweries were built, the German Methodist and First Lutheran churches, the Bauer buildings, the Morgan and Uhlich homes, and numerous business buildings. Among the artisans resident here at that time were:

Carpenters—D. O. Robinson and John Kelly of the middle 40's; Fred Koehne '49; Erich Claussen '52; Theodore Guenther '49; Fred Wuetig '52; Wm. Heckler '52; Christian Krueger '53; August Schubert '53; Joseph Ludolph '55; Ludwig Lau '54; John Poehlsen '55; Philip Krempel '56; Chr. Wagner '56; August Grothe '56; David White '55; Martin Lange '56; Louis Heideck '58 and Geo. Driese '58.

Masons and bricklayers—John Black '48; John Heim '51; Michael Heim '51; John Koehler '52; Wm. Bouri '52; Wm. Betts '52; Anton Draeger '53; John Buch '53; Wm. Boening '53; August Krueger '54; Frank Flassig '54; Henry Grader '55.

Shoemakers—Peter Kich '48; Henry Asche '49; Fred Klein '49; Walter Williams '51; Christian Kantzler '52; August Rust '53; Christian Rust '53; Carl Kurstein '53; Heinrich Barthel '53; Frank Flassig '54; Fred Schild '55; Andrew Kantzler '54; Fred Hecht '56; John and Clement Jostes '56; William Fischer '56; Charles F. Eidam '57, and John Ihde '59.

* * *

During the building of the feeder canal (1848-49) the contractors on the work erected a long one-story log house which was used as a boarding house for laborers. This building stood on the south side of the feeder near Western avenue.

After the canal was finished the building stood unused for a couple of years. It was finally bought by Peter Besgen and Peter

Schlimm, who moved it south on Western avenue to a lot just below Broadway.

Besgen and Schlimm were old friends and countrymen and occupied the building jointly.

Sometime in the early 60's Mrs. Besgen died and shortly afterward Mr. Schlimm also passed away. The widower Besgen then married the widow Schlimm. They lived there a while longer until Besgen had finished his new frame dwelling at Western avenue and Market street.

In 1866 the writer's oldest sister, who had married John Kern, lived in this log house for a short time. Packs of prairie wolves still roamed about and I remember hearing my parents tell about how Kern on several occasions at night went through a trap door to the flat roof of the building and fired his shot gun at the wolves in order to stop their howling.

* * *

As has already been mentioned, the building of the feeder canal through Blue Island, in 1849, was an event of more than passing importance in the history of the village. Just as in our day, with the present ship canal projects underway, so also great things were expected of water transportation via the canal and river at that time.

The Rexford warehouse, erected on the south bank of the canal feeder near Division street, was a large building intended as storage for grain and produce to be shipped by canal. But about the time it was completed the Rock Island railroad was built through Blue Island and there was never any use made of the building. It stood vacant a number of years and was finally burned down.

* * *

Before the building of the Rock Island railroad the south-east portion of the ridge, or "hill", was the highest point and ended more abruptly than any other part of the entire Blue Island ridge. The hill originally covered all of the space south of Vermont street, east across the present Rock Island main line tracks and south to Fulton street, where it ended very abruptly. All the space now occupied by the Rock Island depot, the Klein elevator and warehouse, the bottling plant and the Newhouse coal yard was excavated out of the hill, supplying thousands of carloads of filling material for the Rock Island roadbed. Vermont street, Grove street and Rexford street were very steep at that time. For two or three years after the gravel had been removed from the side hill there was a very steep stairs on Grove street, leading from Rexford street to the bottom of the hill, where the first depot was located (south of Grove street.)



In the Late Sixties

East side of Western avenue, between Grove and Vermont streets. The little building, between the two larger buildings at the right, is where Blue Island's first newspaper, The Herald, was started in 1873 by Charles Feistkorn.

Early in the 40's a man named Barteleme owned all of the property on the east side of Western avenue between Fulton street and Stony Creek. In 1847, M. Dillschneider built a tavern and summer garden on this property. One of the attractions of the place was an open air bowling alley ("Kegelbahn") a game which was largely patronized by German residents. The boards of the alley, being laid right on the ground became so warped in time that if a ball rolled down the middle board it would always result in a strike.

The tavern was a one and one-half story frame, with a porch the full length on the street side. It was destroyed by fire in the late 50's.

Germanicus Cooley, who located in Blue Island in 1839, built a house on Rexford street, between Vermont street and Grove street, about where the Klein elevator now stands.

When in 1851 the Rock Island railroad bought all that portion of the hill lying between Vermont, Rexford and Fulton streets, and started excavating the gravel, Cooley was compelled to move his house. The new location of the building was at the south-west corner of Western avenue and Vermont street, (only the north

half of Vermont street was platted and open at that time). Heinrich Boese occupied it several years as a residence and for some time later it was used as a private school. Then Charles F. Eidam acquired the property (1857) and used it as shoe shop and residence for many years. In 1892 the village council approved a plat for opening Vermont street to its full width from Western avenue to Ann street and the building was then moved to the north side of Vermont street, west of Maple avenue, where it stands today, but so improved and altered that it bears but little resemblance to its former appearance. Eidam in the meantime erected a two-story brick store and residence on what then became the south-west corner lot of the intersection. This building survived the big fire of 1896. It was later enlarged and modernized and stood until it was razed to make way for the modern bank building which now occupies the site.

Next to the "Folk House", on the west side of Western avenue, and just on the edge of the hill, Nathaniel F. Sherwood in 1847 erected a two-story frame residence building and blacksmith shop where he carried on business for a number of years. In the early 50's John and Clemens Jostes occupied the residence. The shop was torn down about 1860.

Half-way down the hill, and just north of where the Schreiber hardware store now is, Philip Hector, in 1848, erected a residence and boarding house. It was torn down in the late 60's.

The business of cooperage was carried on here in the late 40's and up to the 60's, by William Benjamin and Michael Koerner as private enterprises. Benjamin was located on the south-west corner of Vermont street and Greenwood avenue, and Koerner was for a time at the south-east corner of Western avenue and Grove street. They built barrels, tubs, buckets and wooden tanks for local requirements.

Among the German settlers who flocked to Blue Island in large numbers during the late 40's and early 50's, we find expert craftsmen of a large variety of trades, nearly all of whom had learned their art in the old country. There were carpenters, cabinet makers, masons, coopers, blacksmiths, tinsmiths, iron workers, painters, wagon and carriage builders, chemists, artists, photographers and many others of the usual trades. And there were some occupations which in our time would be considered unusual and novel, but which in those pioneer days were accepted as ordinary.

Such, for instance, as Anton Bainteile who made wooden shingles by hand.

Then there was Ferdinand Luedtke, an expert smith, who in the latter 50's had a little shop on Broadway, near the Rock Island railroad tracks, where he made horseshoe nails by hand. He made a good living at it, too, for a couple of years. Then machine-made nails came on the market and drove the price down to a point where his business was no longer profitable and he quit.

Christian Driese was the basketmaker of the community in the early 50's and carried on the business for quite a number of years. He was first located on Canal street (then known as the feeder road) and later moved to East Vermont street, where members of the family still reside.

John Popp and William Bishop were everywhere known as the "well-diggers". They dug most of the wells in the community in the 50's and later. The average depth of wells on top of the hill was between 35 and 50 feet, at which depth usually a good supply of fine drinking water was obtained. Once in a great while a well was found where the water had an unpleasant taste and could not be used.

The water of a well dug on the Wolfinger place, on the south-east corner of Western and Burr Oak avenues, had a quite bitter taste. A

chemical analysis showed it to contain magnesium sulphate of considerable volume. The water could not be used for domestic purposes so an attempt was made to market it as a mineral water, but it was not a success.

Popp was locally known as "Little John". In the latter 60's he quit the digging of wells, moved to the east side of the Calumet river and took up farming. He located on the south bank of the river, about half-way between the feeder dam and Ashland avenue. With the help of his wife they formed bricks of clay and straw and built their cabin. Later additions to this cabin, as the family increased, were made of lumber. This cabin was standing until quite recent years. Two sons of this pioneer couple bought property just east of the old home where they engaged in farming. John Popp located just east of Ashland avenue and Frank Popp's farm adjoined his brother's farther east. The John Popp farm is still being worked by his son Frank, but the Frank Popp (Sr.) farm was sold and turned into a golf course several years ago. The old Frank Popp home is now the residence of the caretaker of the Pipe O' Peace golf course.

* * *

Important Trading Center

Although many small communities had sprung up around Blue Island during the early and middle 40's there was not a store of any consequence in any of them. Blue Island on the other hand had some exceptionally well-stocked general stores for that period. The natural result of this was that Blue Island became the trading center for a very large surrounding territory. Then, too, most of those who did their trading here also received their mail at this post office.

Blue Island's strategic location on the Vincennes road—one of the earliest south-to-north highways constructed in this section—also gave the village an enormous advantage over neighboring settlements.

Customers of Blue Island stores frequently came from as far away as Dyer, Momence, Kankakee, Mokena, Lockport, Lemont and other places within a radius of fifty miles. Farmers generally preferred to buy in Blue Island rather than in Chicago where they had sold their produce.

For nearly twenty years Vincennes road was the most important traffic link between Chicago and points to the south. Enormous trains of heavily laden wagons were constantly passing through Blue Island — one way or the other. Nearly every one of these wagons would stop here at least one night before proceeding to its destination. Tavern-keepers did a rushing busi-

ness and those engaged in general merchandising also prospered.

Vincennes, Ind., one of the oldest, if not the oldest city in Indiana, was a mission in 1702 and at one time capital of the state. Situated on the Wabash river there was much traffic by flat boats and it was believed that it would become a very important city. Chicago thought it would be advantageous to be connected with it. So trade relations were established between the two points. In 1853 two thousand wagon loads of groceries, dry goods and other merchandise and supplies passed through Blue Island from Chicago for points in the upper Wabash section.

The Vincennes Trail, as it was known for many years, intersected the Sauk Trail at Brown's Corners, just south of what is now Chicago Heights. These two trails were for many years the high-roads of travel—the Sauk Trail from east to west and the Vincennes Trail from north to south. Each fed the traffic of the other.

Vast herds of cattle and sheep coming in over the Sauk Trail from points south and west, destined for the Chicago market, would strike their northward course at this intersection and pass over the Vincennes Trail through Blue Island. Stories have been handed down by early settlers of the enormous herds of cattle, thousands in number, and flocks of sheep, sometimes three and four miles in length, which usually would "lay over" on the prairie near Blue Island in order to give the weary herders and their animals a period of rest before proceeding into Chicago.

* * *

Doctors of the 40's and 50's

During the first eight or ten years no doctor was located in the settlement. This entailed a great hardship on our first citizens, for, when sickness came it meant a journey to Chicago, the nearest point where a doctor could be procured.

Among those who located here during the 40's and 50's were the following: Doctor Truesdale, who came in the late 40's was perhaps the first to establish himself here. Then came Dr. Henry Folk who lived on Western avenue across from the Blue Island House. Dr. Henry Douglas came in the 50's as did also Dr. Adolph Bodensstab. A Doctor Hiller was here for a short time in 1853. In 1855 Dr. Graham Marr and Dr. Emil D'Orville located in Blue Island, and a Dr. I. G. Bauer was here only a few months in 1857. Later, in the 60's, came the Doctors Berg, Old, Allen and others.

It has been impossible to get a complete record of the doctors who located here in the early days, as some remained only a month or so.

Circulating Library

Magazines and books of all kinds were not so plentiful in our little community in the days of 1840-50 as they are now. In fact, the reading material available consisted almost exclusively of the books each family had brought along when they migrated here, and such copies of the Chicago newspapers as found their way into the village from time to time.

There was perhaps, no better or larger selection of books on history and travel in the village then than that of Mr. Thomas McClintock. This fine scholarly gentleman always stood ready to help those less fortunately situated than himself, so that when a committee proposed he permit the loan of his books to the villagers he readily consented.

So a plan was evolved under which a responsible person could borrow a book and retain it a certain number of days at a very slight charge. Thus came into being Blue Island's first circulating library, consisting of approximately 100 volumes.

Later, when the new brick school was built, in 1854, a very fine selection of books was available to the villagers from the library established there. It consisted of some 800 volumes of history, science, travel and fiction. It was a very excellently selected lot of books. Prof. Rodney Welch, the principal, saw to it that there was no trash.

* * *

Wanted "White Papoose"

Although most of the Indians left this vicinity, following the signing of the treaty in 1833, there were quite a number who lingered behind, loathe to leave the beautiful country which had been taken from them by the white man. While these red men were generally inclined to be friendly there was still a constant feeling of distrust on the part of the white settlers when any number of Indians was seen together near the settlement.

So, when a nomadic tribe of Indians erected their tepees not far from the home of Mr. and Mrs. Royal Fox the household became alarmed and saw the doors were kept locked. In spite of these precautions the Indians often visited their home. On one such occasion the Indians saw the baby, Annis, and at once signified they desired to buy the "pale face baby", offering to trade for one of their own papooses. When the offer was declined they came again, offering a pony and two papooses in exchange. Mrs. Fox was in great fear lest her baby be stolen and was greatly relieved when the Indians broke camp and started for the West.

Early Names Cause Mail Confusion

In the early post office days there was much trouble and confusion with the mails, owing to the different names applied to the community, not only by those living here, but also by those from the outside.

Known at first by the original name "Blue Island" as applied to the entire ridge, then platted and for a time known as Portland, although the residents continued to call it Blue Island and the Post Office department naming it "Worth," it was a question whether a letter addressed to Blue Island might or might not arrive at its destination, as such an office did not exist according to the post office authorities.

From May 1, 1839, to February 24, 1843, the official name of the post office at Blue Island was "Portland".

From February 24, 1843, to April 20, 1850, it was "Blue Island".

Then legislation was enacted making the post office name correspond with the name of the township in which it was located, so the Blue Island post office became "Worth".

The change did not suit the people, who favored the name Blue Island, and many efforts were made to induce the post office department to resume that name, but to no avail.

So for ten years, from April 20, 1850, to January 10, 1860, the post office was known as "Worth".

Following is an official communication sent Postmaster Schapper in reply to a petition of citizens requesting that the post office be known officially as "Blue Island"—a name which by that time was generally used:

Post Office Department, Appointment Office
Washington, D. C., April 12, 1858

Sir:

Frequent changes of the name of post offices are productive of confusion and irregularities in keeping the accounts of Postmasters, causing, very often, errors in the books and much extra labor. Besides, they lead to irregularity in transmission of mail matter, as postmasters cannot, for some time at least, become familiar with such change. For these reasons it is deemed inexpedient to change the name of the post office at Worth, Cook County.

Respectfully, Your obedient servant,
Horatio King,
First Ass't. Postmaster General

The Rock Island railroad had been built through the village by that time and the name on the station was "Blue Island".

Pressure on the post office department at Washington was increased and finally, after more than ten years' effort, the following notification was received:

Post Office Department, Appointment Office
Washington, D. C., Jan. 10, 1860

Sir:

The Postmaster General has changed the name of your Post Office from Worth to Blue Island, in the County of Cook and State of Illinois; by which name only will it be hereafter officially known.

You will be careful, in correspondence from your office, especially with the department, to designate your office by the *official name only*; and in the date of your communication to the Department, to insert the name of your county and the initials of your state, as well as the name of your office.

You will have the enclosed bond properly executed, with two sufficient sureties. When received here and approved, a new commission will be sent to you.

Very respectfully, your obedient servant,

Signed: Horatio King,
First Ass't. Postmaster General

Postmaster, Worth,
Cook Co., Ill.

The early day postmasters did not receive a stated salary but were allowed a commission on business done. The rate of commission varied on different classifications, ranging anywhere from 15 per cent up to 30 per cent on some. Thus on registered matter, the postmaster received 30 per cent of the fee. On receipts from newspaper postage the postmaster got 50 per cent. On letter postage the commission was only 15 per cent. The whole system was rather complicated and gave rise to frequent errors. Postage rates varied considerably, depending not only on weight of the letter, but also the distance to be carried. In the late 50's and early 60's an average letter sent to California cost 10 cents; the same letter sent to Europe would cost around one dollar, depending on weight and country of destination.

Envelopes as we have them were not used. A letter was written simply on one side of a sheet of paper, the outer edges of the sheet of paper were folded in, then the top and bottom were folded over and sealed with a drop of sealing wax. Government-issued postage stamps did not make their appearance until the beginning of the 60's, so postmasters usually wrote the amount of postage paid on the face of the letter sheet.

* * *

Chicago Older Than Blue Island

This writer has been asked whether the statement one sometimes hears that Blue Island is older than Chicago is true. That statement is not true. Chicago was incorporated as a town in August, 1833. In 1834, the year when Thomas Courtney, the first white man came here to settle Chicago had a population of 3,279.

The First Murder

Murder was a heinous and shocking crime those days when a life was considered of far greater value than it is today. So our little settlement was horrified when the body of a man, shot through the head, was found lying by the roadside, in the Town of Worth, just outside of Blue Island, Friday, December 18, 1857. In the road, opposite the spot where the body was lying, was a large pool of blood, and from this a bloody trail showed that the deed had been done in the road and the murderer had then dragged the body to the spot where it was discovered.

A Chicago newspaper of that time tells the story as follows:

especially proficient in mathematics. He soon dissipated the family fortune.

"Landing in Chicago, May, 1857, intending to settle near Oshkosh, Wis., he found himself without money and a "through ticket" to Oshkosh. He worked for a while at the Hagerman Tavern near Clark and Taylor streets, Chicago, when he went to Blue Island in September, hauling wood for two brothers, named Bode, also Swiss people.

"Here he committed his first crime. Being entrusted to bring back the mail, he learned that the Bodes expected money from the old country. He watched for it. It soon came; a United States express money order for \$387, which he sold and fled to Milwaukee, purchas-



*The Old Union House
Built by John Engelhart in 1875 and for many years conducted under
the name "Bairischer Hof."*
Photo courtesy L. Staffel.

"The man shot through the head, was recognized as a German farmer living in the western prairie named Lauermann. He started from the Blue Island Hotel at daybreak, where he had lodged the night before, with his team and load of oats for Chicago. His team having disappeared, suspicion was aimed at a young Swiss, Albert Staub, alias Emile Derr, who had stopped at the hotel with Lauermann, and who asked his permission to ride with him to the city. Sheriff Wilson and Captain Bradley, noted detective, set to work; traced Staub to Milwaukee, brought him back to Chicago where he was placed in jail and pressed for confession of the Lauermann murder and other crimes. He admitted his age as only nineteen years, that he was born and raised in Thalwill, near Zurich, Switzerland. That he was a "blacksheep" coming from excellent people; fine education,

ing a saloon for \$600, at \$80 down, the balance on New Years Day.

"He went direct to Blue Island, fell in with Lauermann, formed the plan of killing his new found friend and selling his horses and oats to get money for his business.

"The weather was terrifically cold and Staub proposed to drive the team. Staub took the lines, while Lauermann was kicking his feet against the footboard to start the blood coursing into his benumbed feet. While in this position Staub drew a pistol, aimed it. A moment later the German was dead.

"He dragged the body from the road and left it. Driving the team to Milwaukee, arriving there the 21st, he was immediately arrested, being identified in a description furnished by Captain Bradley. He stated his one object was plunder, to get money enough to buy that saloon. He did

not know how to get it only through robbery.

"He confessed in the Chicago jail, had a short trial and paid the extreme penalty Tuesday, April 20, 1858. Thousands gathered on that rainy day; the crowd following the procession, wading in water knee-deep, to where the gallows was erected, in Reuben street, near Ashland avenue.

"The National Guard Cadets with Captain Stryker, the Shields Guards under Captain Kelly formed the square around the scaffold. Rev. Baum of the Clark street Methodist church, in German, warned others to keep away from liquor, bad company and not allow their love for money to lead them into crime."

This is the detailed story of the first murder in Blue Island's early history.

* * *

"Horrible Murder—Shocking Depravity"

Under the above caption the Chicago Democratic Press of October 5, 1853, recounts what is believed to have been the first murder committed outside of, but in the near vicinity of the village.

"It is an unpleasant task to be under the necessity of recording the following facts. Leo Cender and Anna Barbara Schenck were incarcerated in the county jail yesterday, charged with the murder of Jacob Scheib on Thursday upon the Rock Island railroad, near Blue Island, in the Town of Worth. They were arrested about 1 o'clock yesterday morning, examined and brought to the city in the afternoon. It appeared upon examination that the woman Schenck had been living for some time with the murdered man as his wife; that Cender came to the house in the evening and a quarrel ensued between Cender and Scheib, of which the woman was the subject; that in the affray Scheib was shot in the breast with a shot-gun, causing his immediate death. The alarm was given by a small boy in the house at the time and the prisoners were arrested in the same bed, but little removed from the body of the murdered man weltering in his gore and the gun lying by his side on the floor. It is seldom indeed that the annals of crime present a scene so perfectly heart-sickening and barbarous."

* * *

Wife Murderer Arrested Here

Christian Jacobi, a fugitive from justice, was arrested in Blue Island for wife murder committed in Pittsburgh in 1858. He was tried, found guilty and hung May 20, 1859, in that city. (Chicago Press and Tribune, May 20, 1859.)

Township Organization

Prior to 1850 there was no township division in Cook county. In early spring of that year a commission consisting of Stephan A. Rexford (Blue Island), W. L. Church and M. Winchell was appointed to make the division. They were allowed \$2.25 per day for their services.

The Supervisors of Cook county met on April 30, 1850, and accepted the report of the commission, which was duly approved and ordered recorded.

Under this arrangement the township of Worth included not only the territory we now know as "Worth", but also all of that which under a later division was made "Calumet" township. Blue Island at that time was entirely in Worth township.

The first township meeting in Worth was held at the home of Carlton Wadhams in Blue Island, April 2, 1850. Henry Douglas was elected Supervisor.

On the same date Thornton township elected Andrew H. Dolton supervisor; Bremen township elected Leonard H. Scott; Palos township, Malinchton A. Powell; Orland township, William A. Jackson; Bloom township, J. Holbook, and Rich township, Eli Taylor.

Calumet township, which under the division of territory as made by the commission in 1850, was a part of Worth township, was not organized until March 5, 1867. At that date the division was made which left it as now constituted, bounded on the north by Lake, on the east by Hyde Park, on the south by Thornton and on the west by Worth.

The first election for the organization of the township was held June 17, 1862, at the store of Gorris Van der Syde in Washington Heights. Benjamin Sanders was chosen moderator and A. G. Kile, clerk. The officers elected were: Thomas C. Morgan, supervisor Albert Kroon, clerk; T. F. McClintock, assessor; Charles Ellfeldt, collector; George Luchtemeyer and A. B. Wheeler, justices.

* * *

The First Births

The first male child born in the settlement was Norman Barton Rexford, born in 1836. He was the son of Mr. and Mrs. Norman Rexford, who built the first hotel in Blue Island. The family was at that time located just outside of what later became the village limits.

The first girl born in the village was Eda Ann Jones, daughter of Stephen and Martha Jones, in 1840, and sister of Stephen Decatur Jones.



Robinson Hall, Erected by C. D. Robinson in 1860

This property was later purchased by Frederick Zacharias after which it became known as "Zacharias Hall" and also for a time as "Busch & Brand Hall." Destroyed in the big Blue Island fire of May, 1896.

Halls of the Early Days

Blue Island, even from its earliest days, was well supplied with halls where dances, entertainments and public gatherings could be held.

Rexford's Blue Island House, built in 1836, was, of course, the scene of the community's gaieties in the very early days. In fact, for nearly fifteen years it was the leading social center for a very wide section around Chicago and many important functions were held within its walls.

Engelhardt's Hall, built in 1852, was in the second story of a reconstructed barn in the rear of the saloon which fronted Western avenue, south of Grove street. It catered principally to farmers' dances and access to it was through an alley and most of the time through a labyrinth of teams and wagons.

The first little school house on Vermont street, near Ann, built in 1854, served several years for public meetings of all sorts, church services, court trials, etc.

Then there was the German Theatre, also known as Schubert's Hall, on the north side of Vermont street, just east of the alley at Henry street. This was built in 1856 especially for the German Dramatic Society and flourished for a number of years. This building had a large hall so arranged that it could be transformed quickly for either dramatic entertainments or

dances. It had a large stage, dressing rooms, etc. It was destroyed by fire.

Robinson's Hall, built in 1859-60, was for many years a Blue Island landmark. It was a large building and owing to its height of three stories, towered above all the neighboring structures. The basement was given over to a saloon, bowling alley and general storage. The first floor was divided into store spaces and the second floor was arranged for offices. There was a wide stairway leading up from the ground floor to the hall, which occupied the entire third floor. The band platform occupied a space underneath a large cupola which topped the building. This cupola served as an observatory from which a wonderful view of the surrounding country could be had. This hall was known also as Seward Hall and for a time as Busch & Brand's. In the early 70's Frederick Zacharias bought the property and it then became known as Zacharias Hall. The third floor of the building had on several occasions shown signs of weakness when large crowds attended dances there, so Mr. Zacharias had it taken down, leaving the two lower stories. The building was destroyed in the big fire in May, 1896.

The hall over the Massey & Sammons store on Western avenue (later Boehl's) was used for a variety of public purposes during the early 50's. The Universalists held Sunday school and church services there before their own church building was completed.

Blue Island Liederkrantz

The love of song and music, so inherent in men and women of German birth, found its expression during the early years of our little community in the formation of a small group of men, who, drawn together on various occasions, loved to sing the old songs of the Fatherland.

This small group of kindred souls was composed of Charles Ellfeld, August Schreiber, Friederich Sauerteig, August Schubert, Louis Brandt, August Bulle, Henry Schmitt and two brothers named Bode. For some time they were known as the "Saengerbund."

Charles Ellfeld who settled in Blue Island in the early 50's, a man of good education and fine musical ability, soon became the leader of this small group of singers. It was he who detected the musical possibilities of the various voices and brought out their latent qualities into harmonious combinations.

Soon these occasional gatherings resolved themselves into regular stated meetings and in the early summer of 1853 it was decided to organize permanently under the name "Blue Island Liederkrantz". Ellfeld, who all along had been the advisor and guiding spirit, was chosen director. His energy and enthusiasm for the work seemed to know no bounds. Months of intensive study and practice ensued and soon the Blue Island Liederkrantz announced a public concert. The success of this first venture before the public of Blue Island was so great that thereafter "concerts by the Liederkrantz" became real events to be looked forward to.

By 1857 the original eight members had been added to and increased to eighteen active singers. These names were on the roster at that time: Charles Ellfeld, F. Sauerteig, Jacob Boehl, George Friese, C. Kuesten, Philip Zorn, Gottlieb Klein, M. Brandt, Dr. D'Orville, John Roettingen, A. Schubert, T. Huegel, C. Wasserman, H. Schmidt, C. F. Eidam, H. Wolff, August Schreiber, Louis Brandt.

That year a "Saengerfest" was held in Milwaukee, in which German singing societies from many localities participated, our little group being one of them.

A quartette, composed of August Schreiber, Gottfried Voigtmann, Herman Schmitt and Charles Ellfeld had been organized only a short time before, but it was decided that this quartette should represent the society at Milwaukee and enter in the prize singing contests. It was a momentous undertaking as it was the first time the little band of singers was to meet veterans in competition. But so well did they acquit themselves that they were awarded first

prize amid the thunderous applause of the assemblage. This achievement of the quartette was hailed with joy by the entire membership of the Liederkrantz.

The following year a similar "Prize Saengerfest" was held in Chicago. At this event singing societies from St. Louis, Davenport, Manitowoc, Freeport, Chicago and other cities competed. The Blue Island Liederkrantz was awarded second prize in the competition and thereafter was acknowledged among the leading singing societies of the Northwest.

Founded in the pioneer days its first meetings were held in a log house, and later in various private homes. But as the society grew in numbers and popularity, so also did the desire to acquire permanent quarters or a home it could call its own. Early in the 70's an arrangement was made with the Blue Island Turnverein for use of quarters on the upper floor of the Turner hall at Grove and Henry streets.

The Blue Island Turnverein, which had started its career under most auspicious circumstances in the late 1860's built its own hall in 1872 and for several years continued as one of the outstanding turner societies of the state. But dissension arose among its members and soon there was a split in the organization and a new turner society, known as "Concordia" was formed. This group leased property on Grove street, a short distance east of the old hall (where the Grove Street Garage is now located) and under arrangement with John Engelhart erected a building of its own.

That was the situation in 1887 when the Blue Island Turnverein found itself in financial difficulties and about to have its property foreclosed. But before foreclosure could be brought the Blue Island Liederkrantz came to the rescue, purchased the ground, made extensive alterations in the building, assumed certain financial obligations and renamed the hall "Saenger Hall." Charles F. Eidam was president of the singing society at that time.

Now the "Singers" had their own hall and there was great rejoicing among the members. The organization was incorporated and a great two-day "Saengerfest" was planned. This was held October 1 and 2, 1887, and singing societies from many cities participated. Decorative arches had been erected over the streets at various points and the business section of the village was in holiday attire, bedecked with flags and bunting. Hundreds of visitors from outlying points thronged the streets.

The first day of the celebration was devoted to a grand concert in Saenger hall, and on the



Blue Island Liederkranz of 1853

Top row—Hupke, Bode, Schubert, Vogtman, Sauerteig, Ellfeldt, Bode, Braun.

Second row—Bulle, Brand, Schreiber, Boening.

Bottom row—Herman Schmitt, Kursten, Heinrich Schmitt, Hirsch, Bulle.

The original of this picture was taken on the 18th day of June, 1853.

second day there was a great parade through the principal streets and a picnic in Ellfeldt's Grove, followed in the evening by dancing in the Saenger hall and also in Concordia hall.

Less than a month after this gladsome celebration the Liederkranz membership was saddened by the death of its beloved founder and director, Charles Ellfeldt. His death occurred October 29, 1887.

October 21, 1892, the Liederkranz participated in the song festival at the dedication of the buildings of the Columbian Exposition.

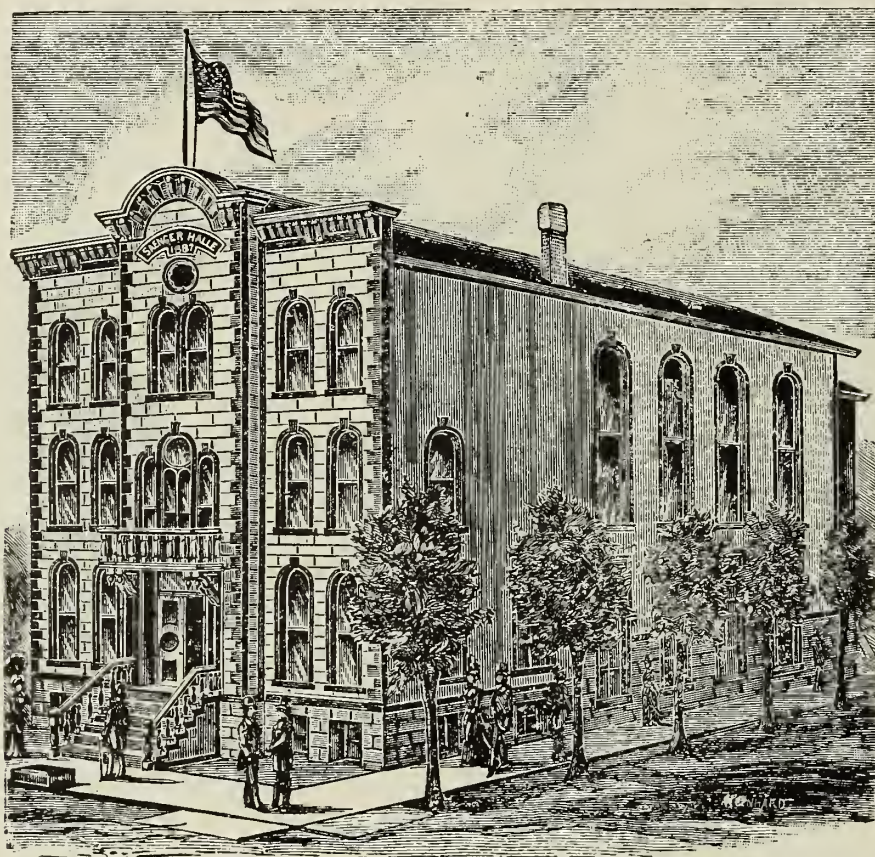
During the early morning hours of May 17, 1896, a fire started in a shed behind Engelhardt's Union House, spread with ferocious rapidity and in less than an hour Concordia hall had been burned to the ground and Saenger hall, in which a dance was in progress at the time, also was swept away by the flames.

The loss of their hall was a severe blow to the society, as only small insurance had been carried. But undaunted in the face of disaster, there was but a short delay before steps were taken to rebuild and on August 15, 1897, the

laying of the corner stone for the new hall was celebrated. This was another gala occasion. A crowd estimated at 3000 attended the ceremonies; there were speeches by Mayor Jacob F. Rehm, President, Wm. Schreiber, and Emil Hoechster of Chicago. The dedication of the new hall took place November 21, and again there was a great celebration, with bands and banners and a great crowd of visitors. The cost of the new building was \$8000.

In August, 1903, the Liederkranz celebrated its 50th anniversary with a big picnic in Calumet Grove. The membership at that time numbered 145. Several years of prosperity and growth followed this event, then suddenly this country became embroiled in the war with Germany. This situation spelled disaster for the Blue Island Liederkranz, all activities ceased and within a short time the organization of which Blue Island had always spoken with pride became a thing in name only.

So, when on January 9, 1918, a fire of undisclosed origin destroyed the hall which had been the scene of so many of the society's gay



*Built by Blue Island Turnverein in 1872
It afterward became the property of the Blue Island Liederkrantz.
Destroyed by fire May 17, 1896*

and notable affairs, the Liederkrantz found itself in such shattered condition that it was unable to rebuild. Its membership decimated to a mere handful, its morale broken by the terrible events of the war, and with an empty treasury, the organization was obliged to see the home it had long struggled to acquire pass into other hands. There was no course left but to disband and that was done.

* * *

But after peace had been declared the passing years brought a saner perspective of this country's participation in the war with Germany

William Heiden and several other German young men, all musically inclined, who had immigrated to Blue Island, learned of the sad plight into which the Liederkrantz had fallen, and soon efforts to revive the organization were successful.

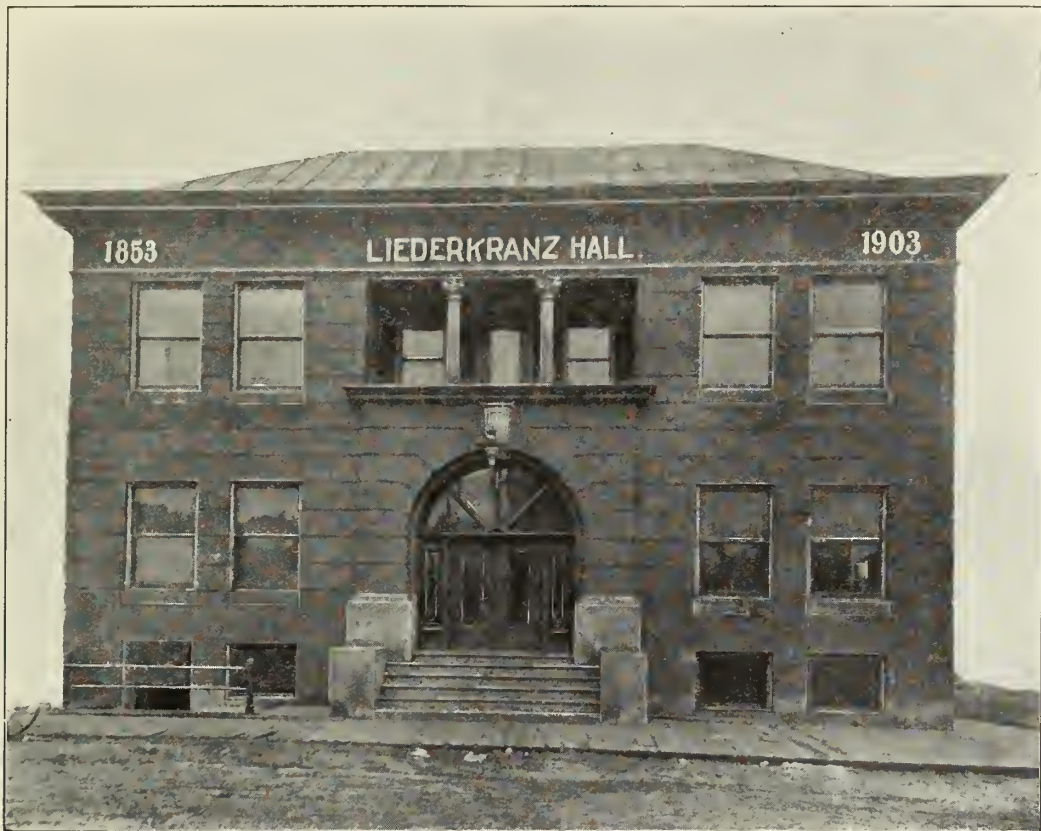
Heiden acted as director for a short time until in March, 1926, H. Kornemann became the leader. Under the latter's direction a strong organization has been built and on October 28, 1928, the Blue Island Liederkrantz was able to

celebrate its 75th anniversary with a grand concert, assisted by several celebrated artists and 25 male voices and an orchestra of 20 members of the opera company. The celebration was held in Eagles Hall, the site on which the former homes of the Liederkrantz had stood.

The Blue Island Liederkrantz has again become an active organization and is fast regaining the prestige of former years. Regular practice is being held under the able direction of Mr. Kornemann.

There are at present 27 active and 11 passive members. The officers and active members are as follows:

President, Kurt Reichel; vice-president, Ernst Mais; secretary, William Borchardt; finance secretary, Ernst Borchard; treasurer, Frank Mehlin; archivar, William Amft; "bummel-major", Joseph Froschauer; members, Joseph Benzing, Otto Benzing, George Borchardt, Jacob DeGroot, Julius Drews, Heinrich Geberding, John Haase, Paul Hildebrandt, Alex Hennig, William Janssen, Joseph Ketterer, Albert Klein,



*Liederkrantz Hall as rebuilt after the Big Fire of 1896
And again destroyed by fire in 1918*

Edward Sieben, Harold Steinhart, William Triebold, Walter Wiessner, Karl Zipfel, Joseph Lechner, Frank Heiden, Karl Sterzel.

Passive members, Karl Neumann, Adam Deischer, Henry Buer, John Fleischer, Richard Mais, Ole Anderson, Joseph Dominick, Herman Konsoer, William Hennig, Peter Wiessner, Charles Benzing.

* * *

German Dramatic Society

Almost coincident with the organization of the Blue Island Liederkrantz, in 1853, was that of another society among young German-speaking people.

This group was composed of both women and men whose leanings were toward theatricals. It was their thought, that while indulging in their own favorite pastime they might also turn it to profitable use and provide for the villagers, entertainment of which they were sorely in need.

This society gave a number of light comedies and dramas in the hall of Rexford's Blue Island House which at that time was owned by Jacob

Boehl. The place being operated by German people, was well suited for the purpose, and it had a raised platform that could be transformed into a stage.

Plays were sometimes given once a week, but usually every two or three weeks, always on Sunday nights. These performances were well received and often the audience taxed the capacity of the hall.

Encouraged by their success the society began to feel the need of a larger and more suitable auditorium—yes, they argued—perhaps a theatre they could call their own.

August Schubert, a member of the Blue Island Liederkrantz, who had supported and encouraged the dramatic club, favored the proposed expansion. After some persuasion he agreed to build a hall specially suited to requirements of the society.

The location selected was a lot on the north side of Vermont street, just east of the alley where the Central M. E. Church now stands.

Schubert was a carpenter by trade, but had harbored an ambition to run a saloon. So here

was an opportunity to gratify his ambition and at the same time derive an added income from the theatre.

Accordingly a large two-story frame structure, measuring 50x80 feet, was erected. In front, on the lower floor, Schubert had his saloon and immediately back of that were the living quarters for his family. The second floor was given entirely to the auditorium. It had a large stage with dressing rooms, and the arrangement was such that the hall could readily



F. Buchemholz
Active Member of Old Liederkrantz

be used for dances. Footlights were candles with tin reflectors.

It was known as the German Theatre and for a year or so the arrangement proved profitable for Schubert and the dramatic club. The building became a gathering place for Germans, the Liederkrantz also making use of the spacious hall from time to time.

But changes were being made rapidly in the little community. Business expansion was along Western avenue and Schubert's became an out-of-the-way place. His business dwindled, the attendance at the theatre fell off, until it was no longer a paying institution.

One night there was the cry of "fire" and soon John Huppel's drum awoke the sleeping populace.

The German Theatre was a mass of flames that could not be checked with the inadequate facilities of the volunteer fire department. Soon

nothing but charred embers were left where budding genius had sought to express its histrionic ability.

A complete list of those who were members of this group could not be obtained, but here are a few: Mrs. Henry Grader, John Huppel, Mr. and Mrs. Christian Schmidt, August Grothe, Mr. and Mrs. August Schubert, Miss Ida Krueger, Theodor Jauchzer, John Staffel, Henry Brandt, William Ebel. Henry Stift was the director.

The theatre was not rebuilt and the group of amateur thespians soon disbanded.

* * *

Blue Island Turnverein

During the latter 1860's a number of German young men, athletically inclined, formed an organization known as the Blue Island Turnverein. They bought various gymnasium apparatus, engaged an instructor, and soon had a well-drilled athletic organization of about 40 members.

The name "turner" was derived from the principal athletic exercise which organizations of this



Herman Bischoff
Director of Liederkrantz 1884 - 1898

kind featured, viz: exhibitions of spectacular feats on a "turning pole". Some of these feats were extremely difficult and dangerous—and at that time, were comparable to those of "the man on the flying trapeze" of our day.

For a number of years this organization met in various rented quarters, and during the summer months its drills and exercises were held in the open. These "work-outs", held usually be-

fore a "turn-fest" at Ellfeld's grove, always attracted large audiences.

The membership of the Blue Island Turnverein was drawn mostly from the younger members of the Blue Island Liederkrantz and the volunteer fire companies.

Many competitive events with similar organizations from Milwaukee, Joliet, Chicago and elsewhere were arranged. These "Turnfests" invariably were held at Ellfeld's Garden and always attracted many spectators.



*Cor. Western Ave. and Vermont St. 1890
Now site of the First National Bank*

The organization prospered and in 1872 a lot was bought at the corner of Grove and Henry streets and a large three-story building erected thereon. This building contained a saloon, bowling alleys and gymnasium in the basement, a large high-ceiling dance hall, ticket office and cloak rooms on the combination first and second floors, and club rooms on the third floor.

For a few years things went smoothly. Then the mortgage which had been placed on the property began to press heavily. A drive for new members and additional revenue failed to avert disaster. Dissension over management arose and there was a split in the organization. The seceding faction at once organized, and called itself "Concordia Turverein" and proceeded to build a competing hall only a short distance east of the old hall.

Then in 1887 when foreclosure of the Turner hall property was imminent, the Blue Island Liederkrantz, which for some time had been renting space in the building, came to the front and bought the property, forestalling a forced sale.

This hall and the one erected by John Engelhart for the Concordia society were both destroyed in the big fire of 1896.

A few of the men active in the affairs of the Blue Island Turnverein were: Charles Eidam, John Staffel, Carl Schmitt, August Grothe, William Bouri, Clement Jostes, Conrad Kich and Fred Felcht.

Volunteer Firemen of the Early Days

The cry of "fire! fire!" at any time a dreaded sound, was doubly so in the days of the 50's when the equipment and methods of combating the red demon were of the most crude and inadequate sort.

Yet the little bands of volunteer fire-fighters did valiant service, and, although the building that was on fire usually burned to the ground, they often succeeded in preventing the flames from spreading to adjoining property.

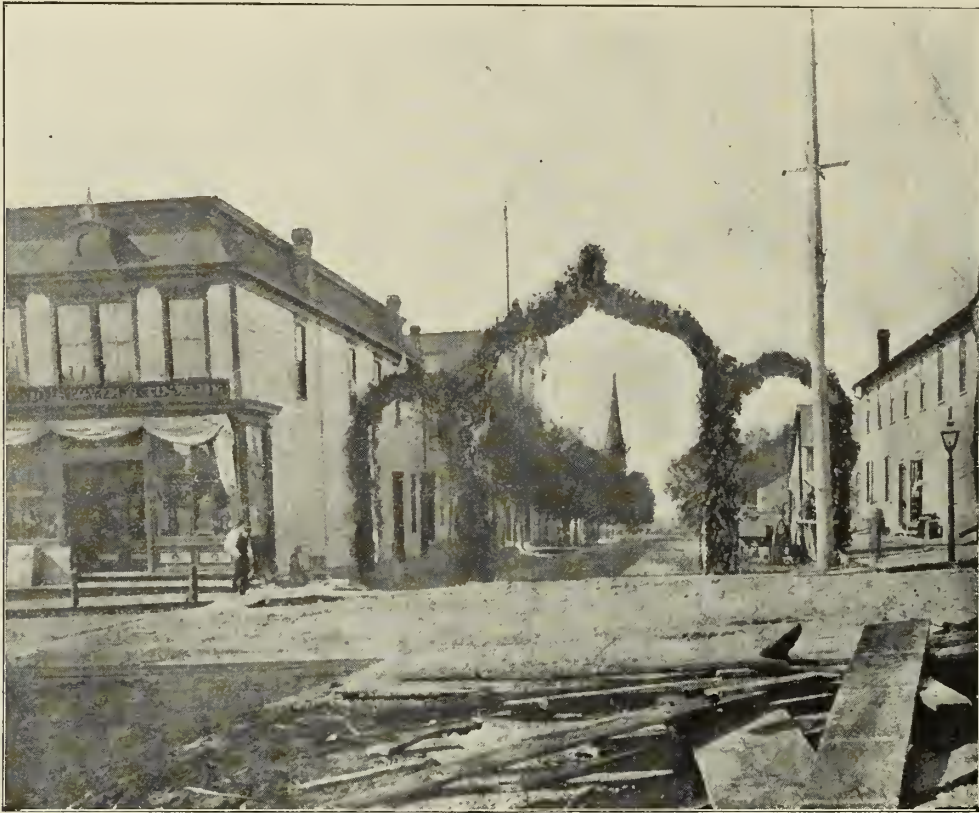
It was a real honor and distinction those days to belong to the "fire department," and nearly every prominent and able-bodied man did "belong". The fire department was the leading civic organization of those days. It usually arranged the picnics, dances and other public events. July 4th was the big day. This holiday seemed to have been made especially for the volunteer firemen and on this day the "department" was out in full force and in its greatest splendor.

There was a big parade starting from some prominent point in the village to the picnic grounds. The firemen wore red flannel shirts



*Jacob Link and Fred Hohmann
Two of the Old Fire Laddies*

with blue collars and leather helmets. The "chief" carried a large silver-plated speaking trumpet with long gilt tassels through which he gave marching orders. The hook and ladder wagon was painted in bright red and the equipment consisted of ladders, axes, pike hooks in various lengths, while on each side there was a row of leather buckets. The motive power for



One of several Arches Erected at street Intersections for the Liederkranz Saengerfest in 1887—Looking West on Grove Street.

this equipment were the firemen themselves, each grasping the long rope by which the wagon was drawn, while the "chief" walked ahead of the procession and gave the orders. There was a brass band, of course, and the firemen, bedecked in their colorful uniforms, keeping step to the martial music, and drawing after them the indispensable hook and ladder truck, presented an inspiring sight to the youth of that time.

There were most of the time in the days of '55 to '65 two fire companies. Membership in these was entirely voluntary and changed frequently, both as to personnel and numbers. Some of those most active in the volunteer organization were: John Staffel, Conrad Kich, Charles Ellfeldt, August Schreiber, Charles F. Eidam, August Grothe, John Engelhardt, Louis Brand, John Huppel, Charles Johler, and others.

There was no fire bell or fire whistle in those days and when the cry of "fire" was heard everybody would take it up and soon the yell of "fire! fire!" would resound in every section of the village.

When a fire occurred at night someone would rush to the home of John Huppel, a tinsmith living at the foot of the hill on Western avenue,

and awaken him. Huppel would get out of bed, hang a big drum around his neck and parade up and down Western avenue, beating the drum loudly in order to awaken everybody. Sometimes when the call was urgent Huppel would not take time to dress and in nightshirt and slippers would rush out to sound the fire alarm with the 'rub-a-dub-dub' of his drum. When the sound of Huppel's drum was heard at night everybody knew there was a fire and would hustle out as soon as possible.

* * *

Ellfeldt's "Lustgarten"

Charles Ellfeldt, one of the better known of the earlier German settlers, came to Blue Island in 1852. He was in many ways a unique character.

A school master in the old country, it was but natural that he should turn his attention to similar pursuit here. So, for a time, he taught classes in German, but it proved unprofitable work. He organized a brass band of which he was the leader. At one time he had a saloon on the south side near the village limits. Then in 1853 he was one of the eight men who organ-

ized the "Saengerbund" which later was renamed "Liederkrantz". He became director of the singing society, remaining in that role until 1884.

He was a justice of the peace for many years, frequently dispensing justice in a novel manner. It is said that one time he even granted a divorce. Although not a professional dentist he drew many an aching molar for the early villagers.

After selling his saloon on the south side he located on East Vermont street, near Robinson street, where there was a fine grove of trees, and opened a picnic grove. This was known among the Germans as Ellfeldt's "Lustgarten" (Pleasure Garden). It was patterned after the beer gardens of the old country and for many years was a favorite gathering place for both German and English citizens.

There was a large dance hall, bowling alley and bar and a brass band supplied music for the dances and rendered special numbers. Dances were held nearly every Sunday and on holidays the Grove was always crowded. The Blue Island Turnverein frequently gave athletic exhibitions here and at times there were competition prize "Turnfests" in which turner societies from elsewhere participated.

After Ellfeldt's death, which occurred in October, 1887, the grove soon lost popularity and it eventually was subdivided into lots and is now built up with stores and homes.

* * *

Concordia Grove

The Concordia Turnverein, an offshoot of the old Blue Island Turnverein, was organized in November, 1886. The officers were: Carl Schue-man, president; John Wolz, vice-president; Carl Schindler, secretary; Conrad Johler, treasurer. The society had a picnic grove in Kieffer's woods between Grove street and the north shore of Stony creek, just west of State street. Here, turning exhibitions were held in connection with the organization's picnics, which were almost every Sunday occurrences during the summer months. The grove flourished for a while until financial and other troubles caused the organization to disband.

* * *

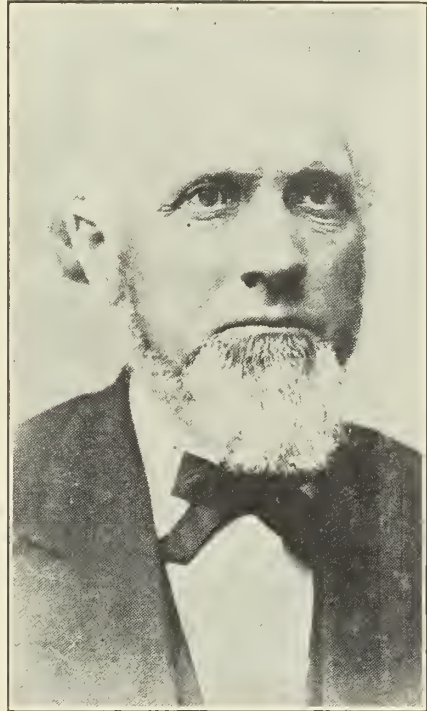
Pfeiffer's Woods

In the early days no one knew or thought of such a thing as "going away on a vacation". Trips to the mountains or a couple of weeks' stay in the north-woods were unknown.

But the love of the woods, and streams and the great out-doors was there just the same, and this desire found a measure of satisfaction in the

numerous public picnics held on Sundays, holidays and on many special occasions.

In the early 80's Pfeiffer's woods on the opposite shore of the Calumet river was cleared of underbrush and arranged for picnic purposes. This beautiful natural grove soon became a favorite for lodge, club and church picnics. This name was later changed to Calumet Grove. It became a part of Cook county forest preserve district about ten years ago.



Joshua P. Young

At one time owner of all the land between Vermont Street and Burr Oak, Western and Maple avenues. Village President in early years.

Photo Courtesy Mrs. D. A. Longacre.

First Weddings

The first wedding in the village was that of Uriah Wentworth and the Widow Boardman. The wedding took place at the house of Heber S. Rexford, a justice of the peace, who also tied the nuptial knot. The second on record was that of Stephan Jones and Martha Crandall, in 1837. Justice Rexford held office for sixteen years and officiated at nearly all the earlier marriages in the settlement.

* * *

During the 40 - 46 period the legal wants of the early settlers were cared for by the following: Heber S. Rexford, Rodney N. Day, Daniel O. Robinson, Benjamin Sanders, Andrew H. Dolton, H. C. Reichert, David Andrews.



*West Side of Western Avenue—Looking South from Grove Street
Before the Big Fire of 1896. The three corner buildings were destroyed.*

Roads of a Century Ago

No one traveling over the smooth and wonderful concrete highways of today can have the slightest conception of the frightful and impassable condition in which the so-called roads of a century ago would become at certain seasons of the year. To call them "roads" is complimentary.

During the early days and well up into the 50's most roads were only trails or wagon tracks through the prairies, changing constantly at the whim of some driver who sought better ground, or according to weather conditions.

In the wet season these roads were a succession of mud holes, some seeming almost bottomless. The whole country around the Ridge was more or less swampy, and certain roads were impassable six months of the year. The roads to the west and south were exceptionally bad. Movers passing through the village often were marooned here for many weeks and it was not unusual for some driver, more venturesome than the other, to make an attempt to go through, only to have his wagon hopelessly mired when only a short distance out.

Section lines were ignored completely; when one road was too badly cut up another was started. The higher spots of ground were always picked out for these roads and so they turned and wound in every direction. That accounts for so many crooked roads, or roads running at an angle to each other.

Later an effort was made to correct this condition. Roads were laid out on section and half-section lines. These were graded and some form of drainage provided. Gradually, the prairie trails were abandoned and traffic followed the newly established lines.

For many years even these roads were often in frightful condition owing to the swampy nature of the lowlands. The newly-formed Cook county had no money to expend on roads and there was then (previous to 1850) no township organization. The villages and hamlets were poor and what little work was done on roads was done strictly within their own immediate confines.

This led in the late 40's and early 50's to the formation of "plank road" companies. These companies were organized for profit and shares of stock were sold the same as in any public utility or industrial project. These were toll, or pay, roads.

* * *

The Southern Plank Road

The first plank road was the "Southern", later known as the "Old Plank Road". The company was organized February 12, 1850, the stock being owned mostly by Chicago men. This road was projected to run from Chicago through Blue Island to Momence. By April 20, 1850, one tier of plank had been laid from the Southern Hotel on South State street, Chicago, a distance of one mile. By January 1, 1851, the road

was completed to the "Ten-Mile House" (Kile's Tavern) on Vincennes Road, near 80th street.

The Rock Island railroad was by this time under active construction, and although there was a strong sentiment in favor of plank roads as a means of transportation as against railroads, the proprietors of the old plank road decided they would cease construction at the Ten-Mile House.

In reference to this road the Chicago Democrat under date of October 10, 1848, published



Built during the late 50's by John K. Pollard and sold by him in 1863 to Frederick Sauerteig. May 13, 1871, Peter Schlueter became the owner and conducted a dry goods store here for many years. On Schlueter's death Paul Klenk moved his dry goods store from diagonally across Western avenue and occupied the premises until 1891. In the meantime Klenk had bought property and put up his own store building at the south-west corner of Western avenue and New street. William Staffel, who had started a dry goods store on the South side in 1883, then bought the property and moved his business uptown to the new location. For nearly sixty years, under three successive ownerhips, there has been a dry goods store in this building. A chain store has occupied the premises since 1930. The property is still owned by the Staffel estate.

Photo courtesy Frank Krueger.

the following: "The distance from the city bounds at the end of State street to Rexford's at Blue Island in a straight line is twelve miles, the estimated cost \$1800 per mile, making a total of \$21,600. We understand that it is the intention of the proprietors of the stock to commence the work at once and complete it to Blue Island, then to make a reasonable dividend, say

6 per cent, and then to expend the surplus in extending the road to the county line in the direction of such other places as will build a road to meet them. The road will be of the greatest advantage to the city as well as to the stockholders.

The distance to the north line of Will county is about thirty miles".

However, the original plans of the projectors of the Southern (or Old) Plank Road never matured and it never was built farther than Kile's Tavern. For several years this road carried heavy traffic, but as little or no attention was given to its upkeep it was soon in bad condition.

The Old Plank Road was made a free road in the middle 50's.

* * *

Blue Island Plank Road

The Blue Island Plank Road company was formed in 1853 and was organized by John McCaffery, John Evans, Richard K. Swift, William F. Johnson and Nicholas Iglehart. A notice that subscriptions were open for stock of the corporation was published in the Democratic Press (Chicago) in July, 1853. The line was to be a continuation of Hoosier avenue, through Canalport to Blue Island.

The name Hoosier avenue was changed in November, 1853, to Blue Island avenue. This road commenced a little north of 95th street on Western avenue, then ran into the present Blue Island avenue at about 26th street.

Note—On the Volk map of Blue Island, made in 1858, that part of Western avenue below the hill is given as "Main, or Wabash Road" and that part of Western avenue on top of the hill is marked "Blue Island Avenue".

Blue Island avenue was so-called because it was the most direct road between Blue Island and the west side of Chicago.

The Blue Island Plank Road was generally known as the New Plank Road in order to distinguish it from the other. It was a toll road and naturally was used only when the other roads were in bad condition.

This plank road was also made a free road in the early 60's.

In an article on the New Plank Road headed "Blue Island Avenue" the Chicago Democratic Press, under date of November, 1853, has the following:

"The city council changed the name of Hoosier avenue to the euphonious title which heads this article, last Monday night. After the completion of the New Plank Road to Blue Island

this will be the route for travel to take between that point and this city. The bridges on the plank road across the canal and west branch of the Chicago river are up and nearly ready for crossing. They are fine substantial structures, built in Stone & Boomer's best style. The planks are being laid and spiked on the road beds as rapidly as a strong force of men can put them down. The avenue is to be 120 feet wide south of the canal to the head of Blue Island and it is the design of the property owners to plant a row of shade trees on each side of it next spring."

The unbounded confidence with which the plank roads were looked upon as a means of developing a country, and the antagonistic attitude toward railroads, was illustrated on many occasions by public discussions and by numerous articles in the newspapers of that day. Many able statistics were submitted to show the advantages of the plank roads over those of the steam roads.

But plank roads have long disappeared and have almost been forgotten. Railroads triumphed and are still with us, only today they are fighting competition—not of plank roads—but of transportation on concrete highways and aerial routes.

* * *

Sickly Years of '47 and '49

The years of 1847 and 1849 were extremely sickly, so much so, that very few escaped. Many times there were none well enough to take care of the sick. Fever and ague was the prevailing disease, with bilious and intermittent fever for a change. The early settlers suffered terribly. No doctors could be found short of Chicago, and no other help to be had. Those few families who lived here then were very kind, as is always the case in a new country, but each had as much to do at home as could be done, consequently could assist others but little.

Very few escaped the "shakes" by which name the ague was commonly known. The swampy condition of the lowlands which surrounded the Ridge aggravated the situation. These swamps provided a natural breeding place for millions and billions of mosquitos which spread disease so rapidly and thoroughly that scarcely anyone in the little community escaped.

"There were many times in my own family", Heber Rexford wrote, "when no one was able to give a cup of water to another, and had it not been for the kindness of one Samaritan woman (God bless her!) I think we must have died.

"Well, that was bad enough, but in addi-

tion to this we had mosquitos—bushels, wagon loads, yes, carloads! Perhaps you will say I am extravagant, but a vision of those days and the sufferings we endured pass through my mind, I am not willing to fail one mosquito. This was in the early days, but now so changed. No ague, only a few dozen mosquitoes, and the health of Blue Island excellent".

Quinine was the usual and most successful remedy for combating the "shakes," but the price of \$3.00 to \$5.00 an ounce made it practically prohibitive to some of the colonists. Arsenic, less expensive, had also been found to give relief from the ague, but since its use was fraught with danger it did not become a popular remedy.

In 1849 and again in '53-'54 cholera morbus swept through the little colony with epidemic violence and whole families died. Medical assistance was next to impossible to be had, since Chicago and other nearby sections were also affected. Even then most doctors were helpless, as only a few knew how to treat the malady. So when a member of a household was stricken the family usually prepared for the worst.

During the middle 50's—from '53 to '55—there was an epidemic of diphtheria that proved fatal in nine cases out of ten.

The whole community was aroused owing to the virulence of the disease. Burials were made as quickly after death as possible and sometimes secretly at night. In a few cases when coffins were not available the body was interred simply wrapped in a blanket or some portion of the bedding on which the victim had died.

There were no regular undertakers up to 1860 and even later. Hearses were unknown and flowers at funerals were unthought of. In warm weather burial had to be done as quickly as possible. Coffins were built from plain boards, usually painted black on the outside and lined inside with a cheap white cloth, padded with straw or shavings. They were always built after death to fit the corpse. Funerals were cheap those days—usually \$5.00 and seldom more than \$10—the price being based on the size and quality of the coffin. A farm wagon was the hearse.

There were no public burying grounds, or cemeteries, here then and interment was usually made on some part of the family property, or on the property of a friend. Sometimes, too, an out-of-the-way place in the woods was chosen.

There is a pretty well substantiated record that the body of Zachary Wilson, who died in 1839 while building his home, was buried on top of the hill "behind the Rexford House," where several others were also buried later. This hill was excavated in 1851 by the Rock Island

railroad. Mrs. Hunn, who died in 1842, and at least two others, were buried on the "Sanders ridge," now Central Park.

A maid employed at the Seyfarth Tavern and a hired man at the same place are said to be buried in the edge of the hill back of where the old tavern stood. Mrs. Courtney, the first white woman here, was probably buried near where the Lutheran church now stands.

At least seven, and possibly nine persons whose remains have never been exhumed, lie buried in the center of what formerly was known as "Robinson's Grove"—the block bounded by Vermont street, Western avenue, Grove and Henry (Artesian) streets. These persons were: Harry Robinson, a brother of Charles D. Robinson, who died during the terrible cholera epidemic in 1849; "Grandpa Hall," the step-father of Mrs. Henry Robinson; two children of Edgar Doane; a child of Carlton Wadhams and two servant girls in the Robinson family and probably several others. (These facts vouched for by Mrs. A. C. Fuller, daughter of Charles Drake Robinson.).

* * *

The Old Blue Island Cemetery

Early in the 50's the need of a public burying ground was felt. A number of citizens got together, contributed funds and appointed a committee to find a site for a cemetery. This committee selected a piece of ground fronting 310 feet on Burr Oak avenue and 330 feet on Highland avenue. That is the ground now known as the old Blue Island cemetery.

The original deed to this property was lost and a new one given in 1867. This later deed shows that on March 2nd, 1867, Charles D. Robinson and his wife, Emily Robinson, conveyed the old cemetery property to Hiram Squier, William Baumbach and Rodney N. Day, trustees of the Blue Island Cemetery Association, and to their successors in office. On June 5th, 1868, the subdivision of the cemetery was filed for record. The cemetery then comprised 126 lots, 20x20 feet in size, with streets and alleys between said lots. Thomas F. McClintock was the surveyor. Somewhat later "Blue Island Cemetery" was incorporated and on July 20th, 1889, the then Trustees of the old cemetery association, Theodore Guenther, Andrew Reiner and William Sorgenfrei, on behalf of the Blue Island Cemetery Association, conveyed the property to the Blue Island Cemetery, a corporation. There is an old plat in existence which would indicate that the cemetery was at one time known as the Worth Cemetery. There is nothing on

the plat, however, to indicate when it was prepared.

In addition to the original cemetery property there were two additions:

Henry H. Massey, on June 5th, 1868, platted an Addition to Blue Island Cemetery which was later known as Massey's First Addition to Blue



Wadhams Memorial

The monument illustrated above is one of the very few of such burial markers left standing intact in the old Blue Island cemetery. David Wadhams, members of whose family are buried here, was a brother of Carlton Wadhams, pioneer of the year 1839, and builder of the American House. Guy Wadhams, also one of the early settlers here, was a brother of David and Carlton.

Island Cemetery. Later Massey platted a Second Addition to the cemetery on July 2nd, 1875.

The First Addition consisted of fifty-four lots, 20x20, with streets and alleys between the lots. The Second Addition consisted of one hundred twenty-six lots, also 20x20, with intervening alleys.

Many of the lots in the first and second additions were never sold, and of those which were sold the title thereto was either transferred to Mount Greenwood Cemetery Association when the bodies were transferred to the latter ceme-

tery, or was conveyed by mesne conveyance by the original subdividers and owners to the Blue Island Park District. In addition, the Park District has obtained deeds from Mount Greenwood Cemetery Association and all others who had any reversionary interests in the properties.

Burial in the cemetery was prohibited by ordinance passed by the Village Council in 1898. This action resulted in the suit of the Blue Island Cemetery vs. Village of Blue Island, which was filed October 29th, 1898. This suit resulted in a complete victory for the Village and as a

Sale of Cemetery Lots.

Having laid out, platted and had recorded an addition south of and adjoining the

BLUE ISLAND CEMETERY

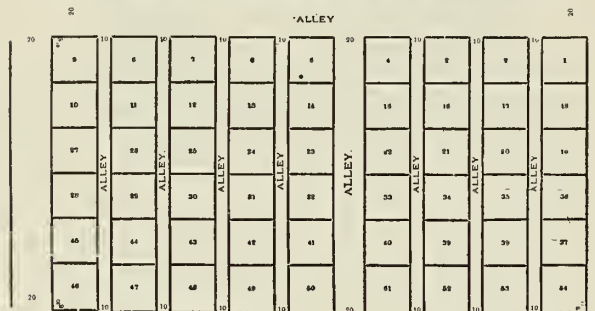
Of Fifty-four Lots, each Twenty feet Square,

I will, for the next thirty days, sell Lots in the same, to those wishing to secure them for THIRTY FIVE DOLLARS each. Those coming first will have the first choice.

TERMS CASH.

At the end of THIRTY DAYS I shall advance the price on those remaining unsold.

PLAN OF H. H. MASSEY'S ADDITION TO THE BLUE ISLAND CEMETERY.



Blue Island, Ill., June 15, 1868.

H. H. MASSEY.

A "Subdivision" of 1868.

result no further burials were permitted in the cemetery or the additions thereto.

The Cemetery, and its additions, comprised but approximately one-fourth of the entire property bounded by Burr Oak avenue, Highland avenue, Walnut street and the railroad. A large portion of the property was acquired by Rev. Theodore G. Gross, G. Frank Van Gorder and Paul T. Klenk, as Trustees of the Memorial Park Association in 1922 and 1923. The monies used to purchase the property was raised by popular subscription.

Paul T. Klenk was president of the Association during the entire period but was ably as-

sisted by many of our good citizens, particularly the late Willis N. Rudd, who for years believed that this property should be a park.

Finally in April of 1928, the entire properties as acquired by the Memorial Park Association were transferred by deed of gift to the Blue Island Park District.

Only recently the Blue Island Park District acquired title to the remaining twenty-seven lots along Walnut street. This tract has been designated as the "Centennial Addition to Memorial Park."

All this ground is now being graded and put in shape for improvements which, in the course of another year, will transform it into a beautiful park.

* * *

Wild Pigeons

Wild pigeons were here by the millions in the 50's and up to the late 60's. Flocks so numerous that they would obscure the sun were not infrequent and the beating of their wings would make a sound like the rushing winds of a tornado. Large branches were broken off trees where a flock would settle.

The Chicago Democrat, April 1855, says: "A flock of wild pigeons over six miles long, passed over Chicago today."

The Chicago American, dated Sept. 17, 1837, has this article: "A few days ago our town was swarming with wild pigeons, the horizon in almost every direction was black with them."

Today not one of the millions of these beautiful birds exists, all have fallen prey to that greatest of all killers—man.

* * *

In the Early 50's

The opposite shore of the Calumet river was almost unknown territory to Blue Island people, except such as had a boat by which to cross the river, or who were venturesome enough to cross on the logs of the dam. This latter could be done only at a low water period of the river. We boys of the south side frequently crossed the dam in this way while on fishing or exploring expeditions. The feeder dam was blown up in 1875 and in 1881 the township of Calumet built the first bridge over the Calumet on the site of the former dam.

Blue Island village authorities voted \$400 toward the cost of this bridge.

There was only one ford in the river up to this time. That was about one mile south of the bend, just east of where the Public Service plant now stands.

Five Bridges

In "Days of Old" the vicinity at Western avenue and Stony Creek was quite a bridge center—there being no less than five bridges at this point within the space of a city block.

The first bridge across Stony creek at Blue Island was built about 1835 or 1836, after the government had completed its survey of the Vincennes Trail from Ft. Vincennes in Indiana through to Chicago. This survey followed the old Indian trail known by that name, and was made under government authority in 1834-35. The exact date when the bridge was built is not known, nor could the writer find any record to show whether the state or federal government was responsible for its construction.

That it was a very crude affair is certain, judging from a description given the writer many years ago by S. D. Jones, whose father built the first house south of the creek.

Constructed entirely of timber cut on the ground its round, unfinished upright supports, were set on wooden sills laid in the creek bed. A single roadway, scarcely more than ten or twelve feet wide with criss-cross railing on each side, was laid on the wooden stringers which spanned the creek. The surface of "Wabash road," by which name that part of Western avenue was then known, was from five to six feet lower than it is at the present time and sloped down gently to the creek bed. Consequently the floor of this bridge was scarcely more than seven or eight feet above the average water level, and when Stony creek went on its usual spring "rampage" the water not only lapped the floor boards, but on several occasions flowed right over the top. Ice gorges were formed and gunpowder was used to break them up. Damage from floods was common and almost every year repairs had to be made.

This original bridge did duty until about the time the canal feeder was built, when it was replaced with another wooden bridge wider, larger, and stronger, and with about two feet more clearance above water than the first. This bridge also had only the driveway with railing on each side. About seventy-five feet south of the Stony creek bridge was the bridge over the feeder canal, built in 1848.

The Rock Island railroad had not yet been built at the time the feeder canal was completed. As the water in the canal stood normally at a higher level than the water in Stony creek, and as clearance for the passage of barges under the canal bridge had to be provided for, the bridge across the feeder stood at a higher level

than the one across the creek and there was a gradual incline upward from Stony creek bridge to the canal bridge, then a rather sharp downgrade past what is now Canal street to the Western avenue (then Wabash road) level. The towpath for the canal crossed Western avenue between these bridges.

When the Rock Island railroad was built through in 1850 to 1853 the railroad company had to span not only Stony creek, but also the feeder canal. This, then, made four bridges within a space about the size of a city block.

The railroad tracks, being slightly elevated, made a ridge, or hump, across Western avenue, between the creek and the feeder canal, so a person walking south down the Western avenue hill would first cross the bridge over Stony creek, climb an upgrade of eight or nine feet to the Rock Island railroad tracks, then across and down about six feet to the canal towpath, across the canal bridge and then down another grade past the "feeder road" (Canal street) to the level of Western avenue.

The first Rock Island railroad bridge across Stony creek was a truss type iron bridge carrying a single track. Just west of Western avenue the railroad crossed the canal and at that point the company had a bridge the top and sides of which were enclosed with sheet metal. This made a fine target for boys who used to pelt it with stone to the great annoyance of people living nearby. But this bridge had a fault which was a greater annoyance to the people of the village. Owing to its metal sides and top every time a train crossed there would be a clatter and rumble like a combination of thunder and a boiler shop with all doors and windows open. People living in even the remotest part of the village could hear the racket and knew when a Rock Island train was moving over the bridge.

This bridge was still in existence up in the late seventies and was not taken down until several years after the canal had been abandoned.

The fifth bridge, in the immediate vicinity of the four previously mentioned, was located just east of the Rock Island tracks. It was a low open platform structure across Stony creek and was built and used exclusively by the railroad company. It served only one purpose—it gave access by team to the feeder canal, on which stream practically all of the wood burned by Rock Island locomotives was shipped in from Palos and points in Indiana. It was in use only a few years and was taken up when coal-burner locomotives came into use.

In 1876 the first "iron" bridge was built by the Village across Stony creek, replacing the

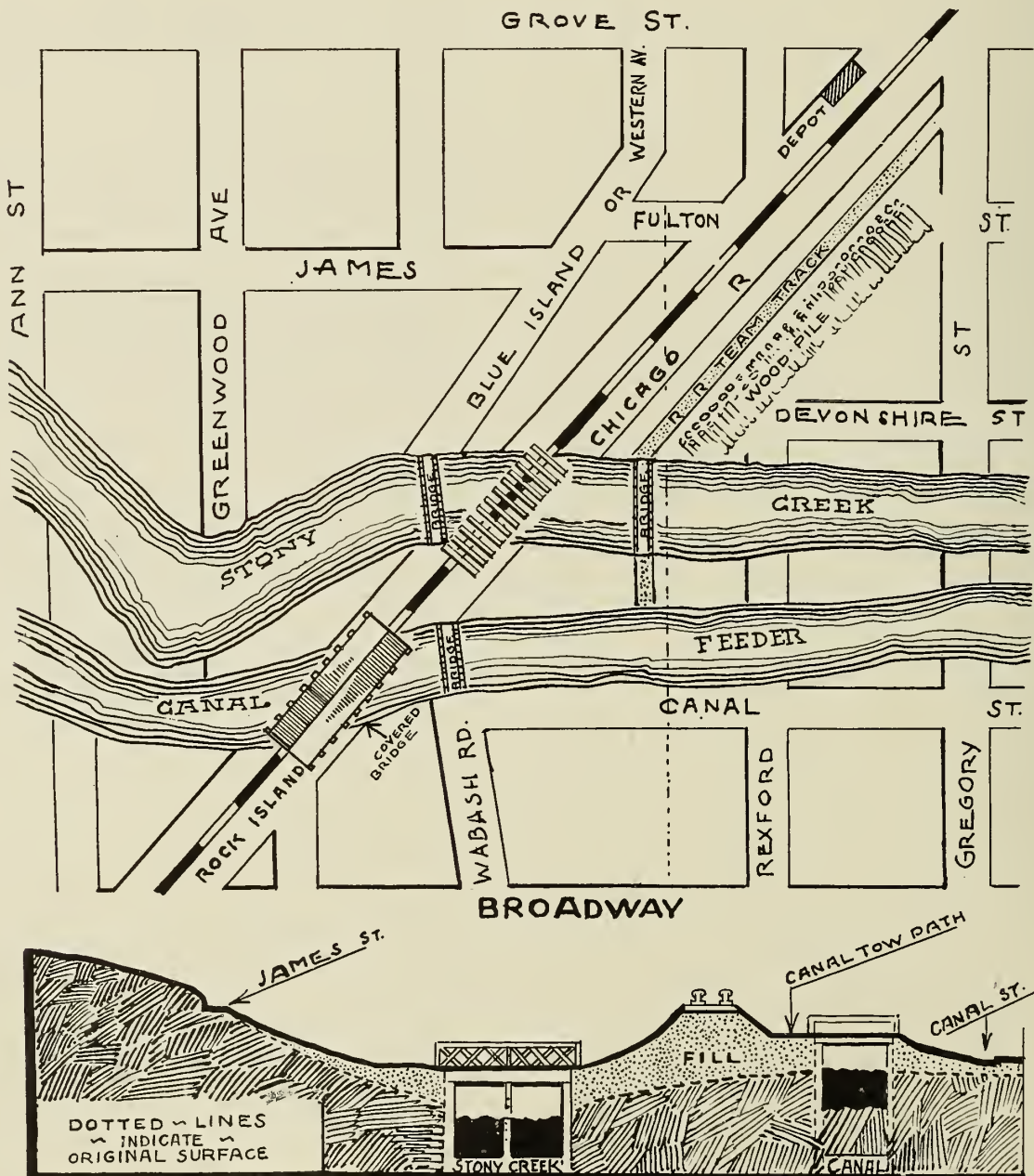
wooden structure which had served about twenty-eight years. The stonework on this bridge was done by John B. Fox and Henry Schwartz and the iron superstructure by the Indianapolis Bridge Co. The cost of this bridge was \$3800.

The first bridge across Stony creek, at Vermont street, was built about 1841. It was of all-wood construction and its timbered superstructure was painted white. Because of this fact it was always referred to as "the white bridge."

This bridge was many times damaged by floods and ice, but never so seriously but that it could be repaired. However, in the spring of 1887, the exceedingly great flood of that year undermined its foundations and parts of the bridge floated downstream.

In August of that year the village board ordered an iron bridge erected to take its place. P. E. Lane was awarded the contract for \$1680.

The drawing below shows the location of these bridges; also by dotted line the original grade of Western avenue.



Old Names That Once Were In Common Use

- ATHENS**—The exceptionally fine limestone quarried in the locality of the present Lemont was known as Athens Marble—so the name "Athens" was given to the settlement (Lemont) in the early 50's.
- BACHELOR'S GROVE ROAD**—That part of Broadway west of Western avenue, running in a south-westerly direction.
- BERGER STATION**—A station stop on the Pennsylvania railroad at 147th street. Named after a pioneer settler in that locality.
- BLACK OAK**—In the 40's and even up into the 70's Oak Lawn was known by that name.
- BLACK SLOUGH**—This was a large area of low, swampy land lying between Blue Island and Homewood, covered for the most part with a dense growth of tall dark green reeds. It was impassible the greater part of the year, especially in Spring when it was covered with two to three feet of water. The soil was a sticky black muck. Modern drainage has removed every vestige of this once dreaded spot.
- BUNKUM**—Mentioned as the terminus of Fayette Rexford's first mail route. Now the village Concord.
- BUTTERFIELD CREEK**—Flossmoor near the I. C. tracks.
- CALUMET**—The region around South Chicago in the early days about '35. Later in the 50's and 60's the settlement was known as Ainsworth Station.
- CORMORN**—The Rock Island station at Gresham was once known by that name. Also sometimes called "White House."
- COW STREET**—The name by which New street was known for many years, because of the large number of cows which seemed to prefer that locality for their nightly bedding. It was not unusual for someone going home in the dark to fall over one of these animals comfortably snoozing in the roadway.
- DUTCHMAN'S SLOUGH**—The swamp or marsh at the south and south-east of Lake Calumet.
- ENGLISH SETTLEMENT**—The present Village of Orland—so named from the large number of English settlers who located there in the 40's and 50's.
- FAY'S POINT**—A point of land lying west of the junction of and between Stony Creek and the Calumet River. It was once covered with a beautiful growth of timber. A large Indian village was formerly located at this point. Named after Jerome Fay who settled here in the early 50's.
- HARTFORD**—Now Homewood. James Hart settled here in 1852 and the place was named after him. Name changed to Homewood in 1865.
- HOLLAND SETTLEMENTS**—The Holland settlement at Roseland was known as "High Prairie." The one at South Holland as "Low Prairie."
- HORSE THIEF HOLLOW**—The name applied to a deep ravine on the eastern side of the ridge just south of Morgan Park. It was enclosed by tall trees and thickets of crabapple, wild grape and rank underbrush. It was generally shunned by settlers in the locality. Evidences of a camp and ground trampled by the feet of many horses gave rise to the belief that it was a hiding place for horse thieves.
- INDIAN RIDGE**—Practically the same locality as Wolf Ridge. On the south end of this ridge (Wildwood) was a large Indian burying ground.
- KEPOTAW AND PALMYRA**—In 1840 the post office name of the present Lemont was "Kepotaw." This was changed to "Palmyra" in 1853.
- LANE'S ISLAND**—Now the Village of Worth and the high land in that neighborhood.
- LONG WOOD**—The long stretch of heavy timber once extending along the northern and western rim of the "island." (Same locality as "Upwood".)
- MUD LAKE**—A part of the Sauganashke swamp near 115th street. The canal feeder ran through it.
- NORTH BLUE ISLAND**—The northern end of the Blue Island ridge—"Upwood," "Long Wood"—also for a time applied to Washington Heights.
- NEW BREMEN**—Named after the city Bremen, in Germany, from which place came many of the first settlers here. Now Tinley Park.
- ORANGE**—The official name of the first postoffice in the present Palos was "Orange." It was changed to "Trenton" in 1850.
- PERIAM'S**—The land formerly owned by the Periam family, extending along the bank of the Calumet river, from the Blue Island road to Halsted street, later known as Wildwood.

REXFORDS—The Rexford Tavern at Blue Island was for many years a landmark. Frequently, when expressing distances, the early settlers would say: "It's so or so many miles from Rexford's to——;" or, "it is sixteen miles from Chicago to Rexford's" (Blue Island.)

REXFORD'S CROSSING—The Rock Island railroad crossing on 147th street, Midlothian. Named after Stephen H. Rexford, who owned a farm near here in the early 30's.

ROBBERS WOODS—A wide belt of tall trees which at one time extended a considerable distance north-eastward from the foot of the ridge at 119th street (Purington). Vincennes road at that time was a crooked trail among the trees, which grew so thickly as to almost exclude daylight. Several farmers were robbed here of the proceeds of their sales when returning from Chicago, and a doctor was held up, beaten and robbed. The locality had an unsavory reputation for many years.

ROBINSON'S GROVE—The block surrounded by Vermont, Henry (Artesian), Western avenue and Grove streets. A fine grove of large oak trees made this an attractive spot. Named after the Robinsons who owned it. early days.

ROUND LAKE—The swamp just south of Lane's Bridge (115th St.) The Canal feeder ran through it.

SAND RIDGE—The general locality and sand ridge upon which Riverdale, Dolton and Berger are located. A name still in common use today.

SMITH'S WOODS—On the north bank of Stony Creek, south of Vermont street and running east from Chicago street to Division street. It was a favorite spot for the gathering of wild plums and grapes which grew here in great profusion.

SMOKE TOWN—The vicinity of 135th street and the Calumet river, so named on account of the smoke from the kilns of the Wibben brick yard.

STONE QUARRY—About one mile south-west of Blue Island. Also generally known as "Fox's Quarry." Now the Village of Robins.

TOLL GATE—Southern entrance to the New Plank Road, on Western avenue at about 91st street.

SEGEWICK—Another name the Village of Orland was once known by.

THE SAC—An abbreviation of the Indian name for the Sauganashke swamp through which the feeder canal passed.

THE SLOUGH—A branch of the Calumet river extending in a westerly direction from about 138th street. When the dam was built across the Calumet river in 1848 it caused the backing up of water through this branch and the flooding of a very large area of adjacent lands. This branch at that time was as wide as the main river and from ten to twelve feet deep. It is now only a good size ditch and almost dry except after rains. It furnishes surface drainage for the Midlothian and Tinley Park districts.

TOWN LINE ROAD—One Hundred Thirty-fifth street, running east and west between the townships of Calumet, Worth and Palos on the north and Thornton, Bremen and Orland on the south. It was open formerly only from the old stone quarry west.

UPWOOD—A name by which the vicinity of the present Longwood and Beverly Hills was once known. (The northern end of the "Island.")

WABASH ROAD—The name appearing on some of the early maps of the region for that part of Western avenue lying below the hill.

WOLF RIDGE—The sandy ridge extending south from 115th street (Kensington) to the Blue Island Road (Vermont street.) So named because the locality was infested by wolves which had their burrows there in the loose sand. A locality to be shunned after sundown.

* * *

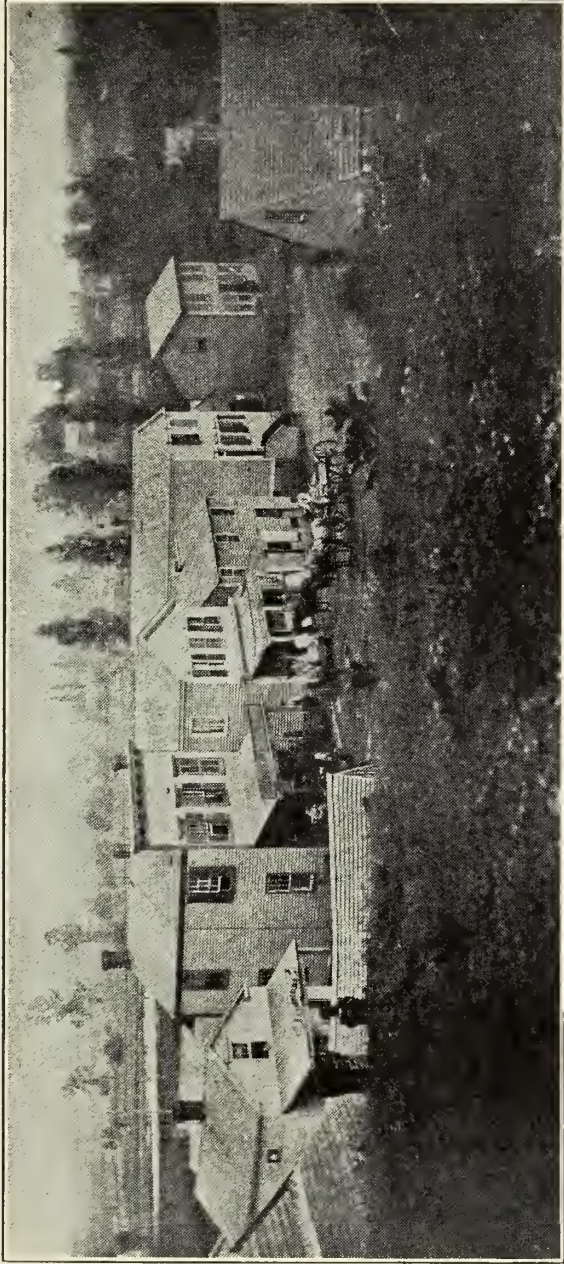
How Townships Were Named

TOWN OF WORTH—Was named after General William J. Worth, a soldier of the War of 1812 and the War with Mexico.

TOWN OF CALUMET—Was named after the river of that name.

TOWN OF BREMEN—Was named after a city of that name in Germany from which most of the early settlers had come.

TOWN OF THORNTON—Was named after General W. P. Thornton of Shelbyville, Ind., who was for some years president of the Board of Commissioners of the Illinois and Michigan Canal.



*In the Middle 60's
East Side of Western Ave., Below the Hill*

Reading from left to right: First house (with the porch) August Simmerling, shoe shop; second, Matt Helbrig's saloon and grocery; third, Henry Bertrand, harness shop and residence; fourth, Henry Schuermann residence; fifth, Volkmann home and (the little building setting back) Volkmann wagon shop; seventh, John Huppel, residence and shop; eighth, Johler paint shop. This view was taken from the top of the hill overlooking Western avenue and gives a good idea of the abrupt drop of the ridge at this point. The roof of the building shown at the left is that of August Schreiber's first tin shop. Roof, bottom right, Bauer's brewery.

—Photo courtesy Mrs. Carl Schuermann.

REMINISCENCES

The following personal reminiscences of early days and historical sketch of the Robinson Family were written by Mrs. A. C. Fuller in 1912 and printed in *The Blue Island Sun* at that time. Mrs. Fuller was a daughter of Charles Drake Robinson and came here with her father in 1840. She died March 9, 1918, at the home of her daughter, Mrs. F. D. Day, in Wilmette.

Mrs. Fuller's Reminiscences

Charles Drake Robinson, his wife Emily Ballard Robinson, and their infant daughter left New York City in October, 1840, bound for Chicago. Mr. Robinson had exchanged a large tract of land located at Elizabethport, New Jersey, which had been occupied for years by the Singer Sewing Machine Manufactory for a farm out West, described as being "located in Illinois, 16 miles south from Chicago," as boys trade jack knives, "sight unseen."

Neither Mr. or Mrs. Robinson had any idea of what farming meant, but armed themselves with that then noted book, "*The Cultivator*," which became their daily study.

The Yale College graduate and his amiable and intelligent young wife started farming in the wild west. The small house on the premises was soon replaced by a good sized farm house. Pioneers alone know what pioneer life is. As the steamboat came into Chicago harbor one could stand on the deck and count the houses of the now wonderful city. Blue Island was without a post office, one must drive to Chicago for all mail and pay twenty-five cents for every letter received as there was no prepaid system. Indians were plenty. Mrs. Robinson frequently took her children in her arms and ran to the field where the men were at work, that is when she would see the Indians coming. They always begged food, which was not an easy article to get when 16 miles from a commissary station.

The Rexford Tavern located at the top of the Western avenue hill was the only place for social affairs. Young and middle-aged (there were no old people—they stayed down East) drove into the town of three houses, bringing a trunk—as every belle must change her dress two or three times during the night—no one left until day break, just get home in time to feed the stock, eat their breakfast, then to the field.

Mr. Robinson lived on this farm, now known as the "Brayton Farm" about six years, then sold and bought a farm a few miles south and

west in Bachelor's Grove. This farm did not prove a good investment so he sold and bought a larger farm on Thorn Creek opposite Butterfield's Woods. This farm is now Flossmoor Golf grounds; this beautiful tract of rolling country was very productive. Mr. Robinson built graneries, barns and a good house, the latter on the hill just west of the highway. From here all the produce was taken by trains to Chicago, men starting at 3 o'clock in the morning, returning the day following. Poultry 4c a pound, eggs 5c a dozen, beef 4c a pound, quail 18c a dozen—so a heavy load did not net heavy returns.

Prairie fires were frequent; all the neighborhood—and they were scattered—came immediately to the relief: brooms, mops, pitchforks, and every available weapon was brought to the rescue. Children were kept close at home, the near woods growing quite dense along the banks of the creek afforded shelter for the wolves, of which there were many. Chickens, young lambs, and calves were at their mercy if not carefully protected.

The house was back from the street on a rise of ground having several acres which was used for pasture for young stock. It was the duty of each child to see that the two great gates were always closed. Across the street was the Butterfield Farm, very early settlers, a large field and a good orchard. The farm bordered upon Butterfield Creek upon whose banks grew many kinds of fruit. This home was used, or was an open house, for all passers-by; a light was always in the window, a beacon to all weary travelers. After the death of mother and father, the two sons, John and Elijah, married and moved to California. There were three daughters, Martha, Eliza and Jane.

About 1847, Mr. Robinson, tired of farming, sold this farm and after a few months' visit to his old haunts in New York City opened a store for general merchandise, corner of Western avenue and Grove street. The original building was burned but the property is still (1912) owned by his heirs. Blue Island at that time had one street—Western avenue. There was the old stage line from Chicago to Vincennes. What is now Grove street was a winding path among large trees as far as Ann street, where the Indian trail came in.

The Misses Periam kept a private school for small children in the woods east of Western avenue—afterwards Miss Elizabeth Periam married Benjamin Sanders. Mr. Robinson invested

heavily in Blue Island real estate and until his health failed had a prosperous business. He was a staunch Republican until his idol, Horace Greeley, the founder of the Republican party was in 1872 defeated as a candidate for president by U. S. Grant, when he became a democrat through and through.

The family numbered seven daughters and three sons all but one (a daughter) lived to manhood and womanhood, spending most of their lives in Blue Island. Emily Ballard Robinson died in Blue Island, November 6, 1887, and Charles Drake Robinson, her husband, died May 22, 1893—both buried in the family lot in Mt. Greenwood.

Henry Robinson and his wife, Elizabeth Bingle, father and mother of Charles Drake Robinson, came to Blue Island in the early forties, having for many years been a merchant in New York City. Mercantile business was more to his taste than the tilling of the soil—he opened a small store on what is now known as Western avenue, built up quite a business. During the spring and fall the Indians were quite heavy buyers, coming up the Calumet river, brought their furs and exchanged for goods, a majority of which was red calico and tobacco.

Mr. Hall came with them, he being Elizabeth Bingle Robinson's step-father. He lived but a few years after reaching Blue Island.

Mrs. Henry Robinson died in 1852 in Green Bay, Wis., at the home of her daughter, Mrs. Edgar Doane, whose family lived for a few years in Blue Island, owning the farm which in later years was called the Carter farm. Mrs. Doane was the only sister of Charles D. Robinson.

Harry Robinson and Joseph Robinson (brothers of Charles D. Robinson) with their families lived for a few years in Blue Island. Harry died at the home of his father in Blue Island during the terrible cholera epidemic in Chicago and surrounding country. His widow and daughters returned to New York City.

Joseph Robinson and family went overland to California in that ever to be remembered year of '49'. They were successful in their journey and enjoyed the pleasures and profits of the gold seekers. One daughter, Susan, became quite a noted actress on the Pacific slope. She had just signed a contract with J. H. McVicker of Chicago for an extended engagement when she suddenly died, leaving a husband and two young children.

Richard Bingle, brother of Elizabeth Bingle Robinson, came from New York City, built a house on the Ridge, had two daughters—Emma

Van Pelt Bingle, who afterwards married William Morgan, and Cornelius De Vous Bingle, and one son, Richard Bingle, Jr. Their farm was located where now is the cemetery of Mount Hope. Mr. Bingle died and was buried on his farm, many years afterwards his body was removed to Mount Greenwood, where now rest the bodies of the entire family. After the death of Mary Bingle, the mother (Emma having married William Morgan) moved to Pasadena, California, the sister going with them. The body of each one is buried in Mount Greenwood.

There are still (1912) in Blue Island several Robinson homes, children, grand-children and great-grand-children, many, many friends of long ago, as well as of the later years. The old homestead is still owned by the family, purchased in 1846, when the streets were mere paths and Indian trails.

Carlton Wadhams for many years kept a hotel near the corner of Vermont street and Western avenue. His family consisted of his wife, two daughters, Mary and Phoebe, and one son who died in infancy. As there was no burial place in Blue Island at that time, Mr. Robinson allowed Mr. Wadhams to bury his child in the center of the block, in which Mr. Robinson lived and where several of his relatives had been buried—it is the block surrounded by Western avenue, Grove, Vermont and Henry (Artesian) streets. Seven or nine persons have been buried there, the bodies have never been removed, so many years passed after the burials before a cemetery was opened.

Mr. Wadhams's hotel was very prosperous during the excavating of the canal, or feeder, as it was called, housing and boarding most of the men employed. They were mostly Americans, there being very few foreigners in this part of the country then. A Mr. Empey was the contractor and had charge of the men and work and boarded at the Wadhams Hotel.

Mary Wadhams, married Jonathan Periam, they moved to Chicago, lived many years, and had two daughters who still live there. The mother died several years ago—Mr. Periam recently. Mr. Wadhams and the other members of his family moved to South Bend, Ind., where Phoebe still lives, or did when I last heard of her, is married and has a family.

There was also a Doctor Bachelder, he was the "life-saver" of the country. He had a regular route, which he covered as regularly as does a book agent. He came to our house from the south going north and west through Cook County, about every three months, on horseback, saddle-bags across, filled with remedies for every

known and unknown disease. Everybody must buy a box of "Brandreth's Pills," a bottle of "Number Six," the making of "composition tea," cherry pectoral, etc. If belated he always remained over night. Physicians were few, fewer to be trusted, so Dr. Bachelder had a large practice. Every mother or housewife was a good nurse and fairly successful doctor. The state of the case demanded that she should be.

Mrs. Ann C. Fuller.

* * *

Note—Mrs. Ann C. Fuller, died at the home of her daughter, Mrs. F. D. Day, at Wilmette, March 9. 1918.

* * *

Reminiscences of Jonathan Periam

The Periam Family, although they had settled on the banks of the Calumet river, about four miles east of here, were so closely allied in family connections with the first settlers of Blue Island that to all intents and purposes they were considered "Blue Island people." They were in the Squier and Rexford relationships and two of the daughters, Elizabeth and Abigail Periam conducted the first private school here.

The writer of the reminiscences printed herewith, Jonathan Periam, in later years became prominent as a horticulturist and for many years was editor of *Prairie Farmer*, one of the leading agricultural papers of the country.

Mr. Periam's article is reprinted from a Chicago newspaper in which it appeared many years ago. In these reminiscences Mr. Periam has left to us a wealth of early information and true personal experiences of pioneer life in the Calumet region.

* * *

Although preceded by two elder brothers, who came to Chicago in 1834, it was not until July 16, 1838, that I arrived accompanying my parents and some other relations, fourteen people in all.

A settlement was effected on the Calumet River, having a frontage of about one mile on each bank. Here title was acquired, homes were established and life in a strange land and among strangers was begun. I was then fifteen years of age, now in my 86th year, I stand as the sole survivor of that little band.

The wilderness surrounding Chicago was one of the most wonderful I ever knew, abounding in game, such as bear, panther, lynx, wolves, deer, racoon and all other small beasts and birds while the rivers were alive with fish.

In the autumn of 1839 my father died, my mother following the succeeding spring. In the fall of the year of our arrival my father planted

pits of cherries, peaches and plums and an orchard of grafted apple trees, the latter brought from the East. This is recorded as the first orchard of grafted fruit set out in Cook county.

In the summer of 1838 some Kentuckians came to the locality with a herd of cows, some bulls and oxen to sell to the settlers. The latter were slow to purchase, for all available money was religiously saved to pay for land. The cows were "grades" and my father much desired to secure some of them. The Kentuckians asked \$7.00 each for the cows—my father secured 20 of them for \$100 and by the terms of the dicker a handsome bull was thrown in. These cows formed probably the first dairy herd in Cook county. The surplus butter was sold, winter and summer for 19 cents a pound, our market being Chicago. I was given charge of the cattle, thus becoming a herdsman, the connecting link between barbarism and civilization.

We were not without all the reminders of our more advanced life of the East, for among our possessions was a spider-legged London-made piano, which we had brought with us. My father was a teacher and the piano had been brought as an adjunct to my education, he saying that music was the best means of broadening the mind of a boy, next to mathematics.

At that time the sowing of grain was by hand, the reaping done with the scythe and cradle and the threshing by the use of the flail or the tramping of horses.

Late in the winter of '38-'39 came my introduction to activity in horticultural matters, in which line I have ever since taken a deep interest. We had an enclosure of about three-quarters of an acre in which the cows were herded at night in the summer. The ground consequently was quite fertile and my father offered me the proceeds of the watermelons I could raise on the patch, and the use of the team two or three times a week to take the ripened fruit to Chicago for sale. The seeds had been brought from Spain by a friend of my father, Mr. H. H. Magie, who had been consul to that country. Mr. Magie was a member of the pioneer firm of wholesale and retail dry goods merchants in Chicago. The crop of watermelons was a phenomenal one, and two or three times a week, during the period of bearing, I marketed the luscious fruit. Mr. Magie heralded my coming, and when my team was seen approaching the business men of Clark and Lake streets would gather around and purchase the luscious fruit, paying me 25 cents, or two shillings, as that amount is called, per melon. In this connection as a purveyor of watermelons, I made the reputation of having

established, what has been said to have been, the first "corner" successfully carried out in Chicago. One day a single melon was left, and a customer offered me 15 cents for it. I replied that the price was a quarter and to sell for less would not be fair to the previous customers. The quarter was paid and friends of the buyer twitted him on the fact that a mere boy had got a "corner" on him.

At this time there was but one house south of Randolph and Clark streets. That was the house of the late Joseph Meeker, near what is now Monroe street. My experience in the watermelon business started me into the line of market gardening and I was the first person who brought garden stuff into Chicago as a regular business. The enterprise grew, and at length, as the city increased in population year by year, my garden covered 100 acres. I employed many helpers and had hundreds of sashes of glass covering the hot beds.

In 1834 the two elder brothers of the relator emigrated to the then hamlet of Chicago, then an insignificant border village of the West, at the foot of Lake Michigan. Its houses were mostly shanties, the streets when dry were dust and when wet, mud. Fort Dearborn was built of logs surrounded by a stockade of timbers set endways in the soil and situated on the south side of the river near the lake. Its population consisted of United States soldiers, French traders, Indians and white pioneers seeking to better their fortunes in building up what was to become, in the lifetime of the then citizens, the second city in the United States and the emporium of the great West, situated as it is in the heart of the greatest and most fertile valley of the world, ranging from semi-arctic to sub-tropical production.

In 1838 the father of these two young men came out to visit them on their claims, fourteen miles due south of Chicago and on the first high-land bank of the Calumet river.

It should be here explained that there are two rivers of this name, the Grand and Little Calumet, the junction of which is at what is now known as Hegewisch, a portion of South Chicago. The Grand Calumet—now a bayou—empties into the Little Calumet, but originally the main stream debouched into the lake near Miller, Ind. The Little Calumet takes its rise near South Bend, Indiana, but from Hobart, for a considerable distance flows through swamp lands, until it reaches the vicinity of Lansing. There it runs through cultivable land with well defined banks, until below Thorn creek it strikes rock and a well defined rapids occurs of nearly

two miles, ending near Blue Island. With this exception it has deep water from Hobart to Lake Michigan.

From the forks at Hegewisch to the outlet at Calumet Lake was something over a mile, and it is related that traders, long ago, dug a ditch between the two points for canoe service which gradually deepened and widened until the Little Calumet became the main stream and the Grand Calumet became still water, except in times of heavy floods, both streams however remaining deep water.

The father was so impressed with the soil and climate that returning home he reached Chicago, a second time that year, on the 16th of July, with his family comprising with those who first came, fourteen individuals.

Homes were made by laying claims on both sides of the Calumet river, having a frontage along the river of over a mile. A frame house was finished before the autumn, the land office sold the land in November and title was acquired for the land. One of the family was a boy of 15, the only survivor of these persons.

At the land sale of the last Indian reservation, the northern boundary was defined as a line running from the mouth of the Calumet river southwest, I think, to the Mississippi river.

These lands as a wilderness were the most wonderful I ever knew, as abounding in game, as to its northern section at least. At this land sale in 1838, there were the speculators trading with the impecunious for their claims, or trying to sneak in bids against actual settlers, but the settlers had an organization and were active. One incident will suffice: A speculator unusually pernicious sought a river claim by outbidding the legal claimant. There was an uproar, a rush and a jostle and the speculator disappeared. If he returned at all it was to confine his bidding to land not occupied by residents.

In the autumn of 1839 the father died and his wife followed in the succeeding spring. The wife of the son-in-law became an invalid, and the husband went to Louisiana, where he entered into business.

The son, his wife and child, returned to the East, the older brother also went south some years later, leaving the writer, two sisters and a younger brother to struggle with the wild prairie for a livelihood. The father, before he died, built a frame barn 50x60 feet. The cattle mentioned previously, were descendants of the Kentucky importation of 1818 and were known as "patent" cattle, a corruption of "Patton" the name of the famous Kentucky breeder of blooded

stock and especially of a strain of grade Durhams. A yoke of oxen purchased at the same time for \$75.00 and a team of horses purchased in Cleveland, Ohio, by a member of the family when he came here, comprised the team that broke the prairie sod of the farm for the cultivation of crops.

My father's profession in the East, was that of teacher—he conducted what in that far away day was called an academy for boys and girls. The academy was a two-story building, the lower rooms being occupied by the girls classrooms and the upper story by the boys. The boy pioneer (myself) had progressed as far as geometry and algebra and the latter as far as division, also some Latin and French.

Cultivation, in that day, was by plowing a light furrow away from the corn, hoeing the hills by hand and casting the furrow back again. The sowing of grain was by hand.

In the winter of 1839-40 a band of Pottawatomies pitched their wigwams in the timber in a locality between what is now Hegewisch and Hammond. These Indians belonged in Michigan, but they would come around the lake in bark canoes, winter in the swamps and return to Michigan in the spring. They hunted game, speared muskrats, and fished, sending the squaws to us to exchange venison for potatoes and corn, their name for the later being "domin".

At that time the Winnebago, Fox and Sac tribes had been removed to the west side of the Missouri river, but single individuals of them would come among us as tramps.

I had a dog which the Indians often sought for service in trailing a wounded deer—this dog was the master of any of the wild animals of the country, except bear and panther. There is a record of a bear having been killed near what is known as Miller Station on the Lake Shore and Michigan Southern railroad. Prairie wolves were numerous, of which more hereafter, and occasionally a gray wolf appeared in the timber.

An amusing story is told of a trapper and hunter killing a panther on the Grand Calumet, near where is now the city of Hammond. The hunter fired at the big cat as it swam towards him, but becoming panic-stricken, he threw away his rifle and fled, arriving home almsot exhausted. His wife compelled him to return to the scene where the panther lay dead and the gun nearby. A boy on the opposite shore of the river had witnessed the occurrence and the hunter never heard the last of it.

My father had brought with him three Berkshire pigs, two females and one male. I took

great interest in breeding this variety. It will interest hog fanciers to know that at this time the Berkshire showed tri-colored, white, black and with plenty of sandy hair. By careful inbreeding the sandy hairs were eliminated, black becoming the distinguishing color and white appearing sparsely. I was also a fancier of Devon cattle and bred them extensively. Wild hogs wintered in the woodland near our farm, close to a bottom with the ground full of artichoke and other roots. Where they spent the summer I never knew. We killed one of the nomads and although it was not fat the flesh was eatable. The last of these wild hogs I found dead in their beds during the hard winter of 1844.

The timber of which I wrote consisted of pine and hard wood, while plums, crabapples and wild grapes abounded. There was an occasional whitewood of towering height, a tree rare in Illinois, but common farther south.

In the early forties Chicago began to take on city airs, the streets however were pretty much as nature made them, impossible after the frost left the ground, in summer muddy after rains and when dry, dusty. In 1840 there were but three houses along the travelled road to Chicago, the Smith or "Ten Mile" Tavern, the Jackson place and Myrick's Tavern three miles south of Madison street. At that time the roads from Chicago to the country were mere wagon tracks.

From the Farm, Chicago was reached by following the ridge north through what is now Roseland, settled in 1849 by a colony of Hollanders, all good farmers and gardeners. From the north end of the Holland settlement there was a slough of a mile to cross, then the road ran along the edge, south of the big marsh to Smith's Tavern and from thence up what was known as the 'prairie road' passable only when the ground was frozen in the winter or else dry in the summer. Otherwise the travel was along the sand ridges at the end of this big marsh, and west of what is now Hyde Park, past the blacksmith shop to Myrick's Tavern and thence up the lake to the corner of Lake and Clark streets, then the center of the business district of Chicago.

South of the Calumet was the log house of a hunter and ferry man, named Clark Matthews, and also the house of George Dolton who settled there in 1838. On the road to the south the first habitation was at Thornton where the Widow Berry kept a tavern. The next house was Butterfield's Tavern, situated east of what is now Matteson. From there the country was unsettled until you came to Yellowhead Point (on the Kankakee river) where stood the house

of Rev. Morrison, a Methodist preacher of the old school. Later this reverend gentleman would start with a load of wheat on Saturday, stop overnight at Blue Island and preach there on Sunday. This was after the place had a dry goods and grocery store and a druggist (C. D. Robinson and F. Schapper.)

In 1842, when I hauled my first load of wheat to Chicago the price was 40c a bushel, half trade.

An incident illustrating the intelligence of dogs and their antipathy to prairie wolves was related and vouched for by a man named Gallingier, who had settled south of the Indian boundary line in 1834. In 1837 a horse belonging to Clark Matthews died. He lived south of the Calumet river which the Indians called "Calimink". Matthews' dog was driven from the carcass by wolves and badly chewed up. The next day the defeated dog circulated through a wide range of territory, securing aids from a half dozen settlements and every dog in the country travelled over seemed to understand and readily joined in the cavalcade. After feasting on the carcass of the horse, at which they arrived just at nightfall, they retired some distance and awaited the coming of the wolves. In the ensuing melee two wolves were killed and the entire band put to flight. The wolves, while thick, were hard to track—if caught in a fastened trap and a leg was broken, the wolf would twist the broken limb off. I soon learned to wait for snow, then set my trap with a light clog of wood at the end of a chain, then if a wolf got into the trap the trail was easily followed in the morning. When cornered, the trapped wolf would not try to escape by flight but would make fight open-mouthed. But against my great-jawed bull mastiff there was no chance for the wolf. My dog was not only master of nearly all of the wild animals, but was also the superior of any other dog in the entire country.

In the middle forties John Sherman who, I think, was Canadian born and whose father and family owned a farm near Crown Point, Indiana, bought the claim of Clark Matthews whose reason for selling out was that the neighbors were "getting too blamed thick." This was a farm in name only, consisting of a log house and 160 acres of land. It is now the village of Riverdale.

The Little Calumet River was alive in the spring with all lake fish, except white fish and grayling. There were wall-eyed pike, pickerel, channel cat, sturgeon, black bass, gar and dog fish—these latter two the terror of other fish and worthless as food. Besides these there were

red horse, mullet, both of them common. I have also speared a muskellonge weighing 34 pounds, but this fish did not belong to the annual visitors. A favorite method of securing sturgeon, which were not uncommon, weighing up to 200 pounds, was to spear them at night, wading in the shallow rapids and working by the light of torches made of shellbark hickory. Mr. Sherman made me a "firejack" in which to burn pine knots. These were secured by digging them out of the sand hills.

George Meeker, one of Chicago's pioneer lawyers, with Captain Slaughter of the U. S. Army, who built the first government pier within the city, visited me for a night of spearing fish. Going to the shallow water, about half a mile above Stony creek, we encountered a great school of wall-eyed pike. Entering a boat, I wielded the spear and soon had the boat almost filled with fine pike weighing from seven to twelve pounds each. Asking the captain how many we had, he replied: "I counted up to ninety and then lost count." This fish story may seem strange, but the upper waters of the Calumet contained capital spawning grounds, and it was the only stream that did on the west side of lower Lake Michigan.

There were many excellent handlers of the rifle in those days. The John Sherman, spoken of above, was one of the best in the entire country. "Old Man" Robinson, the father of the Robinson family, had settled west of Blue Island, opening in that village a general store of notions. He had a flock of Bremen geese, rare here then, and Sherman being at Rexford's Tavern one Fourth of July, was bantered by a crowd of young men to shoot one of Robinson's geese. The distance was about eighty rods, Stony creek intervened, and it was stipulated that Sherman should fire without a rest and the shot was a most difficult one. Sherman, however, took the chance, the boys agreeing to pay for the goose if he killed one. He accomplished the seemingly impossible feat, and to appease Grandpa Robinson the boys had to pay a dollar for the dead gander.

* * *

Stage coaches from Chicago to Momence, Buncombe and further south passed through Blue Island during the 40's and up to the time of the opening of the Rock Island railroad in 1852. John Smith, Heber Rexford and Clement Brown were some of the last stage coach drivers from here.

Carl Dilg Recalls Early Days

(Publisher's Note.—The article reproduced below was written by Carl Dilg and was printed in The (Blue Island) Standard, October 22, 1901. The Dilg family had a candy store on the west side of Western avenue, a short distance south of Vermont street. Carl Dilg was a newspaper writer, somewhat of an artist, and devoted considerable time to local history and archaeology.)

* * *

Here are some extracts from a letter written by J. P. Hathaway, Jr., dated Chicago, July 23rd, 1833:

"Our first stop was at Blue Island, twelve miles south—not surrounded by water, but consisting of high timberland and bounded by prairie. Here we found a log house, and as the folks had all gone to Chicago we took the liberty of milking the cows and with a slice of ham and bread made our dinner. We then pushed on to Stony Creek, a branch of the Calamink, on the high bank of which we encamped about six o'clock."

The Hathaway survey party included Chief Caldwell and one of the Kinzies. They stopped for dinner at Blue Island—"twelve miles from Chicago." The Blue Island of our day is sixteen miles from Chicago. The Blue Island of 1833 was on the northern end of the Blue Island ridge; the Blue Island of our day is on the southern end of the ridge. On the Reece map a place marked "Uphill" is on the northern end of the Blue Island ridge and a place marked "Worth" is on the southern end. The Hathaway letter says further, "This was a delightful place, commanding a view of thousands of acres of prairie with strips and patches of timber. At this point there were Indian graves."

Who of the old Blue Island settlers does not recall the view toward Homewood on a clear summer evening, while standing near the old Emil Boehl store in times when as yet the hill was sparsely built over? The Hathaway letter continues: "This morning we found the creek too high to cross with the wagon. Accordingly we proceeded upstream to the next ford, where we crossed with the water barely coming in at the bottom of the wagon".

One of these "fords" was at a point in the immediate vicinity of the Lutheran church; where was the other? Notice the condition of Stony creek, even in the summer time, when as yet there was no drainage. It was down this Stony creek that Marquette, in the month of April, in the year 1675 floated from the Desplaines river enroute to his beloved St. Ignace in the Macinac region. It was also near this ford that was fought in the autumn of 1769 one

of the greatest Indian battles of aboriginal times. It was the first battle in the war of extermination fought by the confederated Chippewas, Ottawas, Menominees and the Pottawatomies against the Illini-Mascouten Indians, and which came to a close on historic Starved Rock, opposite Utica, on the Illinois river. An Indian village of the Illinois was situated on the crest of the Blue Island ridge. Old settlers remember seeing a lonely wigwam at a point, where in after years, stood the old Metz brewery. Another Indian village was situated at Fay's Point, where Stony creek joins with the Little Calumet river.

Let us now quote once more from the Hathaway letter: "Returned from camp and started for home. Coming to Stony creek, concluded we could ford it opposite our first encampment. Accordingly they stacked their saddles, cloaks and blankets on the provision box of the wagon; I buckled my valise to my belt, rolled up my pantaloons, but alas, not high enough, slung my boots over my neck, put my socks in my hat and drove in. When in the deepest our horse gave a spring, went all under and cleared himself of the wagon. The water ran over the highest part of the wagon and we held the pyramid down to prevent it floating off. In short not an article came to shore dry. We wrapped the rifle and compass in the fly and Caton's cloak and they were carried over dry."

What a raging torrent this now dried-up creek must have been! I too, saw it, when it was as yet a stream of some pretensions. I continue the letter: "We rode on to Blue Island and found the folks at home this time and purchased a pan of milk off which we made our supper exclusively, as our bread did not escape. We lay in the smoke again tonight, with only a thickness of cotton cloth under us and a part of Caton's cloak over me. I took good care to dry myself before I slept and kept up the fire all night. Saturday we were in Chicago by eight o'clock, with keen appetites for regular living again."

This time the Hathaway survey party camped at Blue Island, which was four miles north of Blue Island of today. The "Worth" of 1851 was not the Blue Island of 1833. The Worth of 1851 became the Blue Island of our days. The cabin of the Blue Island of 1833 was afterward occupied by "Mother Rexford". George Hinman, who saw this old cabin in 1847 says that it was aged even in 1847. The Rexfords came to Blue Island from the Yankee settlement in the Blue lake region near the Orland of our days.

* * *

**The FIRST ford was undoubtedly at a point on the Wabash (or Western avenue) road. There was a spot in Stony creek between Western avenue*

and the Rock Island railroad bridge where the limestone rock came to the surface and at times was washed clean by the action of the water flowing over it. I have seen that condition there frequently when a boy. Notice that the Hathaway letter says: "We proceeded UPSTREAM to the NEXT ford." The NEXT ford upstream was at Ann street where there was a GRAVEL bottom, formed by the wash from a pond-like depression which at one time took a north and south direction along the western rim of the "island." This depression crossed the Klein and Weber properties and signs of it are still visible on the William Sorgenfrei property at York street. During heavy rains a considerable volume of water drained into this pond and was discharged into the creek at Ann street, where a rather deep ravine had been cut in the hillside. This ravine existed up to within recent years. As a boy the writer explored and knew every foot of Stony creek in both directions from Blue Island, and these two spots are the only ones where shallow fords existed.—J. H. V.

* * *

Extracts from Heber Rexford's Reminiscences

"Game abounded in those early days, in almost countless numbers. I think I have seen one hundred deer in one drove. Wolves also were plenty, and one not familiar with their howling at night might be led to believe that he was listening to a choir of a thousand voices, with instrumental music included. Prairie chickens, pheasants, quail, squirrels and rabbits also were plenty and Calumet river and Stony creek were literally full of the finest fish. Was it any wonder that the sable sons, not exactly of the forest, but rather of the prairies, disliked so much to leave their native home, where all their wants were so easily supplied and where were buried the remains of their fathers?

"It was the place of all others where centered their tenderest thoughts and one which they could not be induced to relinquish until forced to do so, by the booming cannon at the fort in Chicago, commanded by General Dodge.

"Indians used to return to this region well up into the 60's. There was a large Indian village one time at Fay's Point. Several times I have seen wandering parties of the red men camping at the old spring at the foot of Ann street.

"In the early days stone implements and weapons of all kinds used by the Indians were found around the Rexford Tavern. Fayette Rexford picked them up by the hundred. The top of the hill around Rexford and Grove streets and the ground in the vicinity to the west, east and south of Vermont street was literally covered with them.

"I remember when the Rock Island excavated the hill near Grove street the ground seemed to

be full of human remains and stone implements. All the boys those days had boxes full of arrow and spear heads, stone axes, scrapers, etc."

* * *

Ferdinand Schapper relates that one day in the 60's, an old Indian visiting again the scenes of his youth, came into their drug store and told them many interesting things of the days when the red man ruled supreme over the woods and prairies of the Calumet region.

This Indian, Mr. Schapper said, pointed out to them a spot on the west bank of the Calumet river near where the Public Service company plant now stands, as the place where the bloody battle between the Illini and Pottawatomies was fought only a short time before the final battle at Starved Rock in which that once powerful Illinois tribe was practically exterminated.

This Indian told them that after the battle here the victorious allies gathered up their dead and buried them in the southern end of the hill, while the dead and dying of the Illini were either thrown into the river or left to decay where they had fallen.

When the North Shore Electric plant was built around 1910 several skeletons, presumably of Indians, were exposed while excavating near the banks of the Calumet river. Also when Fulton street, east of Western avenue, was opened and graded, in the early 70's, many human bones were unearthed. In the later 80's, Rock Island workmen uncovered the bones of two skeletons while leveling off a small mound of earth on the eastern edge of the company's right-of-way, just north of Vermont street.

What a beautiful and wonderful country this region around the ridge and the Calumet river must have been in its natural state, and is it any wonder that the red man fought so hard to retain it? It is any wonder that the longing to see it once more brought many of them back here again and again?

The Chicago Journal, March 29, 1856, has this item: "A large number of the Pottawatomies from the Calumet river have been for several days encamped near the residence of the late H. B. Clark, a short distance south of the river. Their tents gleaming in the twilight and the red glow of their camp fires, and their blanketed forms passing here and there, render it quite a border scene of the earlier days."

* * *

"Drowned at Blue Island, May 7, 1859. Joseph Langdon, an essence peddler, was drowned in the Calumet river".—Chicago Democrat, May 14, 1859.

Press Notices of the Early Years

A news report, published in the Chicago Democratic Press under date of September 2, 1856, tells of the dedication of the new school at Blue Island as follows:

"The new public school house of this place was dedicated yesterday with appropriate exercises. A large audience was present and the performances were very well received. The music for the occasion was furnished by the Blue Island brass band, the German Singer association and a small class of misses.

"The address for the occasion was delivered by Mr. Welch of Geneva. It was, to say the least, a production of great merit, evincing talent of a high order as well as a ripe scholarship. The principal topic of the address was the 'Adaption of Education to the Wants of Our Times and Country.' He presented the claim of our public schools with an earnestness that showed his heart and mind were thoroughly imbued with the great work of popular education. We trust the good work commenced in our town, under so favorable auspices, may receive the hearty co-operation of all."

(Signed) A Lady.

* * *

Uhlich-Brand. Another Matrimonial Alliance. May 15, 1875.

"Once more the arrow of the little blind god had hit the mark and two are made one. Blue Island never does things by halves, every act of hers excels the previous one. If things go on this way for some time even the blackeyed beauties and brown haired belles of the place will once again live in the hope that it will be "their turn next." Last Saturday evening, Miss Clara Uhlich of this village and Mr. Rudolph Brand of Chicago, were married by the Rev. J. Hartman of the city at the beautiful residence of the bride's father. It was the most brilliant of Blue Island's weddings, and she has had her share of them. The bride was elegantly arrayed in a steel colored satin, made quite modestly but with a train a yard in length, her veil fell in graceful folds the entire length of her dress and was fastened on her head with a handsome wreath of orange blossoms which formed a cluster at the back of her head while a long spray of the lovely flowers fell below her waist and was lost amid the folds of the veil. The four bridesmaids were dressed in white swiss, two with pink and two with white trimmings. The bridesmaids were Miss Laura Uhlich, Miss Natalia Uhlich, Miss R. Gnell and Miss Ida Mihm. The groomsmen were Messrs. H. Bose, Chas. Brand, Dewis and F. C. Schapper. The presents were numer-

ous, rich and most beautiful.***Then the newly married couple with their many friends repaired to Turner Hall, which had been beautifully decorated with flowers and evergreens for the occasion by Mr. Paul Klenk, where one and all tripped the 'light fantastic' with light feet and merry hearts until the 'wee small hours' when they parted with many fond wishes for the future welfare of Mr. and Mrs. Brand".

* * *

"Charles Whitmar, living in Blue Island, while hunting near the Junction, shot himself in the knee and died the same night".—Chicago Democrat, Sept. 19, 1860.

* * *

"Body Found Sixteen Months After Death. Dennis Curran while hunting in the Sag about 6 miles west of Blue Island shot a bird which fell near a pair of boots lying imbedded in the tall grass. To his surprise he found the boots still contained the bones of a human foot while nearby was a skeleton, encased in the remains of the clothing. They were the remains of John Coughlin who attempted to cross the slough on the 16th of March, 1858, while returning from Blue Island and was mired and drowned in the marsh".—Chicago Democrat, July, 1859.

* * *

The funeral of Herman Bose, February 19, 1877:

"Monday was a day of general mourning in Blue Island for on that day the remains of one whom all Blue Island had loved and esteemed were consigned to their last resting place in the city of the silent.

"Herman Bose's body reached here on Sunday morning, having been accompanied from Jacksonville, Florida, by Mr. Hugo Robinson. At Chicago he was met by a committee from this place. Reaching Blue Island at two o'clock the remains were received by the society of Turners, who escorted them to the residence of Mr. Bose. Here it was taken in charge by the Masons, who clothed the coffin in a white apron and set a guard upon it.

"In the meantime preparations for the funeral were made. At 1:20 on Monday, the Rock Island train brought from the city Chicago Commandery of Knights Templar, to which Mr. Bose belonged, Nevin's band, engaged by Calumet Lodge, and R. W. District Grand Master O'Neill. The Turners had formed in their hall and marched to the residence, receiving the Templar and Blue Lodge Masons. The pallbearers were all members of Calumet Lodge.

"The coffin being placed in the hearse, the line of march was taken from Turner Hall in

the following order: Knights Templar, Turners, Pall Bearers, The Hearse, Pall Bearers, Parents of the Deceased, Calumet Lodge, No. 716, A. F. & A. M., R.W.D.G.M. O'Neill, Citizens.

"Turner Hall had been appropriately draped in mourning and flowers and evergreens were placed on the stage. This was done by loving hands of lady friends of the Turners. The coffin having been placed with the three great lights of Masonry at its foot, the Liederkrantz society, under the leadership of Charles Ellfeldt, sang a funeral anthem most effectively. The Rev. Mr. Hartman then delivered an impressive and solemn address in German.

"The whole of Blue Island seemed out to take part in the ceremony, and many were present from Chicago and other places. It was a tribute of respect such as only a true man could have earned.

"The public schools in Blue Island and at Washington Heights were closed out of respect to the dead. Many places of business were also closed."

Blue Island Standard, Feb. 23, 1877.

* * *

"Mr. L. Seymour, principal of the Blue Island public school, reports to the Blue Island Standard that the number of pupils enrolled on February 16, 1877, is 332, and the average daily attendance 311".

* * *

"Married on 2nd inst., by F. A. Howe, Esq., Mr. Merrill Kyle to Miss Eunice S. Smith, daughter of John Smith, at his residence ten miles south of Chicago".—Chicago American, Dec. 6, 1841.

* * *

"Married the 15th inst., by Rev. S. P. Skinner, Dr. Henry Douglas of Blue Island, Ill., to Mary L. Andrus of Chicago".—Chicago Democrat, June 12, 1851.

* * *

"Married in Plainfield, Du Page County, Ill., July 22nd, by the Rev. Mr. Day, Jerome S. Fay of Blue Island to Miss Mary A. Hopkins of Plainfield".—Chicago Democratic Press, February 24, 1854.

* * *

"Died at Blue Island, July 4, 1849, Mrs. Susan B. Rexford, wife of Stephan Rexford, aged 32 years".—Chicago Democrat, July 9, 1849.

* * *

"Died in Blue Island, January 4, 1844, of scarlet fever, Mary D. Rexford, daughter of Norman and Julia, aged 3 years, 1 month and 9 days".—Weekly Chicago Democrat, January 10, 1844.

In The "Good Old Days"

Although the pioneer residents of Blue Island had many disagreeable conditions to contend with they also enjoyed primitive diversions and pleasures which we, of the later years, do not have.

True, sickness and mosquito epidemics—the lack of medical attention and help from the outside world—muddy streets and muddy sidewalks—made existence in the little community at times seem intolerable.

Yet there were many happy days—days when the sun shone and dried up the muddy streets—days when nature put forth its freshest and greenest garb and carpeted the prairies with a riotous bloom of wild flowers—days when the fish in Stony creek and the Calumet river lured the pioneer Izaak Waltons. Then, later in the fall, when the swamps and marshes were the feeding grounds of the thousands upon thousands of water fowl of every description the pioneer Nimrods would be out in full force.

Nearly every woman in the settlement could ride horseback and most of them could handle a rifle or gun and shoot as well as the best of the men.

In the early winter, after a light snowfall, hunting parties were made up. Sometimes the quest would be for deer, but almost as often the marauding wolves or slinking coyotes would be the prey sought.

Women frequently joined these hunts and nearly every cabin was able to display several wolf skins as trophies of the chase.

Partridge, pheasants, grouse, prairie chickens and rabbits abounded in the nearby woods and thickets, and those hunters who did not care to go after the larger and more distant game, found plenty of opportunity to test the skill of their marksmanship close by the settlement.

Thomas Morgan, an Englishman, who settled on the ridge in 1836 at what was then known as the "long wood", near where Norman Rexford had built his first log tavern, at one time owned more than 1000 acres of ridge land, including most of what later was Morgan Park.

One of Mr. Morgan's principles in purchasing land was to select only that on which trees were growing. He cultivated only a small portion of the land he owned and preserved in its natural state much of that which is now included in the small parks that dot the ridge district.

Morgan was very fond of the chase, and the family kept many fine horses and a pack of 50 or 60 hounds, with a man to care for them. In October after the lilies were gone and the prai-

rie was burned over, they rode with their hounds in pursuit of deer.

These events were among the notable social affairs of that time and many Blue Island people took part in them; being entertained after the hunt in the spacious home of their host.

Mrs. Edwin Cool, relating incidents of her childhood days, tells how the young folks often rode on their ponies with the friendly red men and would engage them in races across the prairie.

Even during the long, cold and dreary winters our early settlers found many ways to amuse themselves. Judging by the accounts handed down from those days they had winters that were "real winters," with snow sometimes from four to six feet in depth on the level ground.

"Coasting" on the steep hillsides was a favorite winter sport. All of the hills were then much steeper than they are now, having, since village incorporation, been cut down at the top and filled in at the bottom.

Vermont street and Western avenue hills were the favorites for this sport, with the preference always in favor of Western avenue.

There was good reason for this preference. Western avenue hill was the steepest of them all, permitted the longest "coast" and gave the greatest thrill. The double bend in the road, the drop to the lowest point on the creek bridge, and the slight rise again over the Rock Island railroad tracks gave a supreme thrill and also furnished many a "spill" in the snow heaped at the roadside. Heavy bob-sleds, each capable of carrying six or eight people were used. The highest point of the hill was then at Grove street. Here was the start-off point. A carefully guided "bob" would negotiate the turns, flash over the creek bridge, climb the rise over the railroad tracks and continue on across Canal street and many times almost up to Broadway.

There were no street lights those days and sometimes at night huge bonfires would be built at two or three points along the course for warmth and light. Lanterns hung on poles stuck in the snow marked the curves in the road. "It was great sport," an old-timer informed the writer, "and sometimes it seemed as if every inhabitant in the village was there to take part in enjoying the fun."

Sometimes, too, the big bob-sleds were gotten out, the box bodies of the sleds piled deep with straw, plenty of blankets, wolf, and deer

skins thrown in for warmth and everybody snuggled close for a drive across the fields to enjoy an evening of gaiety and dancing in some near-by hamlet.

Unhampered by the restrictions and formalities of today, no radios, no jazz music, no moving pictures, no theatres, no entertainments except such as they provided themselves—yet, can anyone truthfully claim that our first citizens enjoyed themselves less than we of today who have all these conveniences?

So be charitable—do not ridicule the "old-timer" when, with a tinge of sadness in his voice, he refers to "the good old days"!

* * *

Chicory Factory

A chicory factory was another of the unusual and novel industries which was operated in Blue Island in the early days. About 1860, Charles F. Volk rented a piece of land about a mile west of the village and started the growing of chicory roots, the manufactured product of which was an adulterant or substitute for coffee. Volk used the old Braun (or Reiser) brewery at Gregory and New streets for the cutting, drying and grinding of the roots. He spent a lot of time and money in perfecting and trying to market his product, but the returns were discouraging. One night the overheated kiln set fire to the factory and it was destroyed. Thus ended another "infant industry."

* * *

Rock Island Blacksmith Shop

In the late 50's the Rock Island had a large blacksmith shop on their grounds south of Vermont street, between their tracks and Rexford street, where bent rails were straightened, cut to size, and short lengths were welded together. Here also worn and broken rails had new surfaces welded on and were refinished for further service. Drawbars, couplers, iron fittings for cars and locomotives were also made and repaired here. In fact all sorts of heavy railroad blacksmithing was done in the Blue Island shop. Some twenty men were employed at this work under the able direction of Joshua B. Illingsworth, foreman and head smith. (See more complete article on Railroads in later chapter.)

* * *

"Married in this city by the Rev. S. P. Skinner, Mr. Stephan Rexford of Blue Island to Miss Elvira Barber of Wordsboro, Vt."—Chicago Journal, April 20, 1850.

* * *

WARTIME AFFAIRS

Four times during Blue Island's First Hundred Years has the specter of war cast its sinister shadow on our community:

The War with Mexico, 1846-48.

War of the Rebellion, 1861-65.

The Spanish-American War, 1898-99.

The World War, 1917-18.

There is no record to show that anyone from Blue Island served in the war with Mexico, as the little settlement at that time had a total population of less than 200.

As early as 1842, though, Blue Island community was recognized in military affairs. In Regimental Order No. 2, from the 60th Regiment, under command of Seth Johnson, lieutenant-colonel, calling an election to be held on the 15th of June, 1842, "for the purpose of electing one captain and one second lieutenant for each company in the district laid off as follows:"

Then follow the descriptions of six districts and the designation of the companies for which officers are to be elected. These were: Companies F, G, H, I, K, and L. The portion of the order effecting Blue Island reads: "York and Thornton precincts (which included Blue Island) will form Company G district. The election will be held at N. Rexfords."

The writer has been unable to find any record of the result of that election.

On April 1, 1848, only a few months before the end of the Mexican war, the Chicago Democrat gives notice of an election for regimental officers of the 63rd Regiment, as follows:

"On the 29th of March, 1848, an election was held at Blue Island to elect officers for the "newly organized 63rd" (106th Regiment), with the following result: Colonel, Thodotus Doty; Lieutenant-Colonel, Merrill Kyle; Major, Jonathan Periam.

The company officers were:

First—Captain, B. B. Heacock; First Lieutenant, Thomas Faherty; Second Lieutenant, Otis M. Wattles.

Second—Captain, Nathaniel Sherwood; First Lieutenant, Caleb Sweet; Second Lieutenant, L. L. Butler.

Third—Captain, George Rheit; First Lieutenant, J. H. Batchelder; Second Lieutenant, Samuel W. Peirce.

Fourth—Captain, Austin Sweet; First Lieuten-

ant, Charles H. Dolton; Second Lieutenant, William C. Bell.

Fifth—Captain, John Kettering; First Lieutenant, James Austin; Second Lieutenant, Sidney V. Brace.

Sixth—Captain, Artemus B. Kellogg; First Lieutenant, William Kieth; Second Lieutenant, Peter Kerns. Adjutant, James Mechie.

The end of the Mexican war, coming so closely after the formation of these companies, none experienced the stern test of actual war and by the end of 1860 practically all had become extinct.

* * *

The Civil War

Under the call of July 4, 1864, for 500,000 men the quota for Cook County was set at 4,250. This apportionment was excessive and unjust, and was made under a misapprehension of the facts and on an entirely false basis, as was proven to the satisfaction of the Provost Marshal General, who then ordered the quota of the Cook County district reduced fifty per cent. Under the reduced apportionment the county recruited vigorously, and by September 1, reduced the quota to 1,823.

The quota required from Blue Island and the adjoining townships and the number enrolled subject to military duty was as follows:

	Quota	Enrolled
Worth	21	242
Calumet	29	254
Bremen	22	198
Thornton	26	225

To stimulate enrollment the Board of Supervisors passed an ordinance authorizing the issue of \$300,000 in county script for the payment of bounties to soldiers, to be credited on the quota of Cook county. Under this stimulus the quota of the county had been reduced to 1,650 by September 26, the day on which the drafts began. The draft was continued intermittently for nearly a month, but during that time volunteers were furnished for all drafted men who did not choose to serve themselves for the bounty offered. One thousand five hundred and fifty volunteers were thus obtained in three weeks, and, on October 22, the quota of the Cook county district was officially declared to be filled.

Two months after, December, 1864, the last call for 300,000 troops was made, of which Cook county's quota was to be 5,200 men. This call, like the previous one, was again declared exces-

sive, and appeals of committees of citizens to both Springfield and Washington were made, but availed nothing. So the citizens set about the heavy task of raising this new and unjust quota. The task fell with excessive severity on the townships in some of which the requirement was for one man for every five enrolled. The towns, or majority of them, by special bounties in addition to the county bounty, and by individual subscriptions and efforts, promptly raised their quota.

Up to February 7, there had been but 528 men furnished on the new call. Although the towns had filled their quota and avoided the draft, Chicago at this time experienced considerable difficulty with "bounty jumpers" who fairly swarmed about the city, and managed to absorb the bounties without filling the required quota. The draft on this call, which was to have started early in April, was held in abeyance when the news was received of the fall of Petersburg, quickly followed by the taking of Richmond, indications that the war was virtually at an end. On April 13, 1865, the welcome news was received that the Rebellion had collapsed and that no more soldiers would be needed from Cook county.

* * *

Following is a list of men who served in the Civil War, and who, with two or three exceptions, enlisted from Blue Island. The list, although incomplete, shows that Blue Island did her part in those troublous times, in upholding the Union cause. The Thirty-ninth Illinois Volunteers, known as the "Yates Phalanx," was organized and raised in Blue Island.

Frank L. Bushnell enlisted in July, 1861, in Co. H, 20th Indiana Volunteer Infantry and participated in all battles of his command. Lost his left eye in the battle of Gettysburg. Mustered out in '64 and returned to Blue Island.

Oliver E. Eames enlisted April 16, 1861, in Co. D, Nineteenth Illinois Volunteer Infantry—Major Harding's Company—then called Harding's Light Guards. Mustered out in 1864 as First Lieutenant; then received a captain's commission in Co. D, 4th U. S. Veteran Volunteers who guarded the jail at Washington, D. C., at the time of the hanging of Mrs. Suratt.

John M. Green enlisted in Co. G, 88th Illinois Volunteer Infantry. Participated in five general battles. Mustered out in September, 1865.

Harry Morgan enlisted in spring of 1861 in Battery A, First Illinois Light Artillery; participated in several engagements; mustered out in 1863.

Everett H. Rexford enlisted in spring of 1861

and served as bugler in Co. A, First Illinois Light Artillery; participated in several important engagements; mustered out in 1863.

Alonzo N. Townsend served as a member of Co. C, Sixth Vermont Infantry, a part of the Army of the Potomac; participated in a number of important engagements and was present at the surrender of Lee at Appomattox. Discharged while in hospital at City Point, Va., July, 1865.

C. C. Claussen, enlisted in Co. B, 82nd Illinois Infantry, a unit of the Army of the Potomac, the only infantry regiment from this state that took part in the Battle of Gettysburg. Mr. Claussen was taken prisoner on the first day of the engagement and was taken to Richmond, Va., and placed in Libby prison. Was paroled in August, 1863, and at once returned to the Union lines. During the remainder of the war he served under General Sherman and participated in the battles of Mission Ridge and Nashville. Received only one slight wound.

George E. Hinman enlisted in Co. I, Thirteenth Illinois Infantry, which was raised in Blue Island. Participated in battles of Wilson's Creek, Pea Ridge, Springfield and Helena. Joined General Sherman's Yazoo expedition but was taken sick with fever and was discharged, returning to Blue Island.

Charles Strickert joined Co. B, Eighty-second Illinois Infantry, August 12, 1862 and served to the end of the war. He was captured at the Battle of Gettysburg, taken to Richmond and placed in Libby prison; was paroled and exchanged and rejoined his regiment, which was assigned to General Sherman's command; took part in the Atlanta campaign and the march to the sea. Was captured March 25, 1865, near Goldsboro, N. C., while on a foraging expedition and placed in Andersonville prison. All of his money, his watch and clothing, except shirt and pants were taken from him. On the 2nd of April the rebels, who were then evacuating Richmond, took him and his comrades up the James river and liberated them.

Andrew McCord enlisted in Co. F, One Hundredth Illinois Infantry and served to the close of the war, taking part in engagements at Stone River, Perryville, Jonesboro, Mission Ridge, and Atlanta. Mustered out in 1865 and returned to Cook county.

Lester D. Klump enlisted in Co. G, Eighty-eighth Illinois Infantry and served under Generals Buell, Rosecranz and Thomas; participated in the battles of Perryville, Stone River, Missionary Ridge, Atlanta and Nashville. Mustered out June 9, 1865, and returned at once to Blue Island.

John Merkelbach and William Merkelbach, brothers, both enlisted in Co. B, Eighty-second Illinois Infantry and served to the end of the war.

Martin Ocker enlisted in 1861 in 72nd Board of Trade regiment; participated in the siege of Vicksburg. While his company was returning north they were caught in a surprise attack by rebels and Mr. Ocker was killed. Buried in the National cemetery at Nashville.

John M. Green enlisted in Co. G, Eighty-eighth Illinois Volunteer Infantry and participated in several important battles; was mustered out in September, 1865.

John S. Kauffman served in Co. B, 20th Pennsylvania Cavalry.

Matthew McClaughry enlisted in Co. F, One-Hundredth Illinois Volunteer Infantry, participating in the battles of Perryville, Stone River and Chattanooga; was mustered out in September, 1863.

Joseph W. Harmon, M.D., served with the Forty-second Ohio Volunteer Infantry, prior to locating in Blue Island.

Hiram Gilson enlisted in Co. G, Thirty-ninth Illinois Infantry, known as the "Yates Phalanx," assigned to the Army of the Potomac; took part in the capture of Ft. Gregg, the battle of Appomattox and was present at the evacuation of Richmond.

Stephen C. Reed served in Co. F, Ninety-eighth New York Infantry; was discharged in 1863, but reenlisted February 27, 1864, in Co. G, Thirty-ninth Illinois Infantry in which he served to the close of the war. Participated in a number of important battles including the seven-days Battle of the Wilderness; mustered out December 6, 1865.

Nicholas Stoll enlisted February 15, 1865, as a member of Co. G, First Illinois Light Artillery, which was stationed at Memphis until the close of the war.

Roscoe E. Rexford, only brother of Everett H. Rexford, enlisted in the spring of 1861 in Co. A, First Illinois Light Artillery. He was taken severely sick after some time of active service and received a furlough, but did not live to reach home.

Felix Duress, enlisted in the One-Hundredth Illinois Volunteers, was killed in action.

George Harter served in Battery M, First Illinois Light Artillery, taking part in several important engagements.

James Hamilton enlisted in Co. G, Thirty-ninth Illinois Volunteer Infantry, known as the "Yates Phalanx," assigned to the Army of the

Potomac; took part in the battle of Appomattox and other important engagements.

John Caldwell served with the Thirty-ninth Illinois Infantry which was raised in Blue Island.

Richard Caldwell served with the Eight Illinois Cavalry.

Wallace M. Day and Charles O. Day, sons of Rodney Day, were both enlisted in the Seventy-second Illinois Infantry.

William Berger enlisted in Co. B, Eighty-second Illinois Infantry, a unit of the Army of the Potomac. He was killed in action at Gettysburg (?).

George Boger served in the Civil War.

Charles Wuetig enlisted in Co. G, Second Regiment, Illinois Volunteer Light Artillery, on January 21, 1864, serving until September of 1865, when he was given an honorable discharge at Springfield. He served under Major-General A. J. Smith, participating in the campaigns at Meridian, Miss., Red River and Tupelo, La.

George Hoffmeister and August Jonas both served in the Eighty-second Illinois Infantry.

John Ihde served in the Civil War.

John Fischer served during the Civil War in Co. D, Thirty-ninth Illinois Volunteer Infantry, and participated in several of the important battles of his command. The Thirty-ninth, known as the Yates Phalanx, was assigned to the army of the Potomac.

Frederick and William Kantzler, sons of Christian Kantzler, served in the Civil War.

John G. Knirsch served in the Thirtieth Illinois Infantry during the Civil War.

John W. Wolff served several years for the Union cause during the Civil War.

John Hoffman served in the Civil War in the Hoffman's Dragons.

Oscar F. Rudd was one of the first in this vicinity to offer his services to the government at the beginning of the Civil War. He was captain of Co. G, Thirty-ninth Illinois Infantry which was organized in Blue Island.

William Hamilton, Co. G, 39th Illinois Volunteers.

Milton Adams served with Co. G, Eighty-eighth Illinois Infantry.

Adam Bauer, Co. B, Eighty-second Illinois Volunteer Infantry.

George Doehler enlisted in Co. H, Twentieth Indiana Infantry, the same company in which Frank Bushnell served. He was a butcher by

occupation and served in that capacity during the war. He participated in the battle of Gettysburg, where he received a leg injury.

Daniel Barnard, Eighty-eighth Illinois Volunteer Infantry.

James Betts, Co. A, First Illinois Artillery.

Emil Biederman, William Bishop, George Bauer, Christian Voss, John G. Knirsch, August Johler, Camillus Cox also gave their services to the Union cause during the Civil War.

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Spanish American War

By fall of 1897 the situation in Cuba had reached a point where it was felt that, sooner or later, the United States must be drawn into war with Spain. Complications between this country and Spain had continued to increase. The patient diplomacy of President McKinley seemed to bring us no nearer to a settlement. Our representatives and citizens in Cuba were threatened. The "Maine," one of our finest and best equipped battleships, was stationed in the harbor of Havana with Spanish consent. The world was suddenly astounded, and our own government awakened from its lethargy by the report of the complete destruction, on February 15, 1898, of the vessel with most of its crew, under circumstances clearly pointing to Spanish duplicity. Our people, horrified by the cruelty of the Spanish toward the Cubans, and maddened by the destruction of our own United States seamen, talked nothing but war. The tide of indignation welled up from every city, village and hamlet, until it reached the White House and war between this country and Spain was officially declared.

In this emergency Blue Island again came to the front by recruiting a complete troop of the First Cavalry Illinois National Guard. This was known as Troop M and was composed largely of Rock Island railroad men and Blue Island citizens in other walks of life. Confining this record strictly to those men recruited from Blue Island, we find the following officers and privates:

Captain—James H. Conlen, roadmaster, Rock Island railroad.

Sergeants—Charles G. Krueger, Harry F. Atwood.

Corporal—Fayette Reed.

Saddler—Emil Faber.

Farrier—Edward H. Rossner.

Wagoner—James Conlan.

Trumpeter—Walter Davis.

Privates—John Claussen, John H. Kick, Xav-

ier Deipolder, Joseph Kinder, Louis Kick, Louis Krueger, Fergus Luscombe, Nicholas Luscombe, Thomas Luscombe, Nicholas Lusson, Thomas Costello, Charles Nelson, Owen O'Keefe, John Penberthy, Theodore J. Peterson.

While Troop M was still stationed at Ft. Sheridan Trumpeter Walter Davis was given a leave of absence and rode a horse belonging to a Second Lieutenant. While riding on Burr Oak avenue the horse slipped on the brick pavement and Walter was thrown against the curb and his skull fractured. His funeral was one of the largest and most impressive military funerals held in Blue Island up to that time.

Troop M was not privileged to see active service. After some weeks of training in camp at Springfield the First Cavalry was ordered to Chickamauga, Tenn., to hold itself in readiness for orders to embark for Cuba. About this time an epidemic of typhoid fever spread throughout the camp, causing much illness and several deaths.

Later, to provide more sanitary and healthier conditions, the First Cavalry was ordered to encamp on top of Lookout Mountain. But the defeat of Cervera's fleet and the smashing victory of Roosevelt's Rough Riders on San Juan hill ended the war and our soldier boys were soon on their way back to Chicago.

* * *

Spanish War Veterans Organization

The Blue Island veterans of the Spanish-American war maintain an organization here known as Theodore Roosevelt Camp No. 129, United Spanish War Veterans. The camp has thirty-four members with the following officers:

Commander—Walter Edmundson, who saw service with Co. H, 159th Volunteer Infantry.

Senior Vice-Commander—Alvin Myers, formerly of Co. L, 4th Ohio Volunteer Infantry.

Quartermaster and Adjutant—Ed. H. Rossner.

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The First Cavalry Illinois National Guard was under command of Col. Edward C. Young of Beverly Hills. Frank B. Alsip of Blue Island held commission as major on Col. Young's staff, and Charles H. Alsip, also from here, was second lieutenant of Troop C.

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The War With Germany

A chapter on Blue Island's activities and participation in this great conflict will be found in a later portion of this book.

FAMILY HISTORIES

The Rexford Family

Benajah Rexford and his first wife, who was Zeruia Squier (a sister of Hiram Squier), were the parents of all the Rexfords who settled in this vicinity. They had six children, one of whom, Ruth, died in childhood. The other children were: Stephen H., Norman, Heber S., Eliza Anna, who became the wife of Germanicus Cooley, and Isabel, who married Fayette Dickson. All of those named played an active and important part in the development and early history of the community. After the death of his first wife Benajah Rexford married Roxanna Ayer of Stainstead, Conn., who bore him six children: Wilder A., Betsy L., Olive H., Louise A., Sophronia H., and Thomas Ayer.

Benajah Rexford did not come West, nor did any of the children of his second marriage locate here except Thomas A. Rexford, who came with his wife in 1880. Benajah Rexford died in Westfield, N. Y., March 25, 1862.

Norman Rexford, Blue Island's pioneer settler, located on the Blue Island Ridge about four miles north of the present city of that name, in the fall of 1835, having made the trip by team from Pittsburgh, Pa. Here he built a log cabin of four rooms which served as residence and also, when required, furnished lodgings for chance travelers.

This first tavern of the Blue Island ridge was a crude—and if Isaac Greenacre's description of it is true—a very small affair. Mr. Greenacre in reminiscences of the North Ridge, says he was informed on good authority that the following description accurately fitted this pioneer tavern: "If a cat held by its tail is swung in a circle it will touch all four walls."

That may be a rather fanciful description—anyway, the Rexford tavern, which he called the "Blue Island House," undoubtedly afforded welcome shelter from the weather and from the wild beasts of the wilderness to many a weary traveler.

But the southern tip of the Ridge, which Rexford had explored, lured him to locate there, and in the fall of 1836 we find him busily erecting a much larger and more pretentious "Blue Island House" in the new location. This was the first permanent building erected here and was the nucleus from which sprung the City of Blue Island.

Norman Rexford was born in Charlotte, Vt., June 4, 1802, and died in Blue Island, March

25, 1883. His wife was Miss Julia Wattles, whom he married in Ripley, N. Y., January 10, 1828. Mrs. Rexford—"Aunt Julia," as she was lovingly called by half the people in the village—died in 1897 at the age of 87 years.

Their children were Fayette D., who married Julia Post; Norman Barton, who was married twice, his first wife being Jane Smith and the second, Almira Myrick; Clarissa Caroline became the wife of Henry H. Massey (son of Hart Massey); Julia, married James B. Massey (another son of Hart Massey); Heber Squier Rexford, married Fanny Huntington (daughter of Samuel D. Huntington); Laura A. married A. B. Kyle. Mary D., Susan and Elizabeth died in childhood.

Norman Rexford was the first postmaster here and his son Fayette, at the age of eleven years, carried the first mail on horseback between Chicago and Bunkum, a distance of ninety miles. Fayette later moved to Centralia, Ill., where he operated a hotel for many years, was an honored citizen and served a term as mayor of the city.

Norman Rexford was a stalwart, kindly person. Seldom was a man turned away from his door for want of food or money, even though his generosity was sometimes imposed on. Mr. Rexford never engaged in litigation, or wished to see others do so. He was a staunch adherent of every progressive movement and Blue Island owes much of its progress to the example of public spirit, forethought and enterprise set by him.

Stephen H. Rexford, who had come to Chicago in 1834, visited the Blue Island ridge that year but decided to locate at Bachelor's Grove (Orland), where a number of other unmarried English-speaking young men had already settled. It was this fact which gave the locality the name "Bachelors Grove." He lived there until 1845, when he located permanently in Blue Island. Mr. Rexford was born May 4, 1804, and died in Blue Island, October 7, 1880. He was married twice. His first wife was Susan Wattles, a daughter of Chandler Wattles. Their children were: Stephen, Julia Ellen, who became the wife of Charles T. Morgan; Alma Zeruia, Anna Louise married Charles A. Bellamy; Sarah Elsie, married Emerson E. Bellamy, and Susan Eliza, married John W. Waughop. Stephen Rexford's second wife was Elvira R. Barber, a widow. The children of this union were Louis A., who married Minnie S. Swan; Fannie I., married to John Clark; Mary C., married to Joseph Eames, and

Henry L., who became a prominent attorney in Chicago. Stephen Rexford was postmaster here in the late 40's. Rexford's Crossing at Midlothian is named after this family which once lived near there.

Heber S. Rexford, who also passed through Blue Island in 1834, made a claim near his brother Stephen at Bachelor's Grove. He erected a small log house and moved his family in. Mrs. Rexford however, was afraid of the wilderness and the whole family were soon dissatisfied, so they moved back to Coshocton County, Ohio. Ten years later Mr. Rexford again brought his family West and then made a permanent location in Blue Island. He soon obtained a contract from the United States Government to carry mail from Blue Island to Iroquoise, Ill., two trips a week, for which he was paid \$598 per year. This mail service was discontinued when the Illinois Central Railroad was built. He then bought forty acres of land on Burr Oak avenue in the north-western part of the settlement and went to farming, continuing in agricultural pursuits until 1870, when he was elected to the office of County Treasurer. He had previously served as Justice of the Peace for fourteen years. Mr. Rexford was born in Chittenden County, N. Y., May 12, 1809. He was married in 1833 to Miss Laura Bisbee, a native of Massachusetts. They had three children: Everett H., who married Sarah Robinson, a daughter of Charles D. Robinson; Roscoe E., who was a soldier in the Civil War, and from exposure became sick and died; Emily, who married M. T. DeWitt, teacher in the public school. Mrs. Heber Rexford died in 1856 and Mr. Rexford then married Elizabeth Smith a native of New York. She was a widow. Heber Rexford died March 7, 1885, aged 76 years.

Everett H. Rexford, who married Sarah Robinson, was the second volunteer in this vicinity to offer his services to the Government at the outbreak of the Civil War. He was a bugler in Company A, First Illinois Light Artillery, and participated in sixteen battles. He was mustered out in July, 1864. Mr. Rexford always took a deep interest in civic activities and in everything affecting the growth and welfare of the community. It was he who located the first large brick yards in Blue Island. He secured much of the right-of-way for the Chicago and Blue Island railroad (now the B. & O. Calumet Terminal) and for the Chicago Interurban Traction Company. He served several years as a Village Trustee and as President of the Village board. Mr. and Mrs. Everett Rexford had only one child, Laura Ballard Rexford, who married George Pettijohn and now (1935) living in South

Pasadena, Cal. They have two children, Henry and Lucy. Emily R., who married M. T. DeWitt, was childless.

Wilder Rexford, whose wife was Ann Holcomb of Westfield, N. Y., lived here with his half-brother Heber Rexford for a short time in the late 40's.

Henry L. Rexford was born in Blue Island, October 6, 1854. He was educated in the schools of Blue Island and Chicago. He graduated from the Union College of Law in 1879 and was admitted to the Bar. The law firm of Rexford & Prentice was established in 1881. Henry L. Rexford was a son of Stephen Rexford.

Norman Barton Rexford was the first white male child born in Blue Island, (1836). He was the son of Mr. and Mrs. Norman Rexford and the father of Frank, Susan, Will, Fred, and Charles Rexford. The first three named are deceased. Fred and Charles are twins and live in Pasadena, California.

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The Robinson Family

Daniel O. Robinson, the first one of the family of that name to locate here came in 1836. He was a carpenter and helped build the first house in Blue Island—the Norman Rexford Tavern, the "Blue Island House." Later he dealt in real estate, taught school and was a school director. He also served as Justice of the Peace. The family lived at one time on Grove street, east of the Rock Island railroad. Then Mr. Robinson bought property on Henry (Artesian) street on the brow of the hill south of Grove street and built a home. At one time he had a carpenter shop on the east side of Western avenue, near Fulton street. Mrs. Robinson's maiden name was Jane Kelley. She died in 1890, aged 77 years. Mr. Robinson died in 1867, aged 53 years. They had no children.

Henry Robinson located in Blue Island in 1843. His wife was Elizabeth Bingle, a sister of Richard Bingle. They came from New York City where Mr. Robinson had for some years been engaged in mercantile business. Locating on the west side of Western avenue, just above Grove street Mr. Robinson opened a general merchandise store which he conducted successfully for about five years. Both Mr. and Mrs. Robinson were born in Connecticut of English descent. Their children were Charles Drake Robinson, who married Emily Ballard; Harry, married Clara DeMinge; Joseph, married Amelia Kelso; Sarah Ann, married Edgar P. Doane; James, married Ruth Chadeague.

Harry Robinson came here with his parents in 1843. His wife was Clara DeMinge of New

York but a native of France. They lived with his father, Henry Robinson. Harry died during the cholera epidemic in 1849 and was buried in Robinson's Grove. After his death his wife and two children returned East.

Charles Drake Robinson, his wife Emily (Ballard) Robinson, and their infant daughter, came to Blue Island in 1840, from New York City. Mr. Robinson engaged in farming for about seven years, then moved into the settlement and opened a store at north-west corner of Western avenue and Grove street. He had a prosperous business and invested heavily in Blue Island property. Mr. Robinson, of English descent, was born in New York, February 15, 1811, and his wife was born in Maidstone, Kent, England, July 22, 1821. She died Nov. 6, 1887, and Mr. Robinson, May 22, 1893. Their children were: Anna Chapman Robinson, who married Edwin O. Fuller; Henry B., (locally known as "H. B.") was thrice married; his first wife was Mary Clarkson, the second was Luna Walde, and the third, Elizabeth Russel; James, married Jane Egan; Sarah, married Everett H. Rexford (son of Heber S.); Emily, married Harry Morgan; Charles Benjamin, married Minnie Poole; Florence, married Dr. F. S. Kauffman; Jessie, married Ashley K. Hammond and Maud, married Richard F. Hayes. One child died in infancy. Charles Robinson's store was known far and wide throughout the entire region, most farmers selling their produce in Chicago preferring to buy their supplies here rather than in the larger city. Mr. Robinson was postmaster for a number of years.

Joseph Robinson, whose wife was Amelia Kelso, came here in 1844, but made this their home only a few years when about 1849, the whole family moved to California. Susan Robinson, who was born in Blue Island, January 24, 1846, became a noted actress. She died in Sacramento, California in 1871 just on the eve of a lengthy stage engagement for James H. McVicker. The other members of this family were all more or less interested in theatricals.

James Robinson, a son of Henry Robinson, was the father of Mrs. Samuel D. Huntington.

Henry Ballard Robinson, better known in the later years as "H. B.", was for many years station agent for the Rock Island railroad company and operated the coal-yard at the foot of Grove street.

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Mrs. C. B. Robinson and her son Charles, are the only members of the once large Robinson Family now living in Blue Island.

The Krueger Family

During the early fifties four families by the name of Krueger came to Blue Island: Frederick Krueger, August Krueger, and Christian Krueger, Sr., and George Krueger who were brothers. Christian Krueger, Sr., and George Krueger hailed from Brandenburg, Germany. So did Frederick, while August came from Hanover. Frederick's and August's families were not related to Christian's and George's.

Frederick was a veterinary surgeon and lived on Canal street. August was a stone mason and



Christian Krueger, Sr.
1799—1877

plasterer and lived on Vermont street. His children married into the Iglehart, Kirchner, and Neibert families.

Of the Krueger families, Christian Krueger, Sr.'s was by far the largest of the Krueger clan and there are many of his descendants still in Blue Island.

Ludwig Krueger, with his wife and three daughters; his younger brother, Christian, and his sister, Maria, all children of Christian, Sr., were the first to arrive in Blue Island. That was August 20, 1851. Ludwig in Germany, had charge of a large estate, looking after the lands, gardens, and game. He arrived in Blue Island with some capital and it was only natural that he should immediately make an investment in farm lands. He bought a tract of land lying between Burr Oak and 119th street and Western avenue and a point east of the Rock Island

suburban right-of-way. Theodore Guenther built the home, and while it was building Ludwig lived near Stony creek. This fact is mentioned because when, in 1872, the land boom hit Blue Island, Ludwig Krueger sold his land which he had bought at \$18 an acre for \$600 an acre.

In the fall of the 1851 the father of the Krueger family, Christian Krueger, Sr., and his wife, who was Catherine Propper, a family still well known in Dolton, arrived with their three daughters. Catherine Propper Krueger lived only a short while after arriving in Blue Island.

Christian Krueger, Sr. (born 1799, died 1877) had six children who survived childhood. Ludwig, already referred to, was the oldest. He had married Wilhelmina Meier (born 1824, died 1900) in Brandenburg. His children were Louis, who married Henrietta Seyfarth, a daughter of John Seyfarth; Minna, who married Henry J. Beer; Louisa, who married Paul Klenk; Anna, who married Gerhardt Koch; Frederika, who married William G. Staffel; Mathilda, who married Henry Bartel; Bertha, who married Carl H. Schmitt, and William, who married Christina Hanson.

Two daughters of Christian, Sr., Elizabeth (born 1825, died 1895) and Frederika (born 1832, died 1888), married two brothers, John and William Sorgenfrei.

John Sorgenfrei's children are Ada, who married Fred Kallum; Emma, who married Christ Muhs; Minna, who married Fred Schilling, and Albert, Fred, and Louis.

William Sorgenfrei's children were Bertha, married to Julius Hoffman; Frederika, married to John Kich; Emma, who first married Henry Englehardt and later Fred Denner; Otto, Edmund, William and Ernst.

Another daughter of Christian, Sr., Maria (born 1827, died 1907), married Frederick Sauerteig. Her daughter, Aurelia, married Fred Ellfeldt; and the son, Albert, is known by the name of Albert Sommers.

Sophia (born 1838, died 1902), the youngest daughter of Christian, Sr., married Ernst Uhlich in 1856. Their children were Clara, married to Rudolph Brand; Elenora, married to Arthur Stockmar; Nathalia, married to Paul Kropf; Emily, married to Edward Doepp; Sophia, married to Louis G. Koch; Helen, married to John Harker; Ernst and Rudolph.

Christian Krueger, Jr., who, with Ludwig and Maria, was the first of the family to arrive in

Blue Island, married Catherine Koch in 1856. Their daughter, Louise (born 1860, died 1929), married Herman Seyfarth. Catherine (born 1870, died 1906), married Dr. C. F. Montag. Adelaide, married Andrew L. McCord; Minnie, married Howard Gilson; Robert, married Minnie Karsten; Christian, III, is married to Frances McCord.

George Krueger, the brother of Christian, Sr., came to Blue Island about 1853. His wife was Maria Schwartz, whom he married in Germany. Their children were Louise, married to George W. Hopf; John (born 1829, died 1911), married to Dora Ganzer; Elizabeth, married to William Steinbach; Dorothea, married to Fred Schulz, and Marie, married to John Mueller.

Those who are familiar with Blue Island families appreciate how closely related some of them are. Christian Krueger, Jr.'s marriage to Catherine Koch was only one of several unions of these two families. Catherine Koch's brother Gerhardt, married Anna, a daughter of Ludwig Krueger. Henry Bartel, whose mother was Mary Koch, a sister of Catherine, married Mathilda Krueger, another daughter of Ludwig. Louis Koch, son of Gerhard, married Sophia Uhlich, whose mother was a sister of Christian Krueger.

The Seyfarth and Krueger families also are closely related. Louis Krueger, a son of Ludwig Krueger, married Henrietta Seyfarth, a daughter of John Seyfarth. Louise Krueger, a daughter of Christian, married Herman Seyfarth, a son of William. Elizabeth Krueger, daughter of George, married William Steinbach, whose mother was a sister of Mrs. Anna Seyfarth. Going down to another generation, William Seyfarth, a grandson of William, married Edna Krueger, a grand-daughter of Christian.

The Krueger family with its collateral branches is probably the largest and best known of the old families in Blue Island. Christian Krueger, Jr., took an important part in the development of Blue Island. He was judge of the election held August 22, 1872, to form the village of Blue Island. He was collector for the town of Calumet in 1870 and 1871. At the second election, held April 15, 1873, he was elected village trustee and again elected to that position in 1874, 1879, 1880, 1881 and 1883. He was president of the village board from 1880 to 1883. He was school director for fifteen years, town supervisor for two years, and road commissioner for six years. He died in Blue Island, September 25, 1904.

The Seyfarth Family

The first member of the Seyfarth family to come to Blue Island was William Seyfarth, who arrived with his wife in 1848. William Seyfarth was born at Schloss-Tandorf, near Weimar, Saxony, February 22, 1818. As a young man he served as interpreter at the Alsterhaus, Hamburg, where he met his future wife, Louise Bartling, a cousin of the proprietor.

When Mr. and Mrs. Seyfarth arrived in Chicago they inquired of wholesale liquor houses regarding the location of a tavern which they wanted to open. William Seyfarth had met some of these dealers in Germany at the Alsterhaus, so he knew just whom to see when he reached Chicago. They were advised to locate outside of the city, so they came to Blue Island. They found a suitable building at the southwest corner of Grove street and Western avenue which had been built in 1846.

In addition to the tavern, William Seyfarth also operated a stone quarry about one mile southwest of Blue Island, where stone had been quarried in the forties to build a lighthouse at Chicago. Here a lime kiln was also erected. Both quarry and kiln were operated only a few years by the Seyfarths and then by Bernhard Knirsch, who also found it unprofitable.

William Seyfarth was clerk for the town of Worth in 1854 and 1855 and assessor from 1856 to 1860, the year he died. The village of Blue Island had not yet been incorporated. After his death his wife continued the tavern, later marrying Charles Volk, who had been boarding at the Seyfarth tavern.

A few years after William's arrival his mother, three brothers, and two sisters came to Blue Island. His mother was Anna Seyfarth, born in 1794, who died in Blue Island, September 29, 1857. She was a sister of Mrs. Fred Steinbach (born 1800, died 1853) who came to Blue Island in the early fifties also and whose son, William, married Elizabeth Krueger, daughter of George Krueger.

William's brother John, came to Blue Island with his wife Anna (Gunderman) and daughters Henrietta and Emma, about 1852. John was a tailor by trade and when he came to Blue Island lived near the stone quarry. Later he moved into a cottage which his brother William, had built for him on Gregory street between Vermont and New streets.

Frederick Seyfarth also reached Blue Island about 1852, and about this same time came Sophia and Fredericka.

Many of the descendants of these five Seyfarth brothers and sisters are still living in Blue Island.

John Seyfarth's children were Henrietta, who married Louis Krueger, a son of Ludwig Krueger, another pioneer; Emma, who in 1876, married Andrew Reiner, only son of Bernhardt Reiner and the first child of German parentage to be born in Blue Island (she died July 7, 1935); Mary, who married George Grader, only son of Henry D. Grader; Ida, who never married, and Helen, who died in childhood.

Frederick Seyfarth and his family moved to Kankakee in 1861. None of his children married in Blue Island.

Sophia, married William Loewe, a brother of Mrs. William Heckler.

Fredericka, married Henry Werner and their children were Ernst, William and Hermina. William Werner for many years was connected with the banking business in Blue Island and is well remembered by many.

William Seyfarth had five sons: William, Edward, Henry, Herman and Alexander. While they were all brought up and lived during their boyhood in Blue Island, three of them—William, Henry and Alexander—eventually made their homes in Chicago. Edward and Herman remained in Blue Island and they and their descendants have taken an active part in community life.

Edward Seyfarth (born 1851, died 1913), married Clara Biroth in 1870. Their children are Louise, who married William Stoll; Robert, who married Nell Martin; Natalie, who married Roy MacPhail; Clarence, who married Harriet Wald; William, who married Edna Krueger; Ward, who married Florence Klein; Eunice, who married August Schreiber, and Elizabeth, who married Paul Rohe.

Herman Seyfarth, born 1856 and still living, married Louise Krueger in 1879. Their children are Arthur C., married to Olive Foster; Benjamin, married to Kate Welch; Edwin, married to Ella Newkirk; Walter, married to Anna Ruff; Philip, married to Esther Anderson, now deceased; and Helen, married to John Runkle.

BRIEF BIOGRAPHICAL SKETCHES

The writer has sought to include in the following list of short biographical sketches every family locating here prior to 1872, of which he had, or could obtain, any information.

It is undoubtedly true that some have been overlooked who should be listed here. Where that is the case the writer wishes it understood that it is not intentional or from any personal motive that such omission occurs.

During the time this series of sketches was being printed in the Sun-Standard many families came forward with family histories without any solicitation, while on the other hand several families of whom information was requested, promised to supply it, but failed to do so.

Those listed here, with but one or two exceptions, located in Blue Island prior to 1872, the year Village organization was effected:

A

JACOB APPEL came to Blue Island in 1853. He was a baker and for a time had his place of business on the east side of Western avenue, between Grove and Vermont streets. Later he moved his bakery to the south-east corner of Western avenue and Fulton street where he was in business many years.

B

GEORGE BARTELS, a native of Hanover, Germany, came in the middle 50's. He located on Western avenue, just south of the then village limits.

HENRY BARTHEL, GEORGE KOTT, THEODORE GUENTHER, FREDERICK KINDERVATER and CARL MADLUNG, all natives of Saxony, Germany, came here together in 1847.

GEORGE BAUER, a brother of Henry Bauer, came here in the early 50's. He was a butcher, and for many years conducted a slaughter house on the north bank of the creek at Western avenue. He also had a meat market in an adjoining building. Fred C. Bauer, for many years in the coal business here was a son. A daughter, Emma, married Edward Heide. George Bauer served in the Civil War.

HENRY BAUER, a native of Saxe-Coburg, Germany, located in Blue Island in 1849. He built the first brewery in the village on James street, just west of Western avenue. His sons and a son-in-law were associated with him in the business.

BERNHARD BAUMAN, of German birth and a stone-cutter by trade, settled in Blue Island in the late 50's. The family lived on 135th street near the Calumet river. A daughter, Theresa, became the wife of George Messerer; Annie married Andrew Rauwolf and Rosa married Frank Rauwolf. Ben, a son, lives in Chicago. Mr. Bauman died in 1903.

J. G. BAUER, a German physician, located here in 1857, but remained in the village only a short time.

WILLIAM BAUMBACH, a native of Saxe-Gotha, located in Blue Island in 1850 and established himself in the merchant tailoring business on Western avenue. He was the father of William, Otto and Ferdinand. William married Henrietta Marx and carried on the business many years after his father's death. Otto married Mina Mehlhorn, and Ferdinand married Sophia Kreinbrink, widow of Fred Kreinbrink.

CHRISTIAN BECKER, (Jr.), located in Blue Island in 1852. He was a fur buyer, trapper and farmer at different times. While engaged as a fur buyer he traveled from Canada to the Gulf. He was assessor of Calumet township for many years. The family home was on Vermont street, between Ashland avenue and Halsted street.

CHRISTIAN BECKER, (Sr.), father of Christian, Jr., Thomas and Valentine, located here in the early 50's on a farm on the Calumet river about one and one-half miles east of Blue Island.

THOMAS BECKER, born in 1841, married Cresenz Baentele. They were the parents of Thomas Becker, Jr., who for many years was supervisor and in other capacities active in the political structure of Calumet township. Thomas, Jr., married Bertha Meyer. A daughter, Carrie, became the wife of Otto Wilke, veteran police officer of Blue Island. Valentine Becker married Katherine Kiessling.

REIMER BOE came from Holland in 1854. He first lived on the Thornton Road and did farming. In the 70's he conducted a general store on the south side.

HENRY J. BEER, was born in Hanover Germany, May 24, 1845. Studied for veterinary surgeon and graduated from the Osnabruck Veterinary college in 1867. In the fall of 1872

he located in Blue Island and ran a boarding house several years, after which he reengaged in the veterinary profession. He was appointed Deputy Sheriff of Cook county in 1832, serving several years. His wife was Minnie Krueger of Blue Island. The children of this marriage were: Hermina, Anna, Paulina, Fannie, John, and Modesta.

HENRY BERTRAND, a native of Belgium, and a harnessmaker by trade, settled in Blue Island in 1867, and erected a combination business and residence building on the east side of Western avenue, just below the hill. Being an expert and careful craftsman he did a fine business for many years. His wife was Katherine Andris. He died in 1906. A daughter Katherine, married Carl Schuemann, whose father, Henry Schuemann, had bought the property adjoining Bertrand's.

Next to the Schuemann home was the residence of FRITZ VOLKMANN and just south of that his wagon shop. Volkmann settled in Blue Island in 1856. He succeeded Louis Brand, who had established the business a few years before. It was a combination wagon and blacksmith shop and did a good business for a number of years. A son, August ("Gus") Volkmann, was at one time village clerk. He now lives in Gresham.

South of the Volkmann shop was the home and tin shop of JOHN HUPPEL, and still further south and near Stony creek, was the paint shop of AUGUST JOHLER. Johler came to Blue Island in 1857 and continued in business up to the time of his death, which occurred June 17, 1906. He served in the Civil War.

A man named M. DILLSCHNEIDER, who came to Blue Island in 1847, had a tavern and summer garden during the 50's on this same strip of land on the east side of Western avenue, between Fulton street and Stony Creek. He has the distinction of having been the first man of German birth to locate in Blue Island.

JOHN BIEDENKOPF, who located at Lane's Island in 1855, was the father of Edward Biedenkopf of the Blue Island Garage. The latter married Elizabeth Peters.

AUGUST BIEDERMAN was born in Erfurt, Saxony, Germany, and came to Blue Island in 1850. He was a tailor and opened his first shop on the east side of Western avenue, between Broadway and Canal street, later moving on top of the hill, a few doors north of Grove street, on Western. He was one of the founders of the First Lutheran church in Blue Island. On the death of his wife he married Mina Rinkenberger, a sister of Christian Rinkenberger. A son, Emil Biederman, served in the Civil War.

RICHARD BINGLE, came in 1842 and located first north-west of Blue Island, near what is now Mt. Hope cemetery. He soon moved into the settlement and occupied the property known as the Whitebeck home at the north-west corner of Western avenue and Grove street. He died August 1, 1844, and his widow then married a Mr. Hall, generally known as "Grandpa Hall". The latter died in the late 40's and was buried in Robinson's grove, from which place his remains were never removed.

JOACHIM BITTER, a native of Mecklenburg, Germany, came to Blue Island in 1854, locating about a mile south of the village proper. The children were: Christian, William, Lena, John, Mary, Margaretha, Anna. Mary married William Laging; John married Amelia Esche; Margaretha married William Kruse and Anna married William Hartzell.

JOHN BLACK, came to this country from near Banf, Scotland, in 1846, locating in Blue Island. For a time he boarded at Rexford's Blue Island House. He married Mary Davidson, a widow. Catherine Davidson, a daughter by her first marriage married Martin Ocker. Black was a stone mason and helped build the stone wall in the Calumet river dam in 1848. Later the family lived on a farm near the Calumet river, about two miles south-east of the village.

WILLIAM BLACK, born in Peterhead, Aberdeenshire, Scotland, October 25, 1825, came to Blue Island in 1858 and opened a blacksmith and wagon shop on Western avenue, near Desplaines street. He operated this business successfully until 1890 when he retired, bought property on Walnut street and built a home, where the family resided for a number of years. Mr. Black died here on August 19, 1893. Mrs. Black, whose maiden name was Helen Sharp, also was a native of Aberdeenshire, Scotland. There were ten children of this union: Helen, George, Thomas, Mary, William, Anna (Mrs. F. S. Gilson), Edward, Catherine (Mrs. Stephan Lane), Jessie, and Grace (Mrs. Wendell Frank), the latter twins. Mr. Black served several years as Village Trustee.

FREDERICK BOEBER, a native of Saxe-Weimar, located in Blue Island in 1849. He married Maria Hansen, widow of William Vandenberg. Worked for a number of years for the Rock Island railroad. Their children were August C., who married Barbara Fiedler; Julia married Fred Blatt; Annie married George Heim, and Lizzie married Herman Heinecke. August C. Boeber, the only son of the family, was for many years prominent in political affairs of the village and county.

JACOB BOEHL moved to Blue Island from Cooper's Grove in the late 40's. He was the father of Emil Boehl (deceased) well known Blue Island businessman, early day postmaster, police magistrate, etc., Jacob Boehl was owner of the Blue Island House (Rexford's) when it was destroyed by fire in 1858.

GEORGE BOGER, a brother of Mrs. Fred Stark, located in Blue Island in 1855. He served in the Civil War.

WILLIAM BOENING, a native of Hesse-Darmstadt, Germany, located in Blue Island in 1852. His wife was Mary Steinbach. Boening was a mason and plasterer. He was a brother of Henry Boening, who also came here in 1852. William Boening died July, 1911.

JACOB BOLT, came to Blue Island in the early 50's. He was a farmer in a small way and railroad worker. The family lived on Broadway, west of the Rock Island railroad tracks. A daughter, Emma, married Jacob Merkelbach. Mr. Bolt died March 21, 1891.

HENRY BOSE, a native of Erfurt, Saxe-Weimar, Germany, located in Blue Island in 1852. He was a cabinetmaker by trade. Before coming here he had conducted a boarding house in Chicago. His first venture here was a saloon on Western avenue near the creek, then for a while he lived at the south-west corner of Western avenue and Vermont street. Later he built a home on Vermont street, near Rexford. He died in 1877.

OLIVER WILLIAM BOURKE, was born in Ottawa, Ill., September 29, 1857. He was married in 1832 to Miss Nellie Sanders, adopted daughter of Benjamin Sanders, a prominent pioneer of Blue Island and its first village president. Mr. Bourke was engaged in real estate and various other commercial activities. He was one of the founders, with John L. Zacharias and William Werner, of the Commercial Bank, now the First National Bank of Blue Island. Mr. Bourke served several years as Village Trustee, and was the last Village President before Blue Island was incorporated as a city. It was during his term in office the village sewer system and municipal electric light plant were installed.

GEORGE BRAUN, who came here in 1853, operated a brewery at the south-east corner of Gregory and New streets for several years. This brewery was later known as Reiser's.

SWEET BRAYTON, of Scotch descent, was born in Wayne county, N. Y., and came to Blue Island in 1855. His wife was Elizabeth Boyce. The family located about three miles north-west of

the village proper on what later became generally known as the "Brayton Farm". Their children were: William B., who married Lucy Greenwood; Hardin B., who married Jane Akin, and Minerva P., who married Joshua P. Young. Mr. Brayton died Feb. 10, 1896.

WILLIAM B. BRAYTON, a son of Sweet Brayton, was also engaged in farming pursuits for a number of years. In 1870 he left the farm and built a home on High street, engaging in business in Chicago. Mrs. Brayton was Miss Lucy M. Greenwood, a native of New York state. Their children were: W. Seward, who married Mary Stare; Ira S., married Leona Baker; Minnie E., married Rev. G. Holt. Adelbert died in youth. Mr. Brayton served several years as superintendent of streets and for ten years was Supervisor of Worth township. He died March 23, 1900.

GEORGE BUSCH, located in Blue Island in 1852. He was a native of Germany. Their children were: John, who married Theresa Engelhardt, the widow of Dan Klein; Annie, who married Frederick Cordt; William, Maggie, George, Emelie, Mary, Henrietta, Frederick. Mr. Busch was a brother of Mrs. Peter Engelland. The family home was near the Calumet river at 135th street. Mr. Busch died August 19, 1884.

FRANKLIN L. BUSHNELL, settled first in Bachlors Grove in 1846, where he lived until 1860. He enlisted in Co. H, 20th Indiana Volunteers in the Civil War and participated in the battles of his command and lost his left eye in the battle of Gettysburg. After the war he took up residence in Blue Island where he served several terms as Village Trustee. His wife was Mary Jane McCord, whom he married in 1865.

C

ASMUS CLAUSSEN, who settled here in 1854, was a brother of Erich Claussen and his wife was Katherine Koch. He was a son of Claus Claussen. They were all natives of Holstein, Germany.

ERICH CLAUSSEN came to this country from Holstein, Germany, in 1854. His wife was Doris Koch a sister of Asmus Claussen's wife. Their children were Claus, Dora, Minnie, Mary, Annie, Christina. Claussen was a carpenter by trade and had a small shop on the south-east corner of Western avenue and Broadway. Later he moved further south on Western avenue, near the slough.

THIES CLAUSSEN, a native of Heide, Holstein, Germany, came to this country in 1852, and a short time after his arrival here located on East Canal street, near Wabash. Mrs. Claus-

sen, whose maiden name was Anna Sluemer, was a midwife and well-known throughout the community. They had one child, C. C. Claussen. Thies Claussen died in 1895. C. C. Claussen's first wife was Marie Schoth, by whom he had several children. After her death he married Miss Lizzie Squire, who now (1935) lives in St. Cloud, Florida. C. C. Claussen served in Co. B., 82nd Illinois Volunteer Regiment, during the Civil War.

NELSON ADELBERT COOL, was born on a farm near Blue Island, December 17, 1850. He died on a farm in Alberta, Canada, July 15, 1929. He was the son of Benjamin Cool and Jane Nobles Cool. On June 1, 1876, he married Mary Curtis Forrest of Chicago. Their children are Jane Nobles, married Dr. Edward McGinnis in 1914; Harriet, married George Borman, long city attorney of Blue Island, in 1899; Mary Forrest, married Louis S. Bowe in 1910; Benjamin, married Margaret Walker in 1929. There are three grandchildren, Harriet Borman High of Blue Island, John Nelson Cool and Margaret Cool of Carseland, Alberta, Canada, and one great-grandchild, George Borman High. Mary Forrest Cool died on May 1, 1901. In September, 1903, Mr. Cool married Grace King, a teacher in the Blue Island schools. Mr. Cool was graduated from the Cook County Normal School. He earned his living selling Singer Sewing Machines, teaching a country school, and farming. He brought his family to Blue Island in 1890. Thereafter he was in the coal business until he moved with his son and his second wife to Carseland, Alberta. He served as Cook County Commissioner for about twelve years and as chairman of finance committee of the County Board.

BENJAMIN COOL, located at Bachelors Grove in 1844, on a farm, later moving to Blue Island. His wife was Jane Nobles. Their children were: Nelson, who married Mary Curtis Forrest; B. Frank., married Elizabeth Ann Forrest, a cousin of Mary Curtis; Julia, married Frederick Ferfers; Harriet, married Lorenzo Burville; Edwin W., married Antonia Tedlicka; Carrie died in youth. Mrs. Cool died in 1874 and Mr. Cool December 31, 1896.

GERMANICUS COOLEY, was one of the very early settlers, coming in 1839, when there were only six families in the settlement. His wife was Elsie Ann Rexford, daughter of Benajah Rexford. He lived first in the Wilson House, north of the Rexford Hotel. Later he built a house on the brow of the hill between Vermont, Grove, Rexford and Gregory, but the building of the

Rock Island railroad in 1850 caused him to move from that location to a point just east of the Rock Island right-of-way on the south side of Grove street. In the early 60's his house at this place was destroyed by fire.

HANS CONSOER, (sometimes written Konsoer), was a native of Mecklenburg, Germany, coming to Blue Island in 1857. He died here in 1885. His wife's name was Caroline Bergholtz. Their children were: William, who married Mary Roloff; Frank married Mary Trein; Mary married Henry Voss; August married Minnie Piepho and Rosina married William Haase. They lived near the stone quarry.

JOHN CONSOER, also a native of Mecklenburg, located here in 1860. His first wife was Mary Derlow and upon her death he married her sister, Rieke Derlow. Their children were: Charles who married Mina Kriegsman; Herman married Anna Rum; Annie married Edward Rhode and Paulina married Daniel Kemmen.

D

FERDINAND DAEMICKE, came to this country from Germany in 1848. Located for a short time on a farm, but in the early 50's moved into the village and for a number of years conducted a general store on the south side. He was a well-known figure and of considerable influence among German citizens. He died in 1898. The children were Louis, Herman, Edmund, Margaret, Hannah, George, Paul, Mary, Anna, Jennie. Daemicke was born in Lardsburg an der Warthe, Prussia, Germany.

JONATHAN MONROE DAY, a brother of Rodney N. Day, located in Blue Island in the late 40's. The family lived for a time on Grove street, east of the Rock Island tracks, then moved to Elm and Walnut streets, where the Day homes were established. He was a minister of the Universalist church and a circuit rider. He was also connected with the publication, "The Covenant," a Universalist church paper. Their children were: Adelia, Clara, Monroe, Chapin and Ella O.

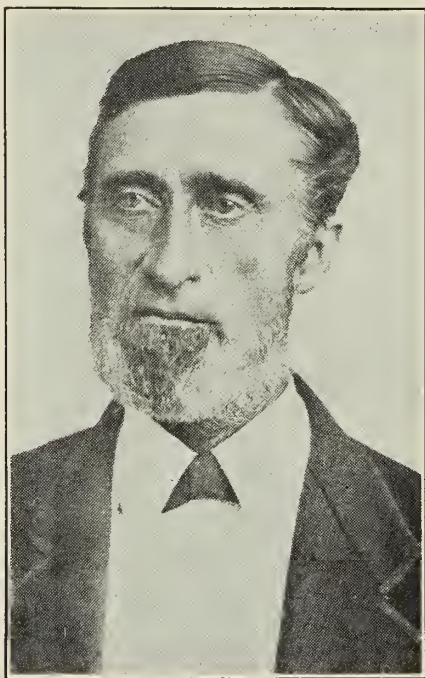
RODNEY N. DAY, was one of the pioneers of early Blue Island settling here in 1851, the year before the Rock Island railroad was put through. With his wife and five children he passed through Chicago—looking for a more desirable location—and finding the desired spot in Blue Island, spent the rest of his life here, thus becoming a part of the early life of the town.

Mr. Day was born in Litchfield, Oneida, Co., New York, May 7th, 1818. Mrs. Day (nee Sarah Tann) was born in London, England, December 24th, 1820. She came to this country when only 6 years old, the voyage by sailing

vessel having taken 6 weeks. They were married on May 7th, 1839, in Rochester N. Y.

Before coming to Blue Island they had lived in Clinton, Michigan.

Mr. Day was an expert wagon maker by trade, which he followed in Blue Island, his shop being located on Grove St. near the present site of



*Rodney N. Day
Known as "Lawyer Day"
Father of Mrs. R. A. Napier*

the First Lutheran Church. The factory-made wagons put an end to the hand-made ones, and his career along this line was finished.

Mr. Day was a very ambitious young man and he sought and achieved an education in law—which he practiced in the early days—being known as "Lawyer Day". He served the town as Justice of the Peace for several years.

On the day of Abraham Lincoln's assassination, Mr. Day and his sons were busy planting an orchard of 500 cherry trees on the slope next to his house. When the terrible news was received all dropped their work to go "down town" to get the full particulars.

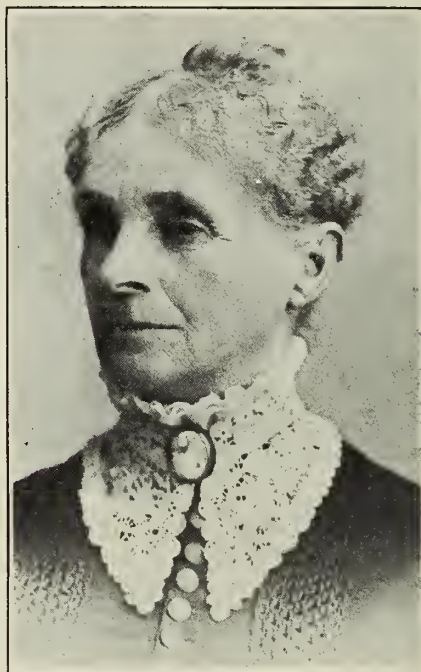
Mr. Day and his brother, Rev. Jonathan M. Day, who also settled in Blue Island were among the organizers and first members of the First Universalist Church—the latter having been its pastor. The Rev. William Manley — noted author and minister and a brother-in-law of the Day family, was also an early resident here.

Two sons of Mr. and Mrs. Day—i.e., Charles

M. and Wallace M., enlisted for the duration of the war of the Rebellion.

Only two members of this large family of ten children remain—Henry H. Day of Brainerd, Minnesota, and Mrs. Richard A. Napier of Blue Island, the latter living on the site of the early Day homestead.

FREDERICK G. DIEFENBACH, came to Blue Island in 1863 and embarked in the mercantile business, which he followed up to the time of his death. He was born in Wurtemberg, Germany, in 1836, coming to this country with his parents when only two years old. August 10, 1860, he was married to Charlotte Beckley, a native of Lake County, Indiana. Three children were born of this union: George J., Addie A., and Lydia B. Mrs. Diefenbach died in 1866 and he then married Cornelia Bauer. They had three children: Frederick W., Edward E., and



*Mrs. R. N. Day
Mother of Mrs. R. A. Napier*

Arthur C. Mr. Diefenbach was appointed postmaster in April, 1881, and served several years. He served seven years as Town Clerk and four years as Village Clerk.

FREDERICK DIETZ, a blacksmith, JOHN DIETZ, a shoemaker, brothers, and a sister named Minnie, natives of Brandenburg, Germany, came to the United States in 1852. They lived on the north-east corner of Burr Oak and Vincennes avenues. During the cholera epidemic in 1855, the family nearly died out.

HENRY DOEHLER, came to Blue Island in 1851. He was a native of Spahneck, Bavaria, Germany. He was a blacksmith and opened a shop on Western avenue, near Market street. The children were George, who married Barbara Kiessling; Henry married Mary Schroeder, a daughter of Frederick Schroeder, and Theresa married Henry Soltow. Henry Schroeder died November 24, 1897, at the age of 83 years. Henry Doehler, Jr., continued the blacksmith shop many years after his father's death.

DR. WILLIAM DOEPP, settled in Homewood in 1855. He died in 1897. Dr. Edward Doepp, well-known Blue Island physician, is a son of this worthy pioneer.

WILLIAM DOOLITTLE, came to Blue Island in the early 50's. His wife was Katie Fay, a daughter of Lyman Fay. Wm. H. Doolittle, a son, who for many years, was prominent in local civic affairs, married Lottie Green.

DR. HENRY DOUGLAS was one of Blue Island's first physicians, coming here in 1848. He built a house on the northeast corner of Western avenue and Vermont street, which later was occupied by Hart Massey and family. The First National Bank now occupies the site.

NICHOLAS DORNHECKER, came from Germany in 1859 and located on a farm three miles west of Blue Island. He was the father of John Dornhecker who for many years operated a blacksmith shop on Grove street, west of Western avenue. John Dornhecker's wife was Mary Noble, and George Dornhecker, a brother of John, married Eva Klein.

DANIEL DEWITT DOW, a son of John Dow, was born in Coopers Grove. His wife was Mary Moore of Peru. Mr. Dow located in Chicago in 1865 with the Rock Island railroad as clerk and telegraph operator. In 1869 he was appointed chief operator of the lines. He now has charge of the Rock Island station at Bureau. Mrs. E. Cain and Mrs. Oliver Sellmeyer of Blue Island are daughters of Daniel Dewitt Dow.

JOHN DOW, settled in Blue Island in 1845. He was a sign painter and an artist of exceptional skill. He first lived on Grove street, east of the Rock Island tracks and two years later moved to the west end of Grove street. A daughter, Josephine, was married three times. Harry Myers of New York was her first husband, John Harner the second, and John Engelhart, proprietor of the Union House, the third.

CHRISTIAN DRIESE, came to Blue Island in 1852. He was a native of Brandenburg, Germany. He was a basketmaker by trade. He lived for a while on Canal street, later on East Vermont street. He died December 16, 1902. A daughter, Minna, married Louis Luchtemeyer.

E

CHARLES FERDINAND EIDAM, a native of Ehrenstein, Saxony, Germany, came to this country in 1854, landing first in Buffalo, N. Y., where he secured several months' work at his trade, that of shoemaker. He then came to Chicago and for a year worked on a farm in Dolton. On the expiration of that period, in company with his brother Gottfried who had been his companion on the voyage across the Atlantic, he purchased forty acres of land, but they were both so afflicted with fever and ague that they were unfitted for further labor on a farm. For a time Mr. Eidam worked at any employment that would yield him an honest living until 1857 when he opened a shoe shop in Blue Island, near what is now the south-west corner of Western avenue and Vermont street. The business prospered and he continued until 1893, when impaired health caused him to retire. His eldest sons, Charles H. and Emil then took charge. Mr. Eidam was married in September, 1857, to Miss Julia Runge, a daughter of Otto Runge. Their children were the two sons already named and Edward, Clarence, Louise, Minnie, Anna, William and Emma. Mr. Eidam served for two years as village trustee. He was a member of the Blue Island Liederkrantz and for many years was one of its most active supporters. Mrs. Eidam died May 10, 1911, and Mr. Eidam, June 4, 1923. The Blue Island State Bank now occupies the site of the former Eidam property.

PETER ENGELLAND, a native of Holstein, Germany, located in Blue Island in 1849. His wife was Margaretha Busch, a sister of George Busch and Mrs. John Wolz. She was a native of Bavaria, Germany. In the early 50's Engelland conducted a saloon at the south-west corner of Western avenue and Broadway. Later he moved further south on Western avenue, just across the township line. Their children were: Bertha, who married Conrad Louis Buss; Anna, married Frederick Heitman; Sophia, married Alfred F. Neukirch; Margaret, married George Kuhn; Peter, married Carrie Stetter; Fred, married Mathilda Frahm. Peter Engelland was born June 15, 1825; died November 25, 1902.

F

CARL FABER, physician and surgeon, came to Chicago in 1872, locating in Blue Island the same year. He was born in Hesse-Darmstadt in 1840 and was educated at the University of Gressen, Germany, graduating in 1864. His wife was Miss Emily Hurst, a native of Mainz, Germany, whom he married in 1865. There were three children of this union, Carl, Elsie and Emil, the two last named residents of Blue Island. Dr. Faber enjoyed a large practice here for many years. The family home was on Vermont street, on the spot now occupied by the building of the Blue Island Publishing Corporation.

JEROME L. FAY, located in Blue Island in the early 50's. He died July 21, 1886. Mr. Fay was married three times. His first wife was Mary Hopkins. Lydia Near was his second and Chloe Smith his third. After living first in the northern part of the village he bought property at the junction of Stony creek and the Calumet river and engaged in farming. The place is popularly known as Fay's point. Mr. Fay was a profound thinker and a close student of life in its various phases. He wrote a number of very excellent poems devoted to that subject. A son, Lawrence Fay, was the only child. An adopted daughter, Delia Fay, married E. B. Burke.

HENRY FISCHER, a native of Germany, located in Blue Island in 1851. He married a widow with three children, all of whom took the name Fischer. They were Jacob, Andrew and Christine. The family lived about one mile southeast of the village on Thornton road, near the Calumet river. Fischer died in 1899.

WILLIAM FISCHER, of German birth, located in Blue Island in the latter 50's. He was a shoemaker and for a number of years conducted a place of business on the east side of Western avenue, between Canal street and Broadway. Mrs. Fischer was Mary Buschman, a sister of Mrs. D. Quade. A daughter, Henrietta, married J. L. List, a teacher in the German Parochial school.

JOHN BALDWIN FOX, a son of Royal and Betsy (Baldwin) Fox, was born in Lockport, Ill., February 12, 1840. He located in Blue Island in 1855. In 1867 he engaged for one year in farming south-west of the village. The next year he took charge of a stone quarry in the same locality, which he operated successfully for several years. When a lad of only four years of age Fox met with an accident which caused the loss of one eye and the sight of the other also soon failed him. In 1867, Mr. Fox was

married to Miss Lucinda H. Perry of Warren, R. I. Their children were Emily, Arthur and Bessie. The family lived for many years on Union street, just east of Gregory. Mr. Fox died May 11, 1899.

ROYAL FOX, came to Blue Island from Hartford, Connecticut, in the early 50's. His wife was Betsy Baldwin. The family lived on the north-west corner of Burr Oak and Western avenues. Mr. Fox was at one time a lock-tender on the Illinois and Michigan canal. There were eight children in the family: Catherine, Lydia J., Almon F., Annis Roxanna, Royal, John B., George and Gordon. Mr. Fox died October 1, 1883.

HENRY FRENTZ, a native of Brandenburg, Germany, located on a farm just east of Blue Island in 1854. His wife was Augusta Zander. A son August, married Amelia Driese. The family home was on Burr Oak avenue, between Ashland and Division streets. Henry Frentz died in 1888.

NICHOLAS FRITZ, came from Luxemburg, Germany, in 1857. He was a section boss on the Rock Island railroad for many years. He died in 1907. There were ten children in the family—Mary, Marianna, Valentine, Jacob, Susan, John, Katie, Christian, Katherine, Joseph. Jacob married Franciska Paetsch; Susan married Stephen Losch; Katie, Peter Krick; Christine, Louis Arl.

G

JOHN GANZER located in Blue Island in 1856. He was the father of John H. Ganzer, who has served as city treasurer and councilman and now conducts a grocery business on the east side. A daughter, Minnie, married Herman J. Schmitt, now deceased, and another daughter, Maria, was the wife of Frank Roemisch who died in 1901.

JOHN GIERMAN, a native of Mecklenburg, Germany, came to this country in 1853, and located in Blue Island. His wife was Johanna Utis. They had seven children: John, Eliza, Charles, Gustave, George, Emma and Carrie. The family first lived on York street and the Grand Trunk railroad, at the site of the old Haberer brick yard. Later the family moved about two miles south on Western avenue. Gierman was a road contractor and he and Henry Schuemann built the first road through the Sag Slough, between Palos and Worth. Mr. Gierman died in January, 1916, at the age of nearly 89 years.

HIRIAM GILSON, was born in Bremen Township, July 2, 1844, the son of Dexter and Elizabeth (Kell) Gilson. When nineteen years old he responded to the country's call for troops, en-

listing as a member of Co. G, 39th Ill. Infantry, known as the Yates Phalanx. The war over Mr. Gilson returned to farming in which occupation he continued until 1889 when he established a home in Blue Island. Mr. Gilson was married in 1869 to Miss Helen Burville, of Crete. Howard, Wallace and Bernard were their sons.

JOHN M. GREEN, volunteered in the 88th Illinois Infantry in 1862 at Blue Island. His government wages of \$13 per month he sent to his mother through the Blue Island post office for three years and three months. Postmaster Henry H. Massey would send word to the mother of the soldier, who would have to go to the post office in Blue Island to secure the \$13. Joseph Green was sick the last five years of his life and the \$13 was the sole support of the family, which consisted of Mary Green and Ann Green, younger sisters of John M. Green. The older of these sisters, Mary, married Otis Piper of Blue Island and the younger, Ann, married a Mr. Hughes of Woodstock. John M. Green married Mary Wingate, a daughter of Albert Wingate of Lane's Island, October 23, 1867. Of this marriage thirteen children were born, ten of whom are alive. All were born in Blue Island. Mr. and Mrs. John M. Green were charter members of the First Methodist church of Blue Island and retained their membership until they died. Mrs. Green died in July, 1932, and Mr. Green died January 5, 1933. The lives of Joseph Green and John M. Green, his son, spanned the administration of every president of the United States of America. John M. Green was county commissioner from Blue Island from 1887 to 1896, and served one term, in 1891, as president of the county board.

JOSEPH GREEN, was born in 1790 in the Mohawk Valley, New York. He migrated west to Chicago in 1835 and thence to a farm in McHenry county, near Woodstock. Mr. Green was an educated man and during about thirty years residence in this neighborhood taught country schools all the way from the Wisconsin line to Joliet. On May 10, 1845, John M. Green was born on the farm in McHenry county. Several years afterward his father, Joseph Green, moved to an 80-acre farm on 111th street, about a mile west of Cicero avenue, on which farm he died in 1865.

ANDREW GRUENEWALD, was a partner in the firm Gruenewald & Bohner which operated the Blue Island House (Rexford's) in 1854. Later he kept the Railroad saloon. Moved to Washington Heights.

CHRISTIAN GRUENEWALD, located in Blue Island in 1852. His wife was Dorothea Firnhaber.

He was a farmer living about a mile and a half south-east of the village, on the Calumet river.

THEODORE GUENTHER, came to the United States in 1846, locating first in Cooper's Grove. He was a carpenter and cabinet maker and followed this occupation for a number of years, later engaging also in farming. He was born in the Province of Saxony, Germany, December 25, 1823. He was married in 1851 to Miss Katherine Rich, a native of Bavaria, Germany. In the latter 50's the family moved to Blue Island, living for a short time on Vermont street and later moving north of Burr Oak avenue, where Mr. Guenther purchased property and again engaged in farming. He early identified himself with civic activities of the community and soon wielded great influence among the German people here. He was elected Township Supervisor of Worth, in which capacity he served eleven years; three years as County Commissioner, besides many years as Road Commissioner, School Director and Village Trustee. Mr. Guenther died February 26, 1894, and Mrs. Guenther passed away April 14, 1911. There were seven children: William, Anna K., Emma C., Katie O., Andrew M., Theodore C. and George H. The three daughters, Anna, Emma and Kate still occupy the family homestead on Burr Oak avenue. Mr. Guenther had two brothers living here, William and Christian, all sons of Michael Guenther.

H

WILLIAM HECKLER came to Blue Island in 1852 and for some time lived on a farm on Burr Oak avenue, east of the Rock Island tracks. Later he erected a building at the corner of Western avenue and York street and opened a furniture store. This was after a while, changed into a saloon. A son, Charles Heckler, at one time a member of the board of village trustees, conducted the saloon at this location for many years. William Heckler was the father of Charles, William, Alex, Wenzel, Gregory, Josephine, Tilly, Frances, Henry and Mina. The latter married Herman Jauchzer, Sr. Mr. Heckler died in 1884. William Heckler, Jr., a son, a carpenter by trade and now 88 years old, lives at 7112 Paxton avenue, Chicago. Other sons still living (1935) are Wenzel and Gregory.

MATTHIAS HELBREG came to Blue Island in the late 60's. He was born in Germany. He was a carpenter and followed his trade for a short time, then opened a grocery store and later a saloon on the east side of Western avenue, just below the hill. He was for a time associated with Peter Hansen in the saloon business.

GEORGE EDWARD HINMAN, came to Blue Island in 1850. He was a native of Vermont, having been born near the scene of one of the Revolutionary battles, in Bennington, Vt., on the 7th of November, 1827. At the age of seventeen he learned the trade of iron molder at Bridgeport, Conn. He had just reached the age of twenty-one when he enlisted in the Mexican war, but peace was declared when he reached St. Louis, and he was there discharged. On his return to Blue Island he engaged in railroading for an extended period and was conductor of a construction train on the Chicago, Rock Island and Pacific railroad. In 1858 he crossed the plains with teams to Pike's Peak, where he remained one season engaged in mining. When the Civil war broke out he offered his services to the Government in defense of the Union, and became a member of Company I, Thirteenth Illinois Infantry, which was raised in Blue Island. While stationed at Arkansas Post he suffered an attack of fever which so disabled him that he was unfit for further service and was discharged. Mr. Hinman was married in 1851 to Miss Mary A. Fay, of Syracuse, N. Y. The children of this union were: Harriet S., who married Lee Melvin; Annie E., who became the wife of C. Eames; Catherine R., married A. Carr; Mary, wife of Cyrus Van Lanningham; Lydia L., who married L. Stinson, and George E., who married Elizabeth Dreher. Mr. Hinman was active many years in local civic affairs. For three years he served as Superintendent of Public Works, Chief of Police, and was Deputy Sheriff for a number of years. Mr. Hinman died in 1902.

JOHN HOFFMAN came to Blue Island in the late 50's. His wife was Mary Fischer. He had a blacksmith shop on Western avenue and Broadway, before the latter street was opened up. Later he went into the livery business in Chicago and was elected sheriff of Cook county. He served in the Civil War in the Hoffman's Dragoons.

MICHAEL HOPF, a native of Oberkatz, Saxe-Meiningen, Germany, located in Blue Island in 1857. He died here in 1910. His wife was Lena Kriegsman. The children were: Mary, who married Carl Pinnow; William married Sadie Noble; Emma married Peter Einhorn; Emelie married John Voss; Caroline married Otto Jaehnke.

JOHN HOFELD, who came here in 1855, was a native of Schleswig, Holstein, Germany. He married a widow named Wolf. They lived on 135th street, near the Calumet river.

HENRY HOFELD, a brother of John Hofeld, came to America the following year and located in Blue Island, living for several years on the

east side of Western avenue, just north of 139th street. He was the father of seven sons: Henry, August, Fred, John, George, William and Herman. All of these are dead except Henry, who lives (1935) in the old family home on the East side, and George, a resident of Nebraska.

FREDERICK HOHMANN, was born in Albany, N. Y., July 12, 1846, and came with his parents to Cook county when seven years old, the family locating on a farm at Des Plaines. In March, 1871, he took up his residence in Blue Island where he embarked in business for himself as a contractor and builder. An expert and reliable workman he erected many of the leading early structures in the town. Mr. Hohmann was united in marriage with Miss Rosa Eberhart, May 27, 1869. Nine children were born of this union. In 1879, Mr. Hohmann was elected Village Clerk, serving for three years in that capacity. After a gap of six years he was again elected in 1889, serving then in that capacity during an uninterrupted period of twenty-seven years—a total length of service as village and city clerk of thirty years. This was a record for length of service in that capacity held by no other man at that time. Mr. Hohmann was of jovial disposition and was so well liked that there seldom appeared opposition against him. It was said of him that no sooner had the votes of one election been counted than "Unser Fritz," as he was familiarly known, would start campaigning for the next. Mr. Hohmann died on June 16, 1915, and his funeral was made a community event.

GEORGE W. HOPF, a native of Oberkatz, Saxe-Meiningen, Germany, located in Blue Island in 1859. His wife was Louise Krueger. Their children were: George, who married Ethel Menzel; Alvina, married George Roll; Louise, married Paul Wilde; Wilhelmina, married William Lussenhopf; William's first wife was Glendory Tryon and after her death he married Clara Miller; Lilly, married Arthur L. Hock and Edward, married Alice Beckstrom. The family lived for some years on a farm at 123rd street and the Grand Trunk railroad, but later built a home on Burr Oak avenue. Mr. Hopf was a brother of Michael Hopf. He died January 1, 1922.

SAMUEL D. HUNTINGTON, came to Blue Island in 1845. Died March 30, 1887. His wife was Marie Robinson. Their children were: Walter, who married Caroline Hageman; Henry H., married Susie Lyman; Elizabeth married David Sutherland; Fannie married Heber S. Rexford and Eunice married Alden F. Peirce. Mr. Huntington was born in Hanover, N. H. He worked for a while as blacksmith. His wife was one of

the first teachers in the public school. They lived for a while at the Blue Island House, later moving to the west side of Western avenue, south of Vermont street. Then bought property on the northeast corner of Grove and Ann streets where the family resided many years. "Sam" Huntington was Blue Island's first constable. While the Rock Island railroad was being built he was "boss" of a gravel train, then became the first station agent at Blue Island.

JOHN HUPPEL, came here from Germany in 1856. He was a tinsmith and had a shop on the east side of Western avenue, north of Stony creek. He married the widow of Ernst Boermel. Oscar Boermel was her son.

I

JOHN IHDE, was born in Germany. He came to Blue Island in 1859 and for many years had a shoe shop in a frame building that stood at the south-west corner of Western avenue and New street. The children were: Sadie, Louise, Mina, Emilie and Otto. Ihde served in the Civil War.

J

THEODORE JAUCHZER located in Blue Island in 1852. He lived for a time at the south-west corner of Western avenue and Vermont street. He then kept the Railroad saloon and saloons in several other locations. He also at one time ran a butcher shop in partnership with a man named Rosenberg.

CLAUS JEBENS and wife came to this country from Schleswig-Holstein in 1850. They settled first in Coopers Grove. About 1855 they and their two children, Fred and Minnie, then moved to and bought a farm one and a half miles from the city limits. In this home in the year 1857 their third child, John, was born. John and his wife, Anne, (nee Ludwig), still live on the Jebens old homestead which is now addressed as 139th and Kedzie.

FRED JEBENS, established the Jebens Hardware Store on south Western avenue, in 1876. This business is now conducted by Fred's three sons, William, John, Jr., and Alfred.

K

FREDERICK KAISER, a native of Germany, located in Blue Island in 1858. He was a carpenter by trade and lived for a time in the Philip Hector house on the edge of the hill on Western avenue.

CHRISTIAN KANTZLER, one of the many German men who settled here in the early 50's, was a shoemaker. He lived on the west side of Henry street, between Grove and Vermont, where he also had his shoe shop. Two sons, Frederick and William, served in the Civil War. A daughter Mina, married Nicholas Stoll.

ANDREW KANTZLER, a brother of Christian, came in 1855. He also was a shoemaker and lived on Vermont street, near Henry street. The postoffice now occupies the site of the former Kantzler and Stoll homes.

CASPER KERN, a native of Bavaria, Germany, came to Blue Island in 1855. He married Caroline Weimar, a widow, who had one son (Albert). They lived on 137th street, east of Western avenue.

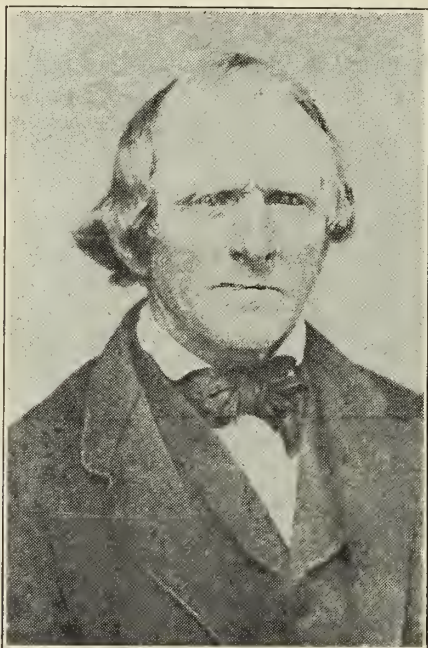
JOHN KERN, a nephew of Casper Kern and brother of Margaret, came also in 1855. He married Mary Volp, eldest daughter of Henry and Margaret Volp. Kern was fatally injured in an accident in a stone quarry at Lemont in 1893.

CONRAD KICH came to this country with his father, Peter Kich, in 1849, when eleven years old. He married Matilda Sittig. They had nine children: August, Peter, Fred, Anna, John C., Alvin, Albert and William. Peter married Elizabeth Doehler; Fred married Louisa Schwartz, John C. married Fredericka Sorgenfrei, and Anna, now deceased, was the first wife of Frank Kasten, whose term of office as mayor of Blue Island, expired this spring (1935). Conrad Kich was a "section boss" for the Rock Island railroad for many years. He died in 1913.

FREDERICK KLEIN, a native of Nonnenrode, Hesse-Darmstadt, came to this country in 1849, bringing with him his two eldest children, Julia and John. Three years later, in 1852, Mrs. Klein followed with the other children. They lived for about four years in Blue Island then moved to a farm a few miles west of the village. Mrs. Klein was Elizabeth Trapp. Their children were: John, who married Theresa Kantzler; Julia, who married Henry Zimmer (Homewood); Henrietta married John Von Burg; Daniel, Theresa Engelhardt; Gottlieb, Caroline Schmidt. Mr. Kline died in 1887. Upon their marriage all of the children became residents either of Blue Island or of some nearby community. John Klein, the eldest of the boys and his wife, who was Theresa Kantzler, were the parents of Henry F. Klein, Mrs. Julia Schroth, John C. Klein and William F. Klein all now (1935) living in Blue Island. A daughter, Minnie

F., and two sons, Daniel and August, are deceased. Mr. Klein died many years ago and Mrs. Klein passed away August 24, 1933, at the age of 90 years. Gottlieb Klein, another son of Frederick Klein, is a resident of Washington Heights and now (1935) more than 92 years old.

JOHN KLEIN, a brother of Frederick Klein, also a native of Nonnenrode, Hesse-Darmstadt, came to this country in 1849. His wife was



Frederick Klein—1849

Margaret Trapp, a sister of Frederick Klein's wife. Their children were: Christian, who married Elizabeth Graf; Elizabeth, married Otto Runge; Margaret, married Louis Melcher; Eva, married George Dornhecker and Christina, married Julius Huber.

LESTER DENNIS KLUMP, was born August 22, 1833, the son of John and Ollie (Fox) Klump of Ashtabula, Ohio. He was orphaned at an early age and was raised by his uncle, Hiram Squier, who had located in Blue Island. Lester Klump served in Co. G, 38th Illinois Infantry during the Civil War, taking part in the important battles of Stone River, Chickamauga and Missionary Ridge. After the war he returned to Blue Island and resumed farming, an occupation he enjoyed, making the old homestead his home. He died June 13, 1910.

AUGUST KNIRSCH came from Germany in 1845 and for a time lived in Cooper's Grove. He then moved to Blue Island and opened a tailor shop on Broadway, near the Grand Trunk rail-

road. He was married, but there were no children.

JOHN G. KNIRSCH a native of Hesse-Schaumburg, Germany, came to this country in 1845. His wife was Sophia Harmening. Their children were: John, who married Anna Ganzer; George, married Augusta Bolt; Adelheit, Fred Giessing; Gertrude, Louis Groskopf; Mary, Joachim Wolf; Louisa, Henry Sager; Amelia. Knirsch served in the 30th Ill. Infantry during the Civil War.

FRITZ KOEHNE was a carpenter by trade. He came here from Germany in 1849. The family lived at 135th street and Gregory.

ALBERT KOOP, came to Blue Island in the late 50's. The family first lived on the Thornton Road, near 137th street and later on Western avenue, south of Grove street. A daughter, Jennie Koop, married George Mecklenburg. After her death Mecklenburg married the widow of Jacob Boehl. Mr. Koop died in December, 1884.

CHRISTIAN KORT was a native of Brandenburg, Germany. He came in 1853. His wife was Johanna Ganzer. A daughter Johanna Kort, married John Jahnke. After Kort's death his widow married Carl Wilke. The family lived on Vermont street, near Ashland.

GEORGE A. KORTZ, came to Blue Island in 1855. He was a native of Saxony, near Erfurt, Germany. His second wife was a sister of John Roll. Kortz was a farmer. He was the only resident of what the Germans called "die Insel" (the island). This was a narrow strip of land that was formed when the feeder canal was built. This strip of land was almost completely surrounded by water. It was bounded on the north by Stony creek, on the east by the Calumet river, on the south by the feeder canal and on the west by Western avenue where the creek and the canal came so close together that there was only enough room between them for a tow path. Access to this strip of land was extremely difficult and dangerous and was possible only by a very steep and very narrow road that led off from a temporary bridge across Stony creek near Western avenue. On several occasions while negotiating this treacherous road Kortz and his team came near tumbling into the canal.

GEORGE KOTT, a native of Langensalsa, Saxony, Germany, came to this country in 1847 and settled first in Cooper's Grove where he engaged in farming but soon moved to Blue Island. He died in 1881. Their children were: Carl, who married Margaret Rich; William married Anna

Stoeher; Henry, Mina Riegel; Ernst married Emma Schultz and after her death Eva Stoeher became his wife. Theresa married Christoph Schmitt, and Martha, John Hartung. Kott was one of the party of five friends who came to this country from the same village in Germany in 1847. The others were: Theodore Guenther, Henry Barthel, Frederick Kindervater and Carl Madlung.

AUGUST KRUEGER (better known among the German residents as "Mauerer" Krueger, because of his occupation, that of plasterer and mason) settled in Blue Island in the late 50's. He lived for many years on Vermont street, just east of Division. Beside his regular occupation he was a member of a brass band that played at picnics.

CHRISTIAN KRUEGER, SR., a native of Brandenburg, Germany, arrived in America in 1851. He lived for a time with his son, Ludwig Krueger on Vincennes avenue, near 123rd street. Mrs. Krueger's name before her marriage was Catherine Propper. Their children were: Ludwig, who married Catherine Koch; Maria married Frederick Sauerteig; Fredericka married William Sorgenfrei; Sophia married Ernst Uhlich. Christian Krueger, Sr., died in 1877.

JOHN KRUEGER, native of Seddin, Germany, located in Blue Island in 1848. His wife was Dorothea Maria Ganzer, a sister of John Ganzer, Sr. Their children were William J. of Los Angeles, Cal., Louis W. of Blue Island, Charles G. of Hollywood, Cal., and Minnie Krueger Berry of Blue Island. The family lived for some years near 12500 Western avenue, but later built a home at 13011 Chicago street. Mrs. Krueger died Oct. 21, 1907, four days before her golden wedding and Mr. Krueger died April 30, 1911.

LUDWIG KRUEGER, son of Christian Krueger, came to this country in 1851, from Germany. His wife was Wilhelmina Meyer. Their children were: Louis K., who married Henrietta Seyfarth, a daughter of John Seyfarth; Mina married John Beer, a brother of Henry J. Beer; Anna married Gerhard Koch; Fredericka married William G. Staffel; Mathilda married Henry Barthel; Louise married Paul Klenk; Bertha married Carl Schmitt, son of Herman Schmitt; William married Tina Hensen. The family lived first at the south-west corner of Vincennes avenue and 123rd street, and later moved to a farm just south of the Calumet river, near where the Public Service plant now stands.

VALENTINE KRIEGSMAN, a native of Henneberg, Saxe-Meiningen located here in 1857. His wife was Mary Wodrig. The family lived for many

years on a farm near 123rd street and the Grand Trunk railroad, but later built a home and moved into the village. Mr. Kriegsman died January 31, 1911. He was a brother of Mrs. Michael Hopf. A daughter Emma, married Henry Roloff; Mina, married Carl Konsoer; Emily, married Philip Schreiber; Caroline, married Louis Voss.

CHRISTIAN KRUEGER, JR., a brother of Ludwig Krueger, was born in Brandenburg, Germany, in April, 1836, and came to this country in 1851, the same year many other members of the Krueger families arrived. Mr. Krueger was a carpenter by trade. He built Blue Island's first village hall and many other of the early buildings in the village. Later he engaged with his son Robert, in the undertaking business. He always took an active interest in village affairs; was one of the first village trustees and served as president of the board. He died September 25, 1904. Mrs. Krueger before her marriage was Catharine Koch. Their children were: Louise, who married Herman Seyfarth; Robert, married Minnie Karstens; Christian, Frances McCord; Adelaide, Andrew McCord; Kate, C. F. Montag; Minnie, Howard Gilson. The old family home is on New street, between Western and Greenwood avenues.

LUDWIG KRUEGER, a native of Germany, arrived on Lake Michigan, at Chicago, in the spring of 1851, after an ocean voyage of fourteen weeks on a sailing vessel. He was accompanied by his wife and three children, a brother, Christian Krueger, 15 years old, and a sister, Marie, who later married Frederick Sauerteig. The family came direct to Blue Island and first located near Stony Creek in a house next to the Bauer brick building, where they lived until a home that was being built for them by Theodor Guenther on a farm north of Burr Oak avenue, was completed. The farm was a 105 acre tract of land lying between Burr Oak avenue and 123rd street, and extended from Western avenue eastward across ground now occupied by tracks and yards of the Rock Island railroad. Ludwig Krueger died October 9, 1874.

In the fall of 1851 the parents of Ludwig Krueger, MR. and MRS. CHRISTIAN KRUEGER, accompanied by their four daughters, also arrived at Chicago via sailing vessel, the voyage from the fatherland having consumed sixteen weeks. They all lived with Ludwig Krueger's family. Numerous friends soon followed the Kruegers to Blue Island and it was not long before there was quite a colony of German people on the west side of the Rock Island railroad.

L

LUDWIG LAU, located in Blue Island in 1854. He was a native of Brandenburg, Germany, and a carpenter by trade. His wife was Marie Ellert. The family home was on Western avenue near Prairie street. A daughter, Ida, married Ed. Garver.

SEBASTIAN LINDNER, a native of the Tyrol, came to Blue Island in the early 60's. He was a tanner and for a number of years followed his calling in a little cabin near the Rock Island railroad tracks and the slough, southwest of Blue Island. In the early 70's the family moved to the east side of Western avenue, just north of the creek, and opened a candy store. They had one son, named Sebastian.

GEORGE LUCHTEMEYER came to Blue Island from Missouri in 1858. He first lived on the east side of Western avenue south of Grove street, where he opened a gun repair shop, also repaired clocks and watches. Later he bought property on the east side of Western avenue, between New and York streets. He continued the repairing of clocks and watches, gradually added a line of jewelry and started to deal in real estate and insurance. He was the father of Charles, Louis, Caroline, Ida and Louise. The latter married John L. Zacharias. Upon the death of Mr. Luchtemeyer his son, Louis, succeeded to the business. The latter was for many years actively identified with the affairs of the village and schools, serving on the boards of both organizations. Louis Luchtemeyer died July 3, 1911, and his son, George, who for some years had been associated with him, has since carried on the business. For length of years in business, for continuous succession from father to son, and for the fewest changes in managerial and business policy, the Luchtemeyer jewelry and watch repair store stands in a class by itself among the business institutions of Blue Island.

PETER LUSSON was a native of Belgium from near the Luxemburg border. He came to this country in the early 60's. For a number of years he was a section foreman for the Rock Island railroad. Later he operated a grocery store on the east side of Western avenue, between Vermont and New streets which he conducted up to time of his death. He died April 7, 1914. Mrs. Lusson's maiden name was Susan Folman. They were the parents of eleven children. Albert J., married Mary Schneider, Philip married Clara St. Aubin, Susan married Joseph Murphy, William married Agnes Essig, Joseph married Theresa Mihm, Henry married Mary Krug, Lawrence married Thilda Phillipson, Frank married Lizzie Farnum.

M

HART MASSEY, located in Blue Island in 1858, coming here from Watertown, New York. The family home was at the north-east corner of Western avenue and Vermont street. He was for many years engaged in the fire and life insurance business. He was active in effecting village incorporation and served one short term as village clerk. Hart Massey's first wife was Nancy Matteson, who died in Watertown, N. Y., in October 1845. Children of this marriage were Henry H., who married Caroline C. Rexford, a daughter of Norman Rexford; Herman, who died in California in 1891; Julia, married Alfred Safford; Emily, unmarried, died in 1894; Anna, married Hamilton Irvin; Charles M., died in Blue Island in 1864. Mr. Massey's second marriage was with Emeline Utley. There were two children of this marriage; Ella, married Rev. Samuel Dickinson and Hattie, married George T. Hughes.

HENRY H. MASSEY, a son of Hart H. Massey, came to Blue Island in 1851 as a clerk for the contractor who graded the Rock Island railroad. The following year he became treasurer and paymaster for the southern division of the Illinois Central railroad, with headquarters at Jonesboro, until the road was completed to Centralia, when his office was removed there. In 1855 he resigned his position with the railroad and returned to Blue Island, associating himself with Cyrus B. Sammons in a general merchandise store. Later Mr. Massey engaged in the grain and commission business on the Chicago Board of Trade with which he was connected until 1871. In the succeeding years he dealt extensively in real estate and several Blue Island subdivisions bear his name. Mrs. Massey was Clarissa C. Rexford, a daughter of Norman Rexford. Their children were: Willie R., who died in childhood; Mary C., who married Charles Clark; Julia R., married Willis N. Rudd; Harry A., married Stella Biroth and Fred F., who married Edith Dunning. Hattie Massey, Mrs. Anna M. Irvin and James B. Massey were brother and sisters of Henry Massey. The latter died June, 1905.

ANDREW McCORD, was born on his father's farm in Palos township, January 31, 1842, and was the son of John and Harriet (Paddock) McCord. He followed farming practically all his life except the time spent in the service of his country during the Civil War. He enlisted in Co. F., One Hundredth Illinois Infantry, and took part in the important engagements of Stone River, Mission Ridge, Atlanta, Nashville and others. In 1868, Mr. McCord was

united in marriage with Miss Frances McClaughry, a daughter of Matthew and Catherine McClaughry. They became the parents of eight children: Catherine, Sarah, Harriet, Frances, Jason S., Ezra J., Ira D., and Mary J. Mr. McCord at one time owned more than one thousand acres of land in Palos township. He passed away at his home in Blue Island, September 11, 1889.

JACOB MERKELBACH, a native of Nassau, Germany, located in Blue Island in 1849. His wife, was Rose Wagner. Their children were: Mary, who married James Piggott; Rose, married Wallace Day; Lizzie, Thomas Hopkinson; Jacob, Emma Bolt; Delia, Napoleon St. Aubin; Anna, J. G. Diefenbach; John and William Merkelbach served in Co. B, 82nd Ill. Regiment. The family lived for a time on Grove street, near Chat-ham, and later on Vermont street, just east of the Rock Island tracks.

HENRY MERKER, first settled in the town of Rich in 1836 before coming to Blue Island. His first wife was Eleanor Hemmion. Their children were Elizabeth, who married Carl Fischer; Henry, who married Mary Engelhardt, daughter of John Engelhardt, and another son named Andrew. On the death of his first wife Merker married Christine Schilling with whom he had four sons and one daughter: Daniel, Charles, Robert, Andrew and Christine.

CLAUS MEYER, a native of Holstein, Germany, came to this country in 1856. He was a farmer, his property being located at 159th and Halsted streets. Meyer also engaged in teaming and hauling, using a team of oxen for this work. He quit farming some time during the 80's and bought the grocery store of Thies Reuss, at what is now 13409 Western avenue. He conducted this business until 1892, when it was taken over by his son-in-law, John Krech, who had married the youngest daughter, Marie. The other children were: Henry, who married Messina Engel-kind; Fred, who married Ellen Bryan and Anna, who married Carl Fischer. Claus Meyer died June 16, 1910.

GEORGE P. MEYER, a native of Reinsbuettel, Holstein, Germany, located in Blue Island in 1854. His wife was Johanna Buch. Mr. Meyer was engaged in business in Blue Island for many years. For a time he engaged in farming on Lane's Island. Then in the early 80's he opened a real estate and renting business in Blue Island. He was located for many years on Vermont street, just east of Western avenue. He died in 1915. The children were: Henry, Frederika, Julia, Elizabeth, Frederick, William, Augusta.

ANDREW MIHM came from Saxony, Germany, in 1857. He had a saloon on the east side of Western avenue, south of York street. A daughter, Ida, married Ferdinand C. Schapper, a cousin of Ferdinand Schapper, the druggist.

JACOB MIHM came here in 1853. The family lived for many years on Gregory street, near New street. They had no children of their own. An adopted daughter, Bertha Dreischerf Mihm, married Herman Jauchzer, Jr., who for many years was active in local civic affairs and served as city councilman. Andrew, Theresa and Jacob Mihm were sister and brothers. Theresa married Herman Schmitt, (Sr.), father of Herman J. Schmitt.

ARCHIBALD ROBERT MURPHY, was born in Cushendal, County of Antrim, Ireland, June 3, 1826. He came to Illinois when Chicago was a small town. He had followed the sea for a number of years in his youth, so shortly after his arrival in Chicago he became a sailor on the Great Lakes operating a vessel in which he was a part owner.

In 1857 he took up his residence in Cook county settling on a farm in Worth township, where for eighteen years he carried on agricultural pursuits. He then moved to Blue Island where for a time he kept a livery stable. Mr. Murphy was a lover of fine horses and game chickens. His stable contained some splendid trotters which were his delight and pride. Mr. Murphy was married in 1856 at Kingsville, Ont., to Miss Mary Malott. They had nine children of whom three—Mary (Mrs. A. Piper), Etta (widow of Emil Schmitt) and Daniel—are living in Blue Island. Mrs. Catherine Murphy Ely, youngest of the daughters, lives in Battle Creek, Mich. Mr. Murphy died Oct. 15, 1893.

N

HENRY NAGEL, came to Blue Island with his stepfather, John Giessler in 1853, when only nine years old. Giessler bought a farm at 138th and Western avenue from a man named Hecock, and this farm has been owned by the family more than 76 years. Giessler was a native of Kur-Hessen, Germany. Henry Nagel engaged in farming and teaming. He died February 24, 1929, and Mrs. Nagel followed him scarcely 24 hours later. The children were: Katie, Henry N., Charles, John, Louis, William N., Minnie and Dora.

GOTTFRIED NEIBERT, came to Blue Island from Germany in 1851. He was employed for many years by the Rock Island railroad. The family

lived for some time on Canal street and later on Division street, near Vermont. Their children were: Bertha, who married Charles Krueger; Lena, married Herman Krueger; John W., married Louisa Karstens; Christian, married Henrietta Wickert; Fred W., married Augusta Mosleu; Henry, married Nettie Schaefer; Joseph, married Caroline Sipple; Mary, married Charles Luchtemeyer; Anna, married Wallace Wright. Mr. Neibert died in 1894 at the age of 84 years.

CHRISTIAN NEUKIRCH, located in Blue Island in the middle 50's. His wife was Friedericka Felcht. They lived on Broadway east of the Rock Island tracks. Children were: Alfred F., Herman F., who married Dora Lehmker, and Augusta married William Rock.

O

MARTIN OCKER, came to Blue Island from Herkimer county, New York, in 1846. He was American born of Holland descent. He was united in marriage at Blue Island with Catherine K. Davidson, a step-daughter of John Black, of Scotch birth. Soon after their marriage the gold excitement broke out in California and Mr. Ocker decided to join the rush to the gold fields. He made the trip across the plains with a team of oxen. After about a year and a half in the gold fields his health began to suffer and he decided to return to Blue Island. At San Francisco he learned of a vessel which was sailing for the Isthmus of Panama. He secured passage on this ship, thinking to disembark at Panama and make his way across the Isthmus to the Atlantic side. After the ship had set sail Mr. Ocker soon discovered that he was in the clutches of a crew of pirates. He was quickly robbed of the \$1800 in gold he had saved and when Panama was reached he was set ashore penniless. After many weary days, during which he suffered excruciating hardships, he reached the eastern shore of the Isthmus. There he was picked up by a coastwise trading ship, the captain of which agreed to take him to New York if he would work for his passage. Arrived in New York, Mr. Ocker sent word to his wife here in Blue Island. Arrangements for his return by way of the Great Lakes were made through a Chicago agency, and after five weary and hazardous months, from the time he left California, he was back with his family without a penny to show for the time and trouble of his adventure.

In 1861 when the Civil War broke out Mr. Ocker enlisted in the 76th Board of Trade regiment at Chicago. After three months in training at Camp Douglas the regiment was ordered to assist in the siege of Vicksburg. Some time

after the surrender of the city Mr. Ocker's company, while on their way north, were caught in a surprise attack by a rebel detachment and during the fighting Mr. Ocker was killed. He was buried in the National cemetery at Nashville, Tenn. James Ocker, now a resident of Blue Island, is a son of this pioneer.

P

JOSEPH PERIAM, came from Newark, N. J., with his family, in 1838, and located on the north bank of the Calumet river, just east of Blue Island. His wife was Phoebe Meeker. They had eleven children. Two of the daughters, Elizabeth and Abigail, conducted the first private school in Blue Island. Elizabeth became the wife of Benjamin Sanders, Blue Island pioneer. Joseph, who entered the Union service during the Civil war, was killed in battle at Gettysburg. Jonathan was for many years editor of *Prairie Farmer*. His interesting reminiscences of the early days form a part of this history.

R

GEORGE REICHERT, a native of Ulstadt, Germany, located in Blue Island in the middle 50's. His wife was Maria Wagner. Their children were: John, who married Augusta Volp, a daughter of Henry Volp; Theresa, who married Charles Johler; Rosina, married Fred Voigt and Andrew, died single.

BERNHARD REINER came to Blue Island on July 4, 1847, and was the second German to locate here, having been preceded by M. Dillschneider by less than two months. Reiner was born in Bavaria, Germany. He conducted a tavern at the south-west corner of Western avenue and Broadway up to the time of his death, which occurred Sept. 28, 1855. He was the father of Andrew Reiner, who was active in civic affairs of the community for many years, serving as township supervisor, superintendent of public works and in other important capacities.

ANDREW REINER, was the first male child of German parentage born in the village.

After the death of Bernhard Reiner his widow married Franz Gaenzehals. He was one of the horde who joined the California gold rush in '49. He located in Blue Island in 1857.

THIES REUSS, came to this country from Germany in the late 50's. He located on a farm on the south side of Blue Island. In 1870 he quit the farm and bought a grocery store at what is now 13409 Western avenue, which had been es-

tablished some years before by Reimer Boe. The Reuss brothers, grocers on the west side, are grandsons of this pioneer.

JACOB FREDERICK REHM, born in Chicago, September 2, 1852. Was married to Miss Minnie Wuest, a daughter of Samuel Wuest, March 2, 1882. He was connected for some years with the Riverdale Distillery and later was engaged in the brokerage business in Chicago. He served for three years as President of the Village of Blue Island, where he resided since 1882. The first city hall and electric light plant were built during his administration.

WALTER P. ROCHE, who had previously been engaged in the tobacco business in Chicago, moved to Blue Island in 1855. He was born in Calloway county, Mo., July 7, 1819, and died at his home on Maple avenue, Blue Island, April 16, 1896. His wife was Miss Sarah Wilson, a native of Indiana, whom he married in 1847. She was a step-daughter of Absolom Funk, of Funk's Grove, Ill. Their children were Albert, who married Alice Kyle, a daughter of Merrill Kyle; Henry J., who married Amanda Holmes; Grace E., who married Isaac W. Holland, and Emily, not married. James Roche, who made his home with his brother Walter, was a bachelor. He was born February 24, 1825. Died February 6, 1906. The Roche homstead was noted for its tract of virgin woodland, which was kept in its natural state up to the time of the owner's death.

JOHN FREEBORN ROCK, was born in Blue Island, March 11, 1854. He was educated in the country school at Stonequarry. Was married to Frederika Schultz, Sept. 8, 1894. He operated a flour and feed store on the South Side in 1884, at the location now occupied by the A. & P. store, 13324 Western avenue. Later the business was moved across the street to the east side of Western avenue and operated under the firm name Rock & Geist. Mrs. Rock died in 1921 and Mr. Rock in 1928. Their children were: Martha, Alma, Lillian, Walter, Frances and Mable.

JOHN JACOB ROCK, was born in Vedirpstedt, Holstein, Germany, March 1, 1821. In 1848 he went as a sailor aboard ship at Hamburg, crossing the equator to Brazil, Porto Rico, Jamaica returning by way of the Gulf of Mexico and New Orleans. On January 30, 1853, he was married at Vedirpstedt to Miss Margaretha Catherine Janssen. April 13, 1853, they journeyed to America, arriving in New York on June 27, 1853, then by water to Toledo and via railroad to Chicago and Blue Island. Mr. and Mrs. Rock

both worked for a while on the Norman Rexford farm at \$20 per month. In 1854 they rented a house at what is now 2248 Grove street for which they paid \$2.50 a month rent, but a year later found them located on a 32-acre farm on Crawford avenue, just west of Blue Island, for which Mr. Rock paid \$650. Seven children were born of this union: John Freeborn, Catherine, Mary, Rosamond, William, Mathilda and Lucinda. Mr. Rock died January 11, 1887.

OSCAR F. RUDD, came here from Watertown, New York, in 1855. He died in 1864. Mrs. Rudd before her marriage was Mary Thatcher. They had only one child, Willis N. Rudd, who married Julia Massey, daughter of Henry H. Massey. Mr. Rudd was one of the first in this vicinity to offer his services to the government at the beginning of the Civil War. He served as captain in the 39th Illinois Infantry. At one time he was a teacher in the public schools.

OTTO RUNGE, came to Blue Island in 1852 with his father, John Runge and his grandfather, Michael Gollard, all natives of Mecklenburg, Germany. Mrs. Runge was Elizabeth Klein. Their children were Ella, Herman, John, Edward, Charles, Melvin, Hermine, Otilie, Frances. Mr. Runge was born June 24, 1832 and died Dec. 25, 1912.

S

BENJAMIN SANDERS, was born in Peterboro, Madison county, New York. Went west, landed near the Periam farm on the Calumet river in 1840, married Elizabeth Periam and moved to Blue Island where he took over the farm of one Horace Hund, who had lost his wife and became discouraged. There was a frame house on the place which was afterward replaced with the brick now standing on Gregory street and known as the parkhouse. Mr. Sanders practiced law in a small way, often arguing cases with the late Walter Patrick and Rodney Day. Besides working his farm he held the office of Supervisor for a number of years. He was chairman of the building committee of the County board after the Chicago fire of 1871. Mrs. Sanders died in 1876 and Mr. Sanders in 1881.

FREDERICK SAUERBIER, born in Langensalse, Germany, came to this country in 1853 and first located on a farm about five miles west of Blue Island. He was a brother of Christ Sauerbier. The children were: Louis, who married Margaret Boehm, a daughter of Rev. Boehm; Fred married Lizzie Thedens; William, Emma Lochow; Mina, Charles Lochow; Henry, Kate Schnurstein; George, Phillipena Mauer; Hattie, William Bolt; Mary, August Kern.

FREDERICK SAUERTEIG, was a native of Saxony, Germany. He located in Blue Island in the early 50's and for some years conducted a general store on Western avenue, between Grove and Fulton streets, and later on the east side of Western avenue between Grove and Vermont streets. His wife was a daughter of Christian Krueger (Sr.) A daughter, Aurelia, married Fred Ellfeldt. Albert Sauerteig, a son, had his name changed legally to "Sommers". Mr. Sauerteig died July 21, 1891.

FERDINAND SCHAPPER, (Sr.) a native of Germany located in Blue Island, June 7, 1850, bringing with him his wife and son. An "Apotheker" (druggist) in the old country he quickly availed himself of the need existing in the settlement for a drug store. His was the first business of the kind in the village. It was started in the Duensing building, on the west side of Western avenue, just on top of the hill. Two years later it was moved across the street to the corner of Grove street and Western avenue, where the "Pioneer Drug Store", as it was named, has been located since. Many of the old German residents, rather than go to a regular doctor for medical advice, depended on the elder Schapper and his wife in cases of sickness, and, it was claimed, that frequently Schapper's prescriptions effected a cure where regular practitioners had failed.

In 1852, Schapper was appointed postmaster, succeeding Norman Rexford. He served in that capacity until 1861. In 1874 the elder Schapper retired from business and his son Ferdinand assumed the management and continued the business for twenty-five years, when he, too, retired and the business passed into other hands. H. Lebovitz now is the owner. Ferdinand Schapper, Sr., died in July, 1878.

FERDINAND SCHAPPER, (Jr.), married Ella M. Sassaman. They had two children, Perry C. and Frank H. Both died in their eighteenth year. After retiring from business Ferdinand Schapper devoted most of his time to gathering information of a biographical nature for a history of settlers in this vicinity who located here prior to the Civil War. His record undoubtedly is the most complete in existence. It includes the name and family record, not only of those who settled in Blue Island, but also of those in the nearby settlements of that period.

CHRISTIAN SCHMIDT, and his wife Anna, came to this country from Hanover, Germany, in 1856. First located for a short time in Chicago, then came to Blue Island. Mr. Schmidt was a tailor by trade and established himself in business first on Vermont street, opposite Henry street, later

on the west side of Western avenue, north of New street, his son Adolph, being in business with him until his death Oct. 13, 1893. His father then conducted the business up to his death, June 26, 1900. The children were Adolph W., Emma, who married Albert Schmidt, for 28 years assistant postmaster at the Blue Island Postoffice, and Wilhelmina, who married Roland Newhouse, local coal dealer.

AUGUST SCHREIBER, a native of the Black Forest district, Baden, Germany, came to this country in 1851 and at once located in Blue Island. He was one of the organizers of the Blue Island Liederkrantz and one of its most active and enthusiastic members. He was a tinsmith by trade and for many years he had a shop on Western avenue, just below the hill at James street. Later this was made into a general hardware store, which at the present time is being conducted by the sons and grandsons of the founder. August Schreiber died November 16, 1891, at the age of 67 years. The children were: William, who married Ida Luchtemeyer; Philip married Emily Kriegsmann; Henry married Kate Sippel; Elsie married William Schimmel; Mina married Charles Martens (widower). Gothilf Schreiber was a brother of August.

CHRISTIAN SCHROEDER came to the United States from Germany about 1856. He was a blacksmith by trade and for a number of years was employed in the repair shop which the Rock Island maintained in Blue Island. Mrs. Schroeder was Sophia Gehrke. A son, Fred Schroeder married Elsie Dost. The family lived on Vermont street, about one and one-half miles east of Western avenue.

CARL SCHROEDER, a brother of John Schroeder, came here from his native country in '56. He also was a wagon maker and worked for John Hartung.

FREDERICK SCHROEDER, located in Blue Island in 1854. Mary S. Schroeder, a daughter, married Henry Doehler. The other children were John M., Martin and Henry.

JOHN SCHROEDER, a brother of Carl Schroeder, came here from his native country in '56. He was a wagonmaker and worked for John Hartung.

PETER SCHROEDER, who came to this country from Germany in the early 50's within a few years became associated with Bahner under the name "Schroeder & Bahner", proprietors of the Blue Island House (Rexford's). They operated the hotel about two years when Jacob Boehl became the owner and it was under the latter ownership this pioneer structure was destroyed by

fire. During the 60's, Peter Schroeder lived on the west side of Western avenue, south of Broadway.

CLAUS SCHULTZ, a native of Holstein, Germany, came to Blue Island in 1855. His wife was Christina Claussen, a sister of Emil and Asmus Claussen. Mr. Schultz lived on Western avenue, near 139th street, where at one time he had a mill for the grinding of grits and oatmeal. The children were: Mary, who married Hans Thedens; Anna married John Peters; Christine married John Gierman; Emma married Eugene Pfeiffer.

NATHANIAL T. SHERWOOD, located in Blue Island in 1846. He was a blacksmith and for about two years had a shop on the west side of Western avenue, on top of the hill. When the California gold excitement was on Sherwood joined the '49ers in the overland rush to the gold fields. Mrs. Sherwood was Minerva Rexford of Zanesville, Ohio. Their children were: Rachael, who died single; Lucinda, married a Mr. Shaw and after his death a Dr. Robinson became her second husband; Lucy, married Thomas Harker, and moved to Ft. Leavenworth, Kansas. There were two boys, Hezekiah, who was locally known as "Bob" Sherwood, and George. In 1861 the family moved to Geneseo, Ill.

HENRY SCHUEMANN, came to this country from Mecklenburg, Germany, in 1851, locating in Blue Island. He lived for a while with Fritz Koehne, on 135th street, near the river. The children were: Sophia, who married John Arens; John, married Katherine Fritz; Lena, married John Osterman; Carl, married Katie Bertrand; Herman, married Minnie Wolz and Ida, married Chas. Mohr.

AUGUST SIMMERLING, located in Blue Island in the middle 60's and opened a shoe shop on Western avenue, just south of Fulton street, in the same spot when Peter Kich some years previous had conducted a similar business. Joe Simmerling, district operating superintendent of the Public Service Co., is a son of this early citizen.

JOHN SORGENFREI, located in Blue Island in 1852. He was a native of Brandenburg, Germany. His wife was Elizabeth Krueger, a daughter of Christian Krueger, Sr. Their children were: Ada (Mrs. F. T. E. Kallum); Emma (Mrs. Christian Muhs); Albert, married Minnie Bock; Fred, Mary Helbrig; Louis, Cecelia Gehring and Minna, became Mrs. Fred Schilling. John Sorgenfrei was an expert stone mason and

his craftsmanship entered into many of the early buildings of the community. He died February 1, 1898.

WILLIAM SORGENFREI, a brother of John Sorgenfrei, also a native of Brandenburg, Germany, came to Blue Island in 1854. He was a wagon-maker and for a year or so worked as journeyman in local shops. In 1856 he started a wagon shop of his own on the north-east corner of Western avenue and New street. William Sorgenfrei was thrice married. His first wife was Frederika Krueger, a sister of John Sorgenfrei's wife. His second wife was Katherine Kiessling and on her death he married Rosa Zieka. Children of the first and second marriages were: Otto, who married Lena Leppert; Edmund, married Hulda Meyer; Emma, married Henry Engelhardt and later Frank Denner; Fredericka, married John Kich; Bertha, married Julius Hoffman; Ernest and William.

NICHOLAS STOLL, a native of Switzerland, where he was born on March 13, 1843, came to this country in 1864. The Civil War had begun and he entered the service of his adopted country, enlisting in February, 1865, as a member of Co. G., First Illinois Light Artillery. On his return to Cook County, Mr. Stoll resumed his occupation as a cabinet maker in a billiard table manufactory, until the great fire of 1871, which swept the city and destroyed the factory. In 1877 he opened a factory of his own which later became known as the Garden City Billiard Table Company. Mr. Stoll was married February 24, 1868, to Miss Wilhelmina Kantzler, a daughter of Christian Kantzler. Six children were born to them: William F., Emma, Otto, Lydia, Edgar and Adelia.

HIRAM SQUIER, came to Cook county in 1845. He was born in Charlotte, Vt., June 25, 1801, the son of Heber and Isabella Squier. His wife was Miss Hulda Fox, whom he married in Westfield, N. Y., in 1825. From 1851 to 1853, during which time the family lived in Hyde Park, Mr. Squier was warden of the Cook County poor house two years and one year keeper of the lighthouse in South Chicago. His sister was Zerua Squier who married Benajah Rexford and was the mother of six of the Rexfords who settled in Blue Island. Mr. Squier was generally known as "Uncle Hiram". In 1853 he erected the house on Canal street, where he lived up to the time of his death, which occurred May 15, 1885. Mrs. Squier died in 1852. They had no children but

had an adopted daughter, Elizabeth E. Squier, who married C. C. Claussen. A nephew, Lester Klump, was also raised in the Squier home. Mr. Squier at one time owned a fine farm in Thornton township and on the Canal street property was one of the first apple orchards in northern Illinois, most of the trees there having been grown as seedlings.

JOHN STAFFEL, located in Blue Island in June, 1856. He was a native of Bugenau, Kreis Biedenkopf, Hesse-Darmstadt, Germany. He married Henrietta Kleinebecker, of St. Louis. Their children were: William G., who married Frederika Krueger, a daughter of Ludwig Krueger; John, who married Bertha Kaak; Lizzie, married Fred Pippert; Charles, married Minnie Langheld; Albert, Bertha Henke; Paul, Emma Rietch; Emil, Gertrude Koll; Herman and Anna did not marry. Mr. Staffel was a wagonmaker by trade. He first worked for William Sorgenfrei and later Fritz Volkmann. In the middle 60's he started a shop of his own on the southeast corner of Western avenue and Canal street. Mr. Staffel always took an active interest in public affairs, especially as regarded the welfare of the south side. He served in the early years of the village as a member of the board of village trustees.

FRED STARK, a native of Germany, located in Blue Island in 1854. Died September 1, 1913. His wife was Maria Boger, who passed away in 1910. Stark was a tailor and conducted that business for many years. The family lived on Canal street, east of Gregory street. Two daughters are living today: Lizzie, the wife of Charles Wenzlaff and Flora, widow of George Grueb.

JOHN FREDERICK STEFFES, a wagon maker by trade, located in Blue Island in 1850, after having for a short time lived on a farm near Harvey. He opened a wagon shop on Western avenue, near Market street, where the family also resided. Mrs. Steffes was Catharine Reinholt. Their children were: John, Mary, Anton, Bernhard, Fanny, Katie, Susan, Frederick, Annie. Mr. Steffes died Nov. 2, 1908.

CHARLES PETER STEIN was born in Siefersheim, Germany, and came to Chicago in the year 1840. The journey was made by sailing vessel which covered a period of sixty-five days. After the Chicago fire the family moved to Blue Island in the year 1876. Mr. Stein was formerly the owner of an Inn at Clark and Randolph streets, Chicago. The family settled upon a farm east of Blue Island on Vermont street near Halsted. The old family homestead is still standing. He was one of the founders of the First

Lutheran church in Blue Island. Three of his children resided here until their death. They were William F., Emma L., and Edward Stein, the latter serving several terms as Mayor of Blue Island, and was the first superintendent of Oak Forest Infirmary.

CHARLES STRICKERT was born in Felmelten, Courensen, Prussia, in 1838, came to this country in 1856, and first settled on a farm in the town of Bremen. In 1860 he moved to Blue Island and started a teaming business. When the Civil War broke out Mr. Strickert joined Company B. Eighty-second Illinois Infantry, in which he served with credit until the close of the war. He received an honorable discharge in Chicago, July, 1865, and returned to Blue Island. December 23, 1866, he was united in marriage with Katie Schardt of Brooklyn, N. Y. They had nine children: Charles, Theresa, Clara, Amelia, Katie, George William, Lillian and Martha. The three first named are dead. Amelia married Charles Brummer; Katie married Charles Ostendorf; Lillian married Laurence Klenk; Martha married John Hochheimer and William married Caroline Hollenbeck.

V

WILLIAM VANDENBURG, a native of Preuss-Hilfart, Germany, came to this country in 1849. He located in Blue Island, living for a time on Canal street, near Chicago street, and later on James street. Mr. Vandenburg died in 1852, and his widow married Frederick Boeber. Children of the first union were: Mina, who married Joe Voelkle; Christian, who married Katie Komert; William, married Annie Nickel and Johanna married William Pronger, and some years after his death, William Schmitz became her second husband.

JOHN ANTON VERHOEVEN, settled on a farm near the Calumet river, just south of the Thornton town line, in 1851. He was a native of Cleves, Prussia. The children were: John, William, Franz, Catharine, Petronella, August, Herman, Helene, Wilhelmina.

CHARLES F. VOLK, a civil engineer and surveyor, located here in the late 50's. He experimented with the raising of chicory, a coffee adulterant, on some land west of the settlement, but was not able to make it a paying industry. He lived at the Seyfarth tavern at Grove and Western and after the death of William Seyfarth Volk married his widow.

HENRY VOLP, a native of Weickartsheim, Hesse-Darmstadt, Germany, came to this country in 1846 when 23 years of age. He landed at Baltimore, Md., where he decided to locate,

and where, on April 8, 1849, he married Anna Margaretha Hensel. In 1862 Mr. and Mrs. Volp with their three eldest children, moved to Blue Island. Six other children were born to them after locating here—the family consisting of six girls and three boys, as follows: Mary, who married John Kern; William, married Sophia Fautek; Elizabeth, married Charles Langheld; Maryliz, married Fred Langheld; Caroline, married Fred Sadawater; John H., married Viola Haas; Augusta, married John Reichert; Anna, married Wm. Haas; Charles, married Henrietta Bock. Mrs. John Reichert, Anna Haas and John H. Volp are the only ones left of this once large family. All are residents of Blue Island. During the first two years here the family lived on the Captain Swigler farm in the north end of Blue Island, then Mr. Volp bought property on Rexford street and Broadway and built a home. This property, greatly remodeled, is now owned by John Wolff. Mr. Volp died Sept. 17, 1901, and Mrs. Volp died on Oct. 23, 1921, nearly 39 years of age.

HEINRICH VOSS and wife (nee Elizabeth Kriebelich) came from Schwerin, Germany, in 1857. They lived for a while in Blue Island during which time Mr. Voss worked for William Morgan. Then they moved just west of the village to the Henke farm and engaged in farming. Later on Mr. Voss bought a farm on Burr Oak avenue, near the Lutheran cemetery. This farm he sold in 1890, when the family established a home on Walnut street and moved back to Blue Island. Mrs. Voss died in 1909 and Mr. Voss in 1911.

They had nine children: Mary, (Mrs. John Roloff); Minnie, (Mrs. August Engelhardt); John, married Amelie Hopf; Henry, married Mary Consoer; Sophie, (Mrs. Carl Brand); Emma, (Mrs. Henry Kleni); Louise, (Mrs. Mathias Hansen); Carl. Nora Christianson.

JOHN VOSS, a native of Mecklenburg-Schwerin, Germany, located in Blue Island in 1856. He lived south-west of Western avenue, near the slough. Their children were Sophia, who married Michael Heim; Christina, Mary, Lina, John, Minnie and Fredericka.

W

OTIS M. WATTLES, was born in Ripley, Chautauqua Co., New York, in 1822. He left home when only seventeen years of age arriving in Blue Island with only \$4.50 in his pockets, the balance of \$10 which he had borrowed before leaving for the west. He worked for a time at railroading, then hired out to chop wood. Then for five years he worked at the Blue Island House, making that his home. March 4, 1845, he was married to Miss Elizabeth Crandall. Sylvia D., who became Mrs. Alfred M. Duller; Cor-

nelia E., who became Mrs. William A. Corlew, and Ethan H. Wattles, who for several years conducted a livery business and at one time was captain of the Blue Island police, were their children.

CARLTON WADHAMS, was one of the first half dozen men to locate in Blue Island, coming here in 1839. His first wife was Sophia Spellman and his second Hulda Stedman. They had two daughters, Mary and Phoebe, and one son who died in infancy. Mary Wadhams married Jonathan Periam and Phoebe married Harry Morgan of South Bend, Ind. Wadhams is best remembered here as having been the builder of the American House, which during its time was the most popular hostelry of the settlement. Carlton Wadhams died in 1886. Guy and David Wadhams were his brothers.

MICHAEL WEIGAND, came from Bavaria, Germany, and located in Blue Island in 1853. He obtained work almost at once on the Rock Island railroad, which was then being constructed through Blue Island. Some time later he went to work at the tavern of William Seyfarth at the corner of Western avenue and Grove street. Here he met Margaret Kiessling, the young lady who was to become his wife. In 1862, Mr. Weigand bought property on the south side of Broadway, just west of the Rock Island tracks, which has been the family home since that time. Six children were born to Mr. and Mrs. Weigand, one of whom died in infancy. Margaret, the eldest of the girls, married Charles Henricks. She was killed in 1933 on the tracks of the Northwestern railroad at Arcadia, Iowa, when a train struck the car in which she and her husband were driving while on a visit with relatives there. Her husband had his back broken in this accident and has been crippled for life. Mary, aged 24 years; Caroline, aged 19, and Rachael, aged 16, all died within a month of each other during the typhoid epidemic in September, 1889. John G. Weigand, the only son, married Emma Holst and is living in the old homestead on Broadway. Michael Weigand died in 1893 at the age of 87 years and his wife in 1909, aged 73 years.

DIETRICH WIEBKING, a native of Hanover, Germany, and a tailor by trade, located in Blue Island in 1858. His wife was Louise Buschman. Their children were: Mary (Mrs. Henry Blatt), Dora (Mrs. Thomas Robertson), and Hattie (Mrs. Vertus B. Roberts). The family lived for many years at the northwest corner of Vermont street and Maple avenue at which place Mr. Wiebking conducted his tailoring business. Mrs. Dietrich Quade, Mrs. Wm. Fischer, Wm. Buschman and Mrs. Dietrich Wiebking were sisters and brother.

ALBERT WINGATE, a native of the state of Maine, came west in 1836 and located on a farm at Lane's Island. His wife was Miss Phoebe Mitchell, also of the state of Maine, whom he married in 1843. Four children were born of this marriage: Elizabeth, died in her teens; Mary, married John M. Green; Alice, married Nelson E. Trumbull and Levi, married Lydia Rinkenburger. John M. Green and wife had thirteen children of which number ten are still living. Four children were born to Mr. and Mrs. Nelson E. Trumbull, one of whom is dead. Mr. and Mrs. Levi Wingate also had four children of whom one is dead.

CHRISTOPHER WEISSENBORN, was born January 22, 1830, in Niederdorla, Muehlhausen, Thuringen, near Wartburg. He came to America in 1870 with his wife and four children, Christian, Susanna, Louise and Henry. The family landed first in Chicago where they remained a little more than a year, coming to Blue Island in October, 1871. Their first home here was on the south side, on the east side of Western avenue, where the Jebens Hardware store is now located. Here Mr. Weissenborn established a small store, dealing in cooking utensils and similar articles. In connection with this business he soon started handling patent medicines, and also manufactured preparations of his own, which he sold throughout the country districts. He had a wide acquaintance with the country folk and many consulted him about their ailments as they would a doctor. In the early 80's he bought property at the corner of Vermont and Henry streets where he resided up to the time of his death. Mr. Weissenborn was one of those who advocated changing from village to a city form of government and circulated a petition to that effect. Mrs. Weissenborn passed away August 23, 1905, at the age of 74 years and Mr. Weissenborn died September 7, 1911, having reached the age of 81 years. Of the children mentioned above Susanna (Mrs. Rodenhausen) and Henry, are living (1935) in Chicago. Anna, the youngest daughter, who married Fred Schneider, passed away November 28, 1934.

HENRY WERNER, born in Saxony, Germany, came to this country in 1854. He was by occupation a linen weaver. He located in Blue Island and opened a butcher shop, first on Greenwood avenue, between Grove and Vermont street and later on the south-east corner of Grove street and Western avenue, where the family resided many years. Mrs. Werner was Friedericka Seyfarth. A daughter Hermine, married August Kantzler, Ernst married Carrie Noth, and

William H., who for many years was connected with the banking business in Blue Island, married Wilhelmina Hagen. Henry Werner died November 1, 1903.

JOHN W. WOLFF, a native of Stansburg, Alsace, where he was born in 1842, came to this country with his parents when four years old. When the Civil War broke out he joined the Union forces and served for more than four years. He learned the cigar making business and in 1870 he married, moved to Blue Island and set up his own cigar shop. He was elected to the city council and served several terms as alderman for the Third Ward. Mr. Wolff died January 9, 1919.

SAMUEL WUEST, a native of Switzerland, came to Blue Island in 1855. He first clerked in local stores, then opened a private school on the southwest corner of Grove and Ann streets. This did not succeed so well and later he engaged in the life insurance business in Chicago. The children were: J. A. Wuest, who married Carolina Vogt of Chicago; Bertha, who married Emil Kretch; Frank, Berthena Bushnell; Samuel; Winnie, Jacob Rehm; Martha, John Krech; Lydia, Emil Guenther of Chicago. S. Frank Wuest was for several years publisher of The (Blue Island) Standard, the successor of Blue Island's first newspaper the "Blue Island Herald."

HENRY WUETIG, a native of Waldeck, Germany, located in Blue Island in 1851. He was a carpenter. He bought property and established a home on the south side of Vermont street, just west of Maple avenue. This property is still retained in the family. The children were Fred Wuetig, who married Babette Zorn, a sister of Philip Zorn; Charles who married Margaret Vogel, and Christian. Charles Wuetig served in Battery G of the 2nd Illinois Light Artillery during the Civil War.

Y

JOSHUA P. YOUNG, a native of the state of New York, located in Blue Island in 1854. His wife was Louise Spencer of Sweden, N. Y., and it was on a farm there the young couple began their domestic life. Coming to Blue Island in '54, Mr. Young quickly identified himself with the activities of the community and became one of its leading citizens. In '56 he bought Carlton Wadham's interest in the quarter section of land lying between Western avenue and Maple

avenue, and Vermont street and Burr Oak avenue—now the choicest business and residence section of Blue Island. With his brother-in-law, Hardin B. Brayton, he was for a time engaged in the commission business in the "Wigwam," the building in Chicago in which Lincoln was nominated for president. He was a deacon in the Congregational church and was instrumental in the building of the First Congregational church. Mr. Young served as Village Trustee and a term as President of the Village Board. Mr. Young was twice married. He had two sons by his first wife: Charles, who married Jennie Alexander, a daughter of Marshall Alexander; and Frank O., who married Alice Eames, daughter of Melville C. Eames. His second wife was Minerva P. Brayton, daughter of Sweet Brayton. They had one son, Chauncey, who died in youth. Mr. Young died May 26, 1889.

Z

FREDERICK ZACHARIAS, a native of Saxe-Weimar, Germany, came to this country in 1851, located first on a farm in Cooper's Grove. In 1871, he bought the Robinson property on the west side of Western avenue, between Grove and Vermont streets, and moved to Blue Island, where he engaged in the flour and feed business. He served two terms as supervisor of Worth township and always took an active part in public affairs. He retired in 1883, when his son, John L. Zacharias, succeeded to the business management. Frederick Zacharias' death occurred on New Year's day, 1894, at the age of nearly seventy years. Mrs. Zacharias was Christina Schippel. The children of this union were: Alvina, who married Adam Andres; Paulina married August Fehsel; Emelie married Peter Hansen; Ida married Oscar Hedrich; Fredericka married Ferdinand Schroeder; John L. married Louise Luchtemeyer and Mathilda married Henry Bruggemeyer.

AUGUST ZACHER, came from Erfurt, Saxony, Germany, and settled in Blue Island in 1853. His wife, Ernestine Habermaltz, came to Blue Island two years later with their son, Christian G. Zacher. August Zacher died April 23, 1883, and his wife died Nov. 4, 1894, and they are both buried in the old Blue Island cemetery. Mr. Zacher was a linen-weaver. Christian G. Zacher, married Elizabeth Stoll, June 11, 1864. She came from Gutmadingen, Switzerland, the same year.

EBERHARD ZIMMER, a native of Villengen, Hesse Darmstadt, Germany, located in Blue Island in the middle 50's. His wife was Elizabeth Dietz. Zimmer's occupation was that of butcher.

He died in 1861. The family lived for a few years on Broadway, west of the Rock Island tracks, but later moved to Homewood. The children were: Conrad, who married Catherine Naegel; Henry married Julia Ann Klein; Elizabeth married Emil Scheibe and Marie married Fritz Hildebrand.

PHILIP ZORN, a native of Wuerzburg, Bavaria, Germany, settled in Blue Island in 1855. He was for a time employed in Schapper's drug store, but later became identified with the Busch and Brand brewery, soon being made manager of the plant. After a number of years in that capacity he moved to Michigan City, Ind. During his residence in Blue Island he was prominently identified with the Blue Island Liederkranz.

* * *

ADOLPH HAASE came to this country from Germany in 1853. His wife was Sophia Fuhrman. Their children were: Adolph, who married Bertha Bolt; William, married Rosa Consoer; Henry, married Doris Stellter; George, married Margaret Thomy; Louise, married Henry Quade and Dorothea, married J. J. Martin. Mr. Haase died in 1909.

JOHN HAGEMAN, while on his way to this country from Griefswalde, Prussia, with his family, was taken sick while on shipboard, died and was buried at sea. His widow, Caroline Hageman, arrived in Blue Island in 1857. Their children were: Charles, who married Minnie Voss; Fredericka, married Wm. Blickhan; Caroline, married Walter Huntington, and Louis, married Alberta Hulett.

JOSEPH WARREN HARMON, physician and surgeon was born in Jefferson county, N. Y., June 20, 1815. He studied for the medical profession and graduated from Albany Medical College, New York, in 1845. While located at Chagrin Falls, Ohio, he was a near neighbor of President James A. Garfield and was his family physician. During the war the Doctor was requested by Mr. Garfield to go as surgeon of his regiment, the 42nd Ohio Volunteer Infantry, which he did, and served two years, when he was taken sick by exposure and compelled to resign. He was married to Miss Sarah S. Vincent at Chagrin Falls in 1849. They moved to Chicago in 1867 and one year later to Blue Island. He served as postmaster here four years. They had one son, Charles Sumner Harmon, who practiced law in Chicago.

UNDER
VILLAGE
GOVERNMENT
1872 --- 1901



Launched Under Many Misgivings, Beset by Financial
Worries and Troublesome Problems, the Later
Years Bring Wonderful Improvement
and Growth to the Community

UNDER the state law relating to the incorporation of towns and villages, which was in effect at the time the people of Blue Island voted to incorporate, the executive body of the Village consisted of a Board of Trustees of six members, elected by popular vote. These six men chose one of their number to act as president. On each succeeding year three new trustees were elected, three holding over. These men again selected their presiding officer. The offices of village clerk and police justice were also elective, but the village treasurer was appointed by the board.

In 1887 the law under which Village officers were elected was changed. The new law required the election of the president of the Village Board by popular vote for a term of one year and the election of three Village Trustees to serve two years each, leaving three hold-over Trustees. Thus a president of the Board, three Trustees and a Village Clerk were elected each year. The Treasurer's office remained an appointive one.

The first two or three years under village government were strenuous ones for all concerned. There was very little money in the treasury and the sources from which funds could be obtained were few. Yet by 1877 we find several stretches of wooden sidewalks had been built, a well for public water supply was under construction and streets were being graded and surface drainage provided. Blue Island was gradually emerging from the mud of ill defined streets and crooked footpaths.

A census taken in May, 1880, showed a population of 1542. Christian Krueger had been elected president of the Village Board. During the nine years of his incumbency in office great strides were made in the matter of public improvements. A portion of Western avenue was macadamized, the waterworks plant was improved and mains and water service pipes were being extended to all parts of the village. Kerosene street lights were giving way to electric lights.

Jacob Rehm, Everett H. Rexford, John L. Zacharias and O. W. Bourke followed in succession to the end of the period under village government. During these latter twelve years many hundreds of thousands of dollars worth of public improvements were made. These included a modern Village Hall, artesian wells, enlarged electric power and light plant, extension of arc street lighting system, local and interurban electric street car service, telephones, modernized fire department, paved streets, cement sidewalks and a very complete sewer system.

When, on April 16, 1901, the citizens voted to lay aside Village Government and incorporate under city regulations, Blue Island was already, in fact, a modern, progressive city with all modern improvements and conveniences.

* * *

VILLAGE AFFAIRS

Shortly after the close of the Civil War the question of obtaining a village organization for Blue Island was agitated and discussed. The plan was to reorganize part of the Township of Calumet and a part of the eastern half of the Township of Worth on the same plan as were the Towns of Lake and Hyde Park. A bill to that effect was introduced in the State Legislature in 1870, but did not pass.

However, in 1872 the question was revived and in July of that year a petition was presented to Judge M. R. M. Wallace, of the County Court, praying for the right of determining by popular vote the question of effecting a permanent village organization.

The prayer of the petitioners was granted and on August 22nd, 1872, the question was submitted to vote of the residents of the community.

PETITION

State of Illinois }
County of Cook } ss.

In the County Court of Cook County
To the Honorable M.R.M. Wallace,
Judge of said Court,

We, the undersigned legal voters and residing within the territory hereinafter described, would respectfully represent to your Honor that we are desirous of having a village organization for the Village of Blue Island which shall include the following lots, pieces, or parcels of land situated in the towns of Worth and Calumet, Cook County and State of Illinois described and bounded as follows, "to wit":

The east half of Sections No. Thirty-six (36) and Twenty-five (25) Town 37, Range 13, in the town of Worth and the West half of Sections Thirty-one (31) and Thirty (30) Town 37, Range 14, in the town of Calumet, all in Cook County and State of Illinois.

Your petitioners further represent that the territory herein described and bounded is not more than two (2) square miles, and that no part of the same is now included within the limits of any incorporated town, Village or City, and that said territory has now resident therein a population exceeding three hundred (300) inhabitants and less than five thousand (5000) inhabitants.

Your petitioners would respectfully request your Honor to cause the question to be submitted to the legal voters of said proposed Village, whether they will organize as a Village under the Statute in such cases made and provided, and to fix a time and place for such election, to give notice, and appoint Judges therefor, and to make such other and necessary order as to your Honor may be deemed meet and proper.

Dated at Worth and Calumet, July 5th, 1872.

H. H. Massey	James Green
Merrill Kile	Hart Massey
Alfred Duller	Wm. Black
Albert W. Roche	W. R. Patterson
C. B. Sammons	John Klein

Chas. D. Robinson	F. Schapper
J. W. Harmon	F. G. Diefenbach
C. Rinkenberger	August Biederman
John M. Green	Geo. Luchtemeyer
W. B. Boutwell	Wm. Sorgenfrei
W. Schults	Andrew Mihm
O. G. Kile	Herman Schmitt
B. N. Rexford	P. Schleuter
Benj. Sanders	Wm. Baumbach
Geo. E. Plumb	Edward Eichhoff
Royal Fox	H. B. Robinson

State of Illinois }
County of Cook } ss.

Cyrus B. Sammons of Blue Island, Cook Co., Ill., being sworn deposeth and says that he personally saw the parties whose signatures appear in the above petition sign the same, that each of them are legal voters either of the towns of Worth or Calumet in this County and voters and residents in the territory described in this petition.

CYRUS B. SAMMONS

Sworn and subscribed before me
this 13th day of August 1872

GEO. W. WHEELER,
Clerk protem

* * *

On August 22nd, 1872, and in accordance with the foregoing petition, Judge Wallace issued notice of an election for the purpose of voting on village incorporation to be held at the house of Gottlieb Klein on Saturday, September 7, 1872, and a week later, August 30, 1872, the court appointed Christian Krueger, Henry Bertrand and Hart Massey judges of the election.

* * *

The election was a memorable event in the history of the little settlement.

For several years past the need of some form of organized government was felt. An effort to this end had been made in 1869-70 but failed.

So when the day arrived to decide the momentous question the entire village was in a state

of excitement that could scarcely be controlled. Many heated arguments took place and several personal clashes of opponents on the question marked the day.

The men who favored village organization took no chances, and, although it was conceded they were in the majority, sought to "win over" anyone who was in doubt about the matter.

Those opposed were just as determined to defeat the question and worked untiringly to muster the required majority of votes. Then, as even today, the principal arguments pro and con, revolved around the matter of "expense and increased taxes."

However, the men who were in business and those who owned the most property in the village, and would naturally be the ones to bear the heaviest burden of expense and taxation, were the ones who favored incorporation.

When the polls closed that night it was found that 114 ballots had been cast: 99 votes for village organization, 13 votes against village organization and two ballots had not been marked. Many voters who were qualified had refrained from voting one way or the other.

But the proposition had carried, and there was great rejoicing in the little community that night.

* * *

The result of the election having been certified to Judge Wallace of the County Court, that jurist at once issued notice of an election for "six trustees for the said Village of Blue Island" to be held on October 26, 1872, at the home of Gottlieb Klein, and Hart Massey, Christian Krueger and Henry Bertrand were appointed judges of the election.

Fourteen candidates sought the honor of being among the first officials to serve the village and twice as many ballots as had been cast at the previous election were recorded.

Following is the vote in full, the six receiving the highest vote were declared elected:

Richard McClaughery.....	194	votes
Ludwig Krueger	192	"
Benjamin Sanders	191	"
W. C. Bauer	188	"
Jacob Appel	119	"
Walter P. Roche	115	"
Ferdinand Daemicke	93	"
George Luchtemeyer	93	"
Peter Schlueter	2	"
Albert Koop	1	"
Samuel Auld	1	"
F. Sauerteig	1	"
R. N. Day	1	"
Merrill Kile	1	"
R. C. Auld and S. D. Jones were the clerks of the election.		

When the returns were canvassed by the county court McClaughry and Krueger each lost two votes on doubtful ballots, but the result otherwise remained unchanged and the court certified the election of the first six named.

* * *

CALL FIRST MEETING OF TRUSTEES

The newly elected village officials lost no time organizing and on October 28, 1872, only two days after their election, they met in the office of Benjamin Sammons, a notary public and there "each for himself took the required oath of office."

They then adjourned to their room in the Heckler block where an informal meeting was held at which Benjamin Sanders was elected president of the board. Trustee Appel made the motion and it was carried unanimously.

On October 30, 1872, the board met again and perfected its organization by appointing a village clerk and a village treasurer. Hart Massey received the appointment of clerk by a unanimous vote, but when several names had been proposed for village treasurer Ludwig Krueger expressed the thought that in his opinion "it would be expedient, if not right, to give the appointment of treasurer to a German, so as to equalize the offices between Germans and Americans."

This suggestion seemed a fair one, and since the village board, as then constituted, consisted of three Germans and three Americans no one disputed the justice of such an arrangement.

Ludwig Krueger then nominated Peter Schlueter for treasurer and his appointment was concurred in by a unanimous vote.

NOTE—The suggestion made by Ludwig Krueger, viz: that the village offices should in all fairness be divided equally between Germans and Americans, became one of mutual understanding and was observed for a long time afterward.

Along in 1884-5, when the writer of this first began reporting the village board meetings, there were English, Germans and Plattdeutsche members of the board and at times, during heated discussions, all three languages would be spoken simultaneously. My "boss" at that time was E. M. Pope a "down East Yankee", who gave up in despair when a mixture of all three languages would burst upon his hearing. The writer understood and spoke all three languages so "getting the board meetings" became his regular job.

Peter Schlueter, who had been given the appointment of village treasurer declined to accept the office, so at the next meeting Herman Schmitt was appointed. Schmitt accepted the office and qualified by giving a bond for \$3000 for the faithful discharge of his office.

BORROW \$200 AT 10 PER CENT

Since the newly elected board had no money in its treasury to "do things" with the next logical step was to get some. So a special committee was appointed to ascertain if there was any money in the hands of the commissioners of highways in the Towns of Calumet and Worth which the village could appropriate and use for street repairs. Another special committee, consisting of Trustees Appel and Krueger, was appointed "to procure a loan of \$200 to pay the current expenses of the board for the ensuing six months."

The latter committee reported at the next meeting that it had borrowed \$200 at 10 per cent per annum for a period of six months.

The committee on road money returned empty handed with the report "all the information we can learn is the money known as road and bridge tax is from two hundred and fifty to three hundred dollars for the year 1872."

* * *

FIRST ORDINANCE PASSED

Village Ordinance No. 1 passed by the board Nov. 9, 1872, was as follows: "That the president and board of trustees of the Village of Blue Island shall render all necessary services in their official capacities free of charge until the third Tuesday in April, 1873."

Village Ordinance No. 2, passed the same date, read: "That any person riding, driving or leading any team or animal over or across any bridge within the limits of the Village of Blue Island faster than a walk, shall be fined not less than five (5) dollars, said fine to be collected before any Justice of the Peace and be paid over to the village treasurer."

Notices to that effect were ordered posted at all bridges.

This ordinance started to bring results quickly and within a few weeks several violators were arrested and the village treasury enriched by the fines.

Woe to the man who would trot a horse across a bridge those days. The police officer seemed to be constantly on watch, the judge was stern and inexorable, and—the city treasury needed the money!

Those were strenuous and busy days for our first village "dads". No sooner had they been inducted into office than they were beset with all sorts of demands by the villagers who, for several years, had felt the need of an organized government—a government which could "do things" for the community and compel observance of its rules and laws.

The new board had to start "from scratch", as the slang saying has it. There was nothing

ready-made to start out with. It had to build the structure of municipal government from the ground up.

So we find the record of the first few months of the village replete with petitions for sidewalks, demand for better police and fire protection, demands that the board prohibit the running at large of cattle, complaints about nuisances, etc., etc.

On Dec. 14, 1872, Wm. B. Brayton was appointed superintendent of public works and Henry Marker, captain of police, they to serve without pay until the third Tuesday in April, 1873. Both men accepted their respective offices with that understanding.

The first plank sidewalk under village government was built on the north side of High street, commencing at Western avenue, running west to Maple avenue. It was 5 feet 4 inches wide, of 2 inch pine plank. The petitioners for this improvement were W. B. Brayton, Wm. Betts, Wm. Morgan, J. P. Young and S. F. Dickinson. The abutting property owners paid all the expenses connected therewith.

The annual saloon license fee was set at \$50 per annum, plus \$2 for license blank and \$2 for making bond. License for brewers was also \$50 per annum plus \$2 for issuing permit.

The first general village ordinances were patterned after, (and almost verbatim like) the ordinances of the village of Hyde Park. They covered misdemeanors, nuisances, health, streets and highways, sewers and drains, licenses, police, railroads, and miscellaneous subjects. Their preparation cost the village \$200.

The total valuation of property in the village subject to assessment in 1872 was \$158,141 divided as follows: Town of Worth—Real \$78,558; personal \$30,003; total \$108,561. Calumet—Real \$36,002; personal \$15,558; total \$51,560.

* * *

FIRST APPROPRIATION BILL

On March 8, 1873, the village board passed the following bill making appropriations for corporate purposes for the ensuing year:

For books and stationery	\$ 30.00
For repairing highways and grading..	975.00
For repairing drains and sewers	30.00
For repairing bridges	150.00
For police service	100.00
For taking care of prisoners.....	50.00
For election expenses	20.00
For surveying	50.00
For printing	20.00
For salary superintendent public works	75.00
For salary, president and trustees	300.00

\$2,000.00

All of the village trustees and appointees had agreed to give their services gratis to the village "until the third Tuesday in April, 1873" when the first full term officials were to be elected and receive pay at \$50 each per annum, as provided for in the appropriation ordinance.

The second village election held on April 15, 1873, at the house of Christian Krueger, was for six trustees, one police justice and a village clerk. Those elected were: Christian Krueger, Ferdinand Daemicke, Edward Eichhoff, Merrill Kile, Walter P. Roche, Jacob Appel, trustees; Henry Bertrand, police justice; F. G. Diefenbach, clerk.

When the new board convened for its first meeting, April 21, Merrill Kile was elected president by a unanimous vote. The following appointments were made: W. B. Brayton, superintendent of public works; Herman Siemon, captain of police; Herman Schmitt, village treasurer.

W. B. Brayton resigned as superintendent of public works after serving only three months and Frank McClintock was appointed to fill the unexpired term.

Charles Trapp was elected Village clerk in 1874 but resigned the following June and H. B. Robinson was appointed to fill the unexpired term.

Encouraged by the incorporation of the village, Charles Feistkorn, son of a German Methodist preacher started a community newspaper in 1873 which he called the *Weekly Herald*. The village authorities welcomed the new venture and on March 3, 1874, the annual budget of the village board was ordered to be printed in the *Herald*. A resolution was also adopted that any notices requiring publication be printed in the *Weekly Herald*.

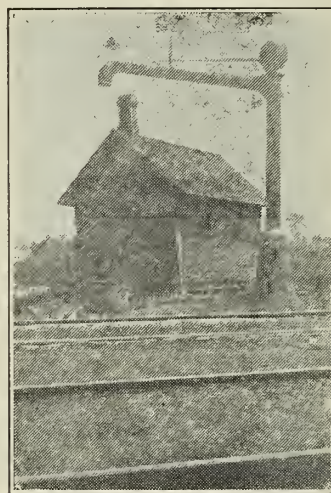
Benjamin Sanders, who was the first president of the village board, ran again for trustee in 1875, was elected and again chosen to head the board. H. B. Robinson did not run for re-election as clerk and F. G. Diefenbach was chosen.

As a measure of economy, urged by President Sanders, the board that year declared vacant the offices of police captain and superintendent of streets. Later the two jobs were combined in one and George Hinman was appointed with a salary of \$40 per month. The duties of this officer covered a wide range—all the way from collecting poll tax, chasing tramps out of the corporate limits, shoveling snow and mud off the street crossings to seeing that no one rode or drove across a bridge faster than a walk. He was also held responsible for the collection of fines and had to see that they were turned into the village treasury.

Hinman held this job about two years when he was suddenly relieved presumably for failure to do some one thing or other of his multifarious duties. May 15, 1879, Christian Peters was appointed chief of police and Christian Zacher was appointed superintendent of streets at \$1.50 per day "for every day he works and as long as it suits the pleasure of the board."

Police Captain's Sweet Job

J. P. Young was president of the village board that term. There seems to have been some question, now that the police department and the street department had again been divorced, as to the duties required of each of the new appointees. So President Young appointed a



The Village "Calaboose".

committee to define their duties. This the committee did and they surely handed the "captain of police" a prize package of jobs. His first duty was, of course to "see that the laws were enforced, to make arrests and bring offenders to trial; if fines were imposed to see that the money was collected and turned into the village treasury; to prevent tramps from loitering in the village and if any were found to chase them out; to give no meals to anyone except cripples or sick; to clean off the planks on the Stony creek bridge and from time to time tighten the nuts and bolts on said bridge; to keep street crossings clean and free from mud and snow; to see that dead animals are removed from the streets; to light the street lights and keep the lights clean and in good repair; to extinguish street lights each night between 11 and 12 o'clock"—all for \$35 per month! Altogether there were 18 points of duty laid out for the captain!

Whew! How would you like to have been the "captain of police"?

The duties of the "superintendent of streets" were not quite so complicated although the committee prescribed 14 points for his attention. He was required to do actual labor with shovel and pick digging ditches or constructing roadways, opening streets, etc. He also had to see that the \$1.50 a year poll tax was paid by every man twenty-one years or older, and if no cash was forthcoming to see that the tax was "worked out"—two days labor being required. It was his duty to oversee any work done by others for the village, but unless he took a part in the actual manual labor required he received no pay.

The village "Calaboose", as it was known then, was a wooden one-room structure about 12x14 feet and was located on the east side of the Rock Island railroad tracks just south of Grove street. Its windows, each about two feet square, were guarded by wooden bars 3 inches in thickness. Here tramps, found loitering in the village, were locked up for safe-keeping overnight. Sometimes there was a case of "drunk and disorderly" and occasionally someone who had fractured the village laws and was not able to pay the fine imposed was chucked in with the others.

It was the duty of the "captain of police" to feed any prisoner incarcerated for a violation of the laws and for that service he was allowed the sum of thirty-five cents per prisoner per day.

A resolution of the village board fixing the price he shall receive also prescribes the food to be served as follows: "three meals to constitute a day's board and the food furnished to be as follows: one-half pound boiled beef, all the bread wanted and one pint coffee, morning, noon and evening".

This calaboose which was built by Chas. Ellfeldt at a cost to the village of \$250.00, occasioned our first village fathers a lot of trouble. It was a dirty, filthy hole. The Rock Island wanted it removed off its property, tramps almost wrecked it and on several occasions prisoners broke the wooden bars on the windows and escaped. It was finally mysteriously destroyed by fire. * * *

BUY PROPERTY FOR VILLAGE

In 1875 the board rented a room in Turner hall for a meeting place at a rental of \$24 per year.

The need for a permanent meeting place became more urgent with each year and there was a standing committee whose duty it was "to investigate the matter of purchasing a piece of property for use of the village".

This committee received several propositions but it was not until May of 1877 that a suitable location at a suitable price was found. A com-

munication from Charles J. Pochman of Washington Heights was received offering to sell to the village lots 5, 6 and 7 in Pochman's subdivision of lots 2, 3 and 4 in block 34 of Young's addition to Blue Island for \$2350.

Pressure for a water system had been growing, so when the title to this land was found correct the village board promptly closed the contract and bought the land.

That is the property where the city hall, police station and fire house now stand.

Blue Island was by this time emerging gradually from the weeds and mud. Several of the more important streets had been opened and graded. Several sections of plank sidewalks had been built and the demands for others were becoming insistent. Also the merchants on Western avenue were demanding that the village authorities "do something" to improve the roadway in this business street, which at certain times of the year was a sea of mud. Fires that almost spelled disaster for the little village had occurred and better protection against that hazard was another of the board's leading problems.

* * *

CONSTRUCT WATERWORKS

Now that the village had bought property for its own use the first step taken was to provide water for its citizens.

Trustees Lusson and Thoeming and Superintendent of Public Works Hinman and Clerk Diefenbach were appointed a committee to go to Chebanse, Ill., to inspect a waterworks plant in operation there. This the committee did and returned enthusiastic for a similar plant to be constructed here.

There was a small frame building on the property purchased from Mr. Pochman and the board lost no time moving in, cancelling the lease it held with the Turners.

July 2, 1877, the special committee appointed to investigate the waterworks plant at Chebanse made its report to the board and recommended the sinking of a well, without delay, which would supply water for extinguishing fires and for household purposes. The well recommended was to be "at least six feet in diameter and of sufficient depth to furnish an ample supply for the village."

In accordance with this recommendation bids were received and the contract for digging the well was let to John Warnke of Washington Heights at \$6.80 per lineal foot of depth. The well was finished on August 10, 1877. It was 45 feet deep and contained 11½ feet of good water. The cost, according to contract, was \$306.00.

The first lot of bids for erecting a tower over the well ranged all the way from \$1900 for the lowest to \$2665 for the highest. All of these bids were rejected. A new lot of bids was then called for and John Toerpel was awarded the contract for \$1650.00. The contract for tank, pump and windmill was awarded to L. Leach of Joliet for \$1165.00. One fire hydrant was installed at the street line near the well. The plant was completed June 17, 1878.

Jacob Link was employed to oil the windmill "as often as it is necessary, he to be paid 25 cents for each oiling." Later Mr. Link's compensation was increased to \$4.00 per month.

It was June 7, 1879, however, before the board took steps to lay water mains in the streets. On that date the board passed an ordinance providing for a cast iron water main six inches internal diameter to be laid in Vermont street beginning opposite the village well eastward to Western avenue, a distance of 554 feet, thence south in Western avenue a distance of 500 feet. One hydrant was placed at the intersection of Vermont street and Western avenue, another at Grove street. The cost and expense of the improvement was levied by special assessment against the property benefited. The contract for this improvement was let to McRitchie & Nichol at \$1.05 per foot.

After about three years of operation the windmill was damaged beyond repair in a storm. In July, 1881, the windmill was taken down, and a power house was built fronting Vermont street and a steam engine installed. This equipment had a pumping capacity of 1200 barrels of water a day, although the average daily consumption was but 500 barrels.

* * *

November 23, 1872 the village board authorized a committee "to contract for making a plat of the territory contained within the limits of the Village of Blue Island into streets, alleys, lots and blocks," and the following year Mr. Walcott, the county surveyor, established the line of Western avenue, between Grove street and the Stony creek bridge.

SMALLPOX SCARE

In the spring of 1873 small pox broke out in the village. It created a great deal of anxiety among parents with children, but the village authorities took prompt action and closely quarantined all suspected cases, succeeding in stopping the plague before it became general.

* * *

On May 12, 1873, the village board took the first steps toward creating a fire department. A committee was appointed to inspect and report on "public cisterns and wells," and there was

some discussion of ladders, water buckets, etc., needed to equip the small group of men who, of their own volition, had banded together as fire fighters.

The allusion in the village records to "public" cisterns and wells is misleading, since there were then no wells publicly owned, there were however, several good privately owned wells to which the "public" had access and from which the villagers obtained their supply of water.

TWO CEMETERIES INSIDE CORPORATE LIMITS

When village organization was effected in 1872 there were two cemeteries within the corporate limits, the Catholic cemetery located south of Burr Oak avenue, between Western avenue and Gregory street, and the Blue Island cemetery located south of Burr Oak avenue and west of Highland avenue.

Prior to that time there was little or no regulation of these cemeteries except such as the lot owners themselves agreed on mutually.

Now, however, the village assumed jurisdiction, and we find throughout the early records of the village board numerous references to action of one sort or another affecting these burial spots.

On July 3, 1873, R. N. Day petitioned the village board for permission to lay out his property (adjoining the old Blue Island Cemetery) in cemetery lots, "or pass an ordinance confining the cemetery within its present limits."

This matter was referred to a committee which on August 9, 1873, reported as follows: "We find the village cemetery is being constantly enlarged by private speculation to an alarming extent and your committee being unable to find any law restraining the same from being enlarged, and believing that its further enlargement would be detrimental to the interests of the village, respectfully recommend that a law restraining further enlargement be passed by the board."

The recommendations of this committee were approved and an ordinance preventing further enlargement of the cemeteries was passed. However, this ordinance did not prohibit interments in lots already sold.

The above ordinance continued in force until March 5, 1878, when it was repealed and a new ordinance was passed. *Note—See article elsewhere on "Old Blue Island Cemetery."*

WESTERN AVENUE UNDERPASS

The first action by the village authorities to do away with the grade crossing of the Rock Island railroad at Western avenue was taken February 5, 1874, when a conference was held with Mr. Riddle, superintendent of the railroad company,

relative to constructing an underpass, or tunnel, under the railroad tracks.

Nothing was accomplished at that time as Mr. Riddle informed the committee that the railroad was contemplating building a new bridge over Stony creek which would change the grade of the tracks and that it was useless to do anything until the new bridge was in.

As traffic on both the highway and railroad was constantly increasing, the grade crossing at this particular point was becoming more and more a menace to life, several bad accidents having already occurred here. The people living on the south side, whose children had to cross the railroad tracks to go to school, insisted that the village board take steps to do away with this hazard, but it was not until 1888 that an underpass, one-half the width of Western avenue, was opened.

When the Calumet-Sag canal was constructed through Blue Island in 1915 the Rock Island railroad was obliged to build a new bridge and raise the grade of its tracks. The underpass then was enlarged to its present proportions. This work was done in 1922, the Rock Island, the Chicago and Interurban Traction Co., and the City sharing in the cost.

* * *

In the annual budget for 1875 the trustees included an item of \$2000 for equipping a fire department. Also the amount appropriated for salaries was increased from \$375 in 1874 to \$1300, making the total amount appropriated \$4,775—more than double what it was the year before.

Following passage of the annual appropriation bill, and with \$200 allotted for fire department equipment, a committee was appointed with power to act on the purchase of such equipment as was considered necessary. This committee later reported they had been offered a second-hand Britten fire engine in good condition for \$650. There is no record that this engine was bought. However, sometime later the committee reported the purchase of several fire ladders, some pike poles and three dozen rubber buckets. (Note: Elsewhere in this review Fire Chief John Link has an article giving the history of the Blue Island fire department.)

* * *

The village at this time had in operation a number of kerosene street lights and others were being added from time to time, so the supplying of kerosene oil for these lamps was a contract coveted by the merchants of the village.

F. G. Diefenbach was awarded the contract for the year 1876 at "2 cents above cost per gallon for 175 test oil."

An ordinance was passed prohibiting the hitching of horses to street lamp posts, the penalty

for first offense being a fine of not less than \$1 and for subsequent offenses \$5. Damage to post or lamp carried a penalty of not less than \$5.00.

A petition signed by 125 property owners, praying that Canal street be opened along the old feeder bed between Chicago street and Robinson street was granted.

Eight hundred and eighty-eight loads of gravel at 12½ cents per load were bought for improvement of roads.



Christian Krueger

Prominent builder and contractor.

Served many years as President and Member of the Village Board.

The village board about this time required considerable legal advice and W. J. Campbell was appointed village attorney.

The need of a new bridge over Stony creek had been discussed off and on for some time so in the annual budget for 1876 the sum of \$2000 was appropriated for the bridge and \$550 for the fire department—the total appropriated for all corporate purposes being \$4,600.

On July 24, 1876, the council awarded the contract for stonework in the substructure of the new bridge to John B. Fox for an estimated cost of \$2,194, and for the superstructure to the Indianapolis Bridge Company for \$1,651, both contracts calling for completion of the work by October 1, 1876. The contract with Fox was cancelled August 12, because he had failed to live up to contract in delivery of stone, and two days later a contract for completing the subconstruction was awarded to Henry Schwartz at 18 cents per cubic foot as measured in the abutments when completed, Fox to receive credit for

work done under his contract. The bridge was not completed until January, 1877. Theodore Guenther, who was at that time a member of the board of county commissioners, was instrumental in obtaining an appropriation of \$1772.69 toward the cost of the bridge.

An ordinance making \$50 the price for a license to conduct a saloon within the corporate village limits had been passed by the village board in 1873. The tavern keepers, who up to that time had paid only a state and government tax, demurred at this extra burden placed on them and in the spring of 1878 they appeared in a body before the board with a demand that the license fee be reduced to \$35.

This the board refused to do and the matter being referred to the village attorney he quoted the general law of the state, which provided: "no saloon license shall be more than \$300, nor less than \$50 per annum" and decided that the village must charge \$50 or more.

This decision did not satisfy the saloonkeepers who continued to press their demands for a reduction until Trustee Bushnell, impatiently, offered a retaliatory motion that "no saloon licenses be issued during the ensuing year." Although the motion was lost when put to vote it had the effect of ending all further discussion.

March 4, 1878—Village board voted to contribute toward the cost of building a footbridge across Ellfeldt's creek on Vermont street.

Expenses of the village were mounting rapidly at this time, and although an attempt was made to keep the various funds separated juggling money from one fund to another was frequently resorted to.

The volunteer fire companies were becoming more active now that support from the village was being given. In December, 1879, Fire Co. No. 1 presented a petition to the trustees for hose and a hose cart and the South Side Hook and Ladder Co. also requested additional equipment. An order for 300 feet of cotton hose was passed and the other requests were referred to a committee.

* * *

Efforts at improving the roadbed on Western avenue had previously been made, but the work done was of a superficial nature and it was not until February, 1880, that any real steps were taken toward making it a hard-surfaced road. The insistent demand of business men along the avenue could no longer be ignored, but the village had so little money with which to work, so after considerable discussion it was decided to macadamize Western avenue with crushed stone "beginning at Grove street, north as far as we

have the money for," and on the south side, "one block from Canal street south."

A Poll Tax ordinance passed May 5, 1880, required that every able-bodied man 21 years old and under 50 years old, pay an annual poll tax of \$1.50 cash or do two days labor on the streets. Firemen were exempt from this requirement.

THE FIRST CENSUS

Peter Lusson was appointed by the village board in May, 1880, to take a complete census of the village for which he was to receive \$7.50. The count as returned by him showed the population to be 1542. An unofficial estimate made in 1872, when incorporation as a village was considered, placed the population at that time slightly more than 1000. Thus it will be seen the official count showed an increase of approximately 500 within a period of eight years.

The first move toward the installation of underground drainage or sewerage was made in the spring of 1880 when property owners on the South Side, headed by Andrew Reiner, petitioned the village board for permission to construct a tile pipe sewer in Western avenue, from Desplaines street to Stony creek. This was to be a storm water sewer only and the petitioners agreed to pay all expenses connected therewith except the filling of trenches and levelling of the ground, which the village agreed to do.

January 17 1881—Petition signed by Robert Krueger and Thomas Black asking permission to have Blue Island band hold practice in village hall. Permission granted providing they pay captain of police 50 cents for lighting lamps and making fire each meeting.

June 6, 1881—Accepted proposal from Frank Wuest to publish all proceedings of the board, regular and special, and the treasurer's annual report in the Standard for term of one year for \$36, payable quarterly.

June 29, 1881—Paid Jacob Link \$20 to take down wrecked windmill; appointed committee to investigate matter of replacing the windmill with steam engine and pump.

Sept. 5, 1881—President Krueger announced that he had discharged Christian Peters as captain of police; later appointed Walter Huntington as captain, he also to have charge of water works and run engine at \$45 per month.

Oct. 3, 1881—Authorized purchase of fire alarm bell, cost not to exceed \$75.

Nov. 7, 1881—Philip Pfister appointed Police No. 1—must also put in his "leisure time" on street work and keeping street crossings clean, at \$30 per month. For furnishing all the oil, lamp chimneys and wicks, caring for, lighting and

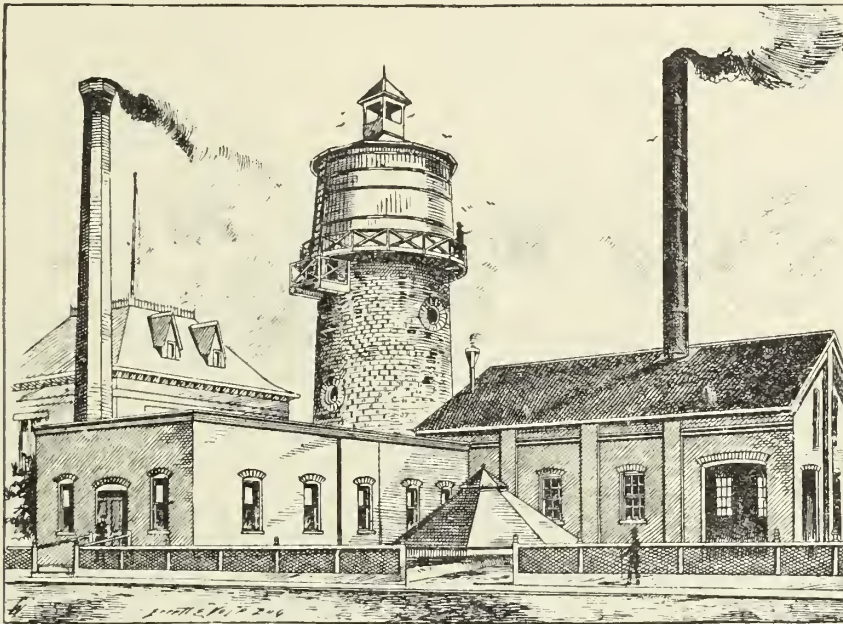
putting out street lights to be paid \$10 per month additional.

Nov. 7, 1881—Busch and Brandt brewery becomes first commercial user of village water at \$20 per month for all water used at their brewery.

March 6, 1882—Walter Huntington resigned as captain of police and Philip Pfister as Police No. 1 and superintendent of the water works,

Aug. 7, 1882—Passed an ordinance for extension of 6 inch water main in Western avenue from E. Boehl's store to the south end of H. Bertrand's property, one double nozzle hydrant to be placed at Western avenue and Fulton street. Property owners volunteered to pay the cost of pipe and laying at \$1 per foot in order to save cost of special assessment proceedings.

Also granted a petition signed by Frank Jones,



*The Village Plant in 1892
The hexagon-shaped structure in the foreground
covers the first of the dug wells.*

etc. Holden Stafford appointed engineer and Ethan Wattles as captain of police at \$46 per month.

May 1, 1882—Limited power of committees to purchases amounting to \$25 or less on approval of president, and not in excess of \$50 unless approved by the board.

June 5, 1882—Passed ordinance declaring growth of burdocks, thistles, ragweed and other noxious weeds within corporate limits a nuisance. Property owners permitting such weeds on their premises must on notice from police, destroy same at once or suffer a penalty of not less than \$2 or more than \$5.

Petition from merchants on Western avenue to prohibit the riding of bicycles either on sidewalk or street and declaring such acts a nuisance, was, on motion of Trustee Eames, not granted.

June 5, 1882—Ordered Rock Island railroad to widen its crossing on Western avenue to the full width of the street and to place safe railings at both sides.

school director, to lay a 4-inch pipe in Vermont street from the village water works to the public school property, at school board expense, village to have full right over said waterpipe. Cost of 110 feet 4" pipe at 70 cents per foot and one fire hydrant at the corner of the school property, \$30.

Sept. 4, 1882—A suit for damage was brought against the village by Mrs. Mary E. Kinney, to recover \$3000 in damages for injuries sustained by falling on a defective sidewalk on Grove street. The matter was referred to President Krueger for settlement, but the records fail to show the final disposition.

Nov. 6, 1882—Postal Telegraph Co., presented a petition for permission to put up poles on the following streets: Wabash street, thence north to Burr Oak avenue, west to Western and north on east side of Western avenue to village limits. An ordinance granting this franchise was passed Dec. 4, 1882.

Feb. 5, 1883—Ordinance passed creating office

of oil inspector. H. B. Robinson appointed to office; required to give bond of \$2000 which was later reduced to \$500.

Bought 200 feet of fire hose.

July 2, 1883—Petition for opening Gregory street through the old Catholic cemetery was opposed to avoid disturbing graves, and a counter proposition to widen the old Vincennes road instead was considered.

Passed an ordinance changing the date of village fiscal year from January 1 to May 1.

July 16, 1883—Appropriated \$400 towards the cost of a bridge over the Calumet river near Roll's place.

Nov. 5, 1883—Ordinance No. 106 passed granting Chicago Telephone Company permission to erect poles and string wires in Division street, north to Desplaines street, in Desplaines street to Rexford street, north to Grove street, in Grove street to Ann street, north on Ann street to Vermont street, thence north through the alley to Burr Oak avenue. Also in Rexford street to Vermont street, east to Chicago street, north in Chicago street to Union street.

Dec. 16, 1883—Passed Ordinance No. 107 raising the annual license fee for sale of malt and spiritous liquors from \$300 to \$500, and for malt liquor only from \$50 to \$150.

March 24, 1884—Grand Trunk and Rock Island railroads agreed to install electric bell systems at their railway crossings.

May 19, 1884—On complaint of Edward Eichhoff about sewage from the Busch and Brandt brewery and the starch factory creating a stench, the village board ordered these concerns to abate the nuisance.

ISSUED \$10,000 WATER BONDS

On May 19, 1884, the village board passed Ordinance No. 109 authorizing the issue of \$10,000 in interest-bearing coupon bonds, in amounts of \$1000 each, bearing interest at 6 per cent.

The purpose of the bonds is explained in Section 2 of the ordinance as follows:

"The proceeds arising from the sale of said bonds shall be placed in the treasury of said village to the credit of a fund to be known as the Water Pipe Fund and shall be used for the purpose of providing a supply of water for the use of the inhabitants of said Village by the construction of a system of waterpipes, and for not other purpose."

Immediately after passage of this ordinance the village board considered petitions from property owners for water pipes in Greenwood avenue, in Maple avenue, in Union street and in

Vermont street, from Western avenue to Chatham street; approved ordinances for same and issued calls for bids for doing the work.

Dec. 10, 1884—Passed Ordinance No. 110 "providing for the conduct and management of the Blue Island water supply."

Ordinance No. 111, a companion ordinance, passed the same evening, provides in Section 1—"That for the purposes of maintaining the waterworks of the Village of Blue Island, an annual



Fred Hohmann

Village and City Clerk for more than thirty years.

water tax of 10 cents per front foot, be and the same is hereby levied upon every lot, piece or parcel of ground, having a building or buildings thereon, which shall abut or front upon any street, avenue or alley in said village through which the distributing pipes from the waterworks of said village are laid. Provided, however, that the water tax herein provided for, shall not be levied upon premises which pay water rates for water used thereon; and provided further that no such lot, piece, or parcel of ground, shall be taxed on more than fifty feet frontage for each building thereon."

Sections 2, 3 and 4 provide for the manner of collecting the tax and section 5, reads: "That no

lot, piece or parcel of land taxed or assessed under section 1 of this ordinance, shall be connected with the distributing water pipes of said village until all arrears of water taxes or assessments levied thereon by this ordinance shall have been paid."



August C. Boeber
Former Village Treasurer

June 1, 1885.—The village trustees granted the Concordia Turners permission to use the village grounds for gymnasium exercises.

Aug. 3, 1885—Passed Ordinance No. 113 granting Chicago Telephone Co. authority to erect poles, string wires, and maintain same in various streets and alleys.

Sept. 7, 1885—Ordered additional (oil) street lamps put up in Vermont street, east of the Rock Island tracks.

Oct. 27, 1885—Ordered plank sidewalk built in parts of Union street, Vermont street, Maple avenue and Canal street.

Nov. 2, 1885—Village board was notified that thirty street lamps had been put up by property owners at their own expense. On motion of Trustee Luchtemeyer the police were ordered to light and care for same.

Dec. 7, 1885—Christian Peters, captain of police, was allowed \$20 per month in addition to his regular salary of \$50, for lighting street lamps.

Feb. 5, 1886—Engineer F. Brauneis reported that the pump at the water works had operated 302 hours during the month of January.

March 1, 1886—A committee of the board, to whom a disputed bill for stoning and graveling Western avenue had been referred, reported that they had settled with John B. Fox, the contractor, for \$591.50.

April 5, 1886—Village clerk's annual report showed that during the year just closed he collected: From saloon license, \$3,375.00; from peddler license, \$200.00; from water tax,

\$699.38; for water permits, \$192.00; for fines, \$15.00—a total of \$4,481.38.

April 14, 1886—Paid salaries of trustees and clerk for the past year—\$50 each for the trustees and \$200 for the clerk.

* * *

A special meeting of the board was held May 27, 1886, to take action on the construction of a new smokestack at the city water plant, the old iron stack having been destroyed in a storm. Mr. Bridgman submitted a plan for a 70-foot stack to be built of brick, which the board accepted and empowered the committee on water to proceed at once with the plan, call for bids and let contract. Sorgenfrei and Silisky were awarded the contract for \$225.00 and were allowed an additional amount of \$20.50 for extras.

Demands for additional water service were being received at almost every meeting of the board. Water mains were extended to every part of the village and the original pumping equipment was taxed to capacity.

At a meeting of the trustees July 7, 1886, at which the committee on water recommended the



Blue Island Village Hall
Built in 1891

laying of 3403 additional feet of water mains, the conclusion was reached that a new steam pump must be installed without delay. The proper committee was empowered to receive bids for a pump having a capacity of not less than

700 gallons per minute. Gould and Austin company entered a bid for \$1,111.49 and the Worthington Pump company, \$1,250.00. The contract was awarded to the Gould and Austin company.

The bid of McRitchie & Nicholl at 62 cents per lineal foot for approximately 3500 feet of 4-inch water supply pipe, and \$36 for each fire plug, was accepted, work to be completed Oct. 1, 1886.

Passed Ordinance No. 119, opening Desplaines street through to Western avenue, also Ordinance No. 120 opening Gregory street through the old Catholic cemetery, to Burr Oak avenue.

The new duplex pump recently installed at the village water works proved too much of a load for the boiler capacity of the plant, so a new 50-horsepower boiler was ordered.

The village treasurer was instructed to transfer \$1000 from the general fund to the water fund, and President Krueger was empowered to make a loan of \$1000 for two years at 6% interest per annum, the money so obtained to be turned into the water fund.

March 2, 1887—Committee on water supply empowered to lay 4-inch water supply pipe in the following streets "if they can raise the necessary funds," east end of Vermont street to Chicago street west to the Chicago and Rock Island railroad tracks.

Allowed Mike Rau \$8.00 towards building a foot bridge over Stony creek at Chicago street.

Passed an ordinance to issue \$3000 in Village of Blue Island water bonds, in denomination of \$1000 each, bearing 6% interest per annum. Money derived from the sale of these bonds to be placed to the credit of the Blue Island water fund.

March 1, 1887—Passed Ordinance No. 122, providing for the appointment of a collector of special assessments, and making the office an appointive one annually, "or until his successor is appointed and qualified."

Contracted with McRitchie & Nicholl to lay 1800 feet of 4-inch water supply pipe, at 70 cents per foot of pipe laid, and \$36 for each hydrant. Also ordered several hundred feet of plank sidewalk built in various streets of the south side.

June 6, 1887, the problem of obtaining more water faced the Board. Water mains had been extended to nearly every part of the village and the service had increased to the point where the original dug well was no longer able to supply the demand. After some discussion it was decided to sink a driven well as an experiment to find out how deep it was necessary to go to find

water. The committee on water supply was empowered to sink a 6-inch tubular well 125 feet more or less.

The dam in Stony creek just west of Western avenue was ordered removed.

An iron bridge was ordered to be built across Stony creek on Vermont street to replace the one which was badly damaged by floods in the spring. (P. E. Lane was some time later awarded the contract to build this bridge for \$1680.)

Aug. 29, 1887, was a banner meeting for plank sidewalks. The Board passed thirteen ordinances providing for the construction of plank sidewalks in various streets, and considered several other petitions for like improvements.

Sept. 9, 1887, Father Bruno Ries of St. Benedict Catholic church submitted a plat for subdividing the old Catholic cemetery on Western avenue, south of Burr Oak avenue. The plat was approved after certain alterations had been agreed to and made.

A petition from the Chicago Cooperative Brewing Co. requesting permission to build a dam across Stony creek, was denied.

Dec. 5, 1887—Trustee Eames reported that many complaints had reached him that gambling was running unchecked in the village and on his motion the president was ordered to enforce the ordinance against gambling.

Dec. 6, 1887—At a special election held that day S. C. Reed was elected Police Magistrate for the unexpired term of Charles Ellfeldt, deceased.

* * *

ELECTRIC STREET LIGHTS

In the spring of 1889 the subject of better street lighting was being agitated, and at its meeting on April 8th almost the entire evening was devoted by the Village Board to a discussion of the subject.

H. L. Bridgman, superintendent of the Smelter, submitted a proposition to supply the village with twelve arc street lights for \$100 each. A committee was appointed to confer further with Mr. Bridgman and was given power to enter into a contract with him.

At the meeting May 6th, the committee reported they had not come to a conclusion on Mr. Bridgman's arc light proposition and this proposition was dropped.

At the meeting July 1, 1889, Trustee Ed. Seyfarth made a motion, which was supported unanimously, that the City advertise for bids for a 25-horsepower engine, a 25-light dynamo and 25 arc street lights with poles, wires and necessary equipment to put the plant in operation.

Eight electric companies responded to this call for bids, the amounts ranging from \$4000

to \$6000. The Excelsior Electric Light company was awarded the contract for \$4,890.00, and the Phoenix Boiler company was awarded the contract for an 80-horsepower steam boiler for \$970.00.

This was the beginning of Blue Island's municipal electric light plant.

The plant was put in operation and formally accepted by the Village Board on Nov. 4, 1889, and the first payment of \$1000 made to its contractor.

No sooner had the electric plant begun operation than petitions for street lights in other localities began to be received by the Board.

The immediate and enthusiastic approval by the citizens of this improvement caused the Board to at once order another 30 light dynamo to be installed by the Excelsior Light company.

The first arc lights installed were suspended on a trolley between posts on opposite sides of the street. A later improvement had the light hung on a mast arm, requiring only one pole. The Trustees voted to have the additional lamps hung on mast arms from 35 foot poles.

Requests for the lights in business places and private homes also were made and the Trustees, after some investigation and discussion, set the price at \$6.00 per light per month.

The first arc lights installed under this arrangement were one light in the home of M. C. Eames and one light in the First Methodist church.

* * *

The resignation of John Staffel as a village trustee was accepted by the Village Board on Aug. 5th, 1889, and a special election to fill the vacancy caused by his resignation was ordered to be held on Aug. 27, 1889. Disagreement with other members over recent actions of the Board, especially in the matter of awarding the electric light contract, was said to have influenced Mr. Staffel's action.

(Note: O. W. Bourke was elected trustee to fill the unexpired term of John Staffel, resigned.)

Aug. 5, 1889—Passed an ordinance to widen Vermont street to its full width between Western avenue and Ann street.

Oct. 7, 1889—The Trustees voted to purchase sub-lot 8, in subdivision of lots 2, 3 and 4, in Block 34, Young's addition to Blue Island.

Dec. 16, 1889. Awarded contract to H. Noble to build a well 20 feet in diameter and 50 feet or more deep, to be walled up with stone. Contract price was \$3000.

May 5, 1890—Trustees discuss the building of a suitable village hall; appoint a committee

to obtain plans and specifications and an estimate of cost.

* * *

FIRST BOARD OF HEALTH

On June 2, 1890, President Rehm, appointed the following to be members of a Board of Health: Jacob F. Rehm, president; A. C. Boeber, C. F. Faber, M.D., J. S. Kauffman, M.D., Henry Biroth, William H. Weber. This action was taken on a petition from the Board of Education filed with the Village Board some weeks previously.

J. A. Wuest was appointed assistant to the village clerk at a salary of \$100 per year.



William Schreiber

Former Fire Chief and for many years active in the affairs of the Fire Department.

Town Line Road between Worth and Bremen townships, was ordered opened to width of 60 feet from Western avenue to the road then existing, each township contributing 30 feet.

The first action taken by the village in the matter of providing underground drainage was on July 14, 1890, when a 12-inch tile pipe was ordered laid on both sides of Western avenue, between the south village limits and Stony creek.

July 14, 1890—Passed an ordinance granting franchise to Chicago Central Railroad company to construct a railroad through the village. This ordinance was not accepted by the railroad in the required time and an extension of thirty days was given the company to declare its intentions. The village record, dated Sept. 1, 1890, shows

this entry: "Rec'd from Chicago Central Railroad Co., by J. F. Rehm, \$3000, for right of way."

* * *

NEW VILLAGE HALL

Plans and specifications for a village hall were accepted on Sept. 1, and clerk instructed to advertise for bids. Sept. 22, the following bids were opened: Baumann & Rauwolf, \$8,900.00; J. Kauffman, \$8,650.00; Christian Krueger, \$7,250.00. Christian Krueger was awarded the contract. E. K. Kruse, the architect, was appointed to superintend the construction.

Under the terms of the contract with Krueger the village made him an advance payment of \$1000; \$2000 was to be paid when the second story joists were laid, and \$1000 on or before May 1, 1891, the balance of the contract price to be paid when the building was completed and accepted by the Village.

* * *

FIRST PETITION FOR STREET PAVING

At its meeting on June 1, 1891, the Village Trustees received and considered the first petition for a permanent type of street paving in the village. The petition came from the property owners on Maple avenue praying that "said avenue be improved from the north line of Burr Oak avenue to the south line of Vermont street by paving and providing same with a sewer."

This petition was referred to the "proper committee," where it had a long rest, for not until Nov. 18, 1894, was any action taken to carry out the paving of the street. This long wait was due principally to the fact that during the years 1891 to 1895 a very complete system of sewers was constructed throughout the village and paving had necessarily to wait until all underground work had been done.

In the meantime the property owners had changed their plans. Instead of letting the village make the improvement by special assessment the property owners had banded together and agreed to do the work wholly at their own expense, thus saving the cost of special assessment. Also the two blocks from York street south to Vermont street, had been eliminated from the first plan. Rexford Bros. had been engaged by the Maple avenue property owners to make the improvement, which was to be macadam. The Village Trustees accepted the specifications submitted, whereupon a resolution was passed authorizing Rexford Bros. to macadamize Maple avenue from Burr Oak avenue, south to York street, the contractors being required to file a bond in the sum of \$10,000.

Later, by agreement of the property owners, the macadam paving on Maple avenue was extended south only to Union street. In 1895, Maple avenue from Union street to Vermont street was paved with brick.

An immense lot of public improvement work was done during the years 1890 to 1895. It was the banner peak period for public works in the entire history of the community.

During this period water supply pipes were extended into every part of the village; an additional large well was dug and later artesian wells were sunk, new and larger pumping machinery was added from time to time; an electric street lighting system was installed first using the cumbersome arc lights and eventually changing over to the incandescent light system; new and larger machinery added from time to time; a complete modern sewer system was devised; streets were paved and miles on miles of sidewalks were built.

Aug. 3, 1891, the new village hall was formally accepted and the contractor, Christian Krueger, was paid the balance due him on the contract price. Insurance in the amount of \$5000 was placed on the hall. A committee was appointed to furnish and equip the building.

Aug. 10, 1891—Passed Ordinance No. 178 for brick main sewer in Division street, and two sub-main sewers in Burr Oak avenue and Fulton streets, also passed Ordinances Nos. 179, 180 and 181, each providing for sewers.

The cost of the main and two sub-main sewers was estimated at \$96,780.00; that of the three other sewers was \$14,224—a total of \$111,005.00 of sewer work ordered in a single session, and at the following meeting \$13,450.00 more sewer construction was ordered.

July 6, 1891—Authorized issue of \$4,000.00 water bonds at 6%. Herman Simon appointed village constable.

* * *

VIADUCTS

Oct. 5, 1891—Passed ordinance requiring the Rock Island railroad to build viaducts across their tracks at Burr Oak avenue and Vermont street, in consideration of the village vacating certain portions of York street and Union street. The railroad company agreed to the building of a viaduct at Burr Oak avenue but objected to being required to build one at Vermont street.

On Nov. 22, we find that Board somewhat changed its former action and passed Ordinance No. 192, which provided for the vacating of certain portions of York and Union streets and the construction of viaducts on Burr Oak avenue and Vermont street 'whenever said railroad com-

pany shall file its certain acceptance thereof in the office of the Village Clerk."

The net result of all the bickering on this subject was that the railroad got all the streets it wanted vacated and the village got the Burr Oak avenue viaduct.

Oct. 12—The Village Clerk was instructed to advertise in the Chicago Daily Mail and in the Standard for bids for constructing the main out-let sewer in Division street, and two sub-main sewers.

Oct. 26—Bids from thirteen contractors were opened, and on Oct. 28, John V. McMahon was awarded the contract for Division street main sewer at his bid of \$30,899.32; O'Donnell & Healy were awarded the contracts for the Burr Oak sub-main sewer, at \$20,562.30; and the Fulton street sub-main for \$16,413.40.

Jan. 4, 1892—the Kimball & Cobb Stone Co., was awarded the contract for crushed stone to be placed on Western avenue, from Fulton street north to High street.

The rate for use of the incandescent lights was fixed at 70 cents per light per month, or for a specified time up to 10 o'clock 60 cents per month. Meter rate 1 cent per hour for each light.

Western Electric Supply Co., was awarded the contract for the construction of 8000 feet of alternating incandescent light circuit.

April 4, 1892—Approved a resolution making the salary of president and trustees, each, \$3.00 per meeting actually attended.

April 11, 1892—Defeated an ordinance introduced by Trustee Eames creating a prohibition district in the northern part of the village. Eames and Bridgman voted for, and Busch, Luchtemeyer and Bourke against the ordinance.

Ethan Wattles resigned as chief of police and Fred Banderob was appointed in his place.

At nearly every meeting during President Rehm's term in office ordinances providing for sewers, sidewalks, opening of streets, extension of water mains, or some similar public improvement, were considered.

June 6, 1892—H. F. Klein resigned as village treasurer and President Rehm appointed Henry J. Beer. Bonds of Treasurer set at \$75,000.

Rock Island railroad given additional ninety days in which to comply with ordinance requiring construction of Burr Oak viaduct.

* * *

FIRST BLOCK PAVING

July 6, 1892—Passed Ordinance No. 214 providing for the grading, curbing with stone curb and paving with cedar blocks of Western avenue, from the north line of Burr Oak avenue to the

north bank of Stony creek. The commissioners' estimate of this improvement was \$31,600.

Aug. 15, 1892—Petition from Chicago, Blue Island and Harvey street railway company for permission to lay tracks in Western avenue, from Burr Oak avenue south to the village limits, was read and referred to the proper committee. Ordinance No. 220 granting the above rights was passed at an adjourned meeting held Aug. 22. The company was required to file a bond of \$10,000 with the President of the Village.

Sept. 5—Awarded contracts for sewer work totalling \$23,664.71.

* * *

Sept. 26, 1892—Passed ordinance requiring householders to provide receptacles for garbage and refuse.

Oct. 10, 1892—G. L. Clausen, village engineer, instructed to prepare plans for a complete system of lateral sewers north of Stony creek and south of Burr Oak avenue.

Feb. 6, 1893—Accepted bid of the National Electric Manufacturing Co. for 1000 light, 60 kilowatt alternating dynamo and switchboard for two circuits, for \$1237, the company to take as part payment the old 500 light machine and certain fixtures.

March 6—Contract for paving Western avenue with cedar blocks awarded to John V. McAdams Co., at \$1.14 per square yard for paving and 80 cents per lineal foot for curbing. Contractor required to post a bond for \$20,000.

Charles Iglehart was awarded contracts for water pipes in Vermont street, Greenwood avenue, Walnut street, Burr Oak avenue, Western avenue, 123rd street, Vincennes avenue, Collins street, Gregory street, High street, James street, and Maple avenue. Contractor required to give bond for \$15,000.

Oct. 16—Passed Ordinance No. 261, providing for the drilling and sinking of an artesian well. This was the first well of that kind undertaken in the village. The village clerk was instructed to advertise for bids for the construction of the well, also for a deep well pump, duplex pumping engine, boilers, heater feed pump, valves, gates and other connections; bids to be opened Nov. 20. Commissioners estimated the cost of this improvement at \$15,400.

* * *

FIRST ARTESIAN WELL

Jan. 8, 1894—Awarded contract for sinking artesian well to Whiting Water Supply Co. of St. Louis, at the following prices: First 100 feet of depth, 12-inch hole, \$2.50 per foot; next 1350 feet of 8-inch hole, \$2.25 per foot; next 600 feet

of 6-inch hole \$2.20 per foot. The company was required to put up a \$10,000 bond.

The company was slow filing its required bond and on Jan. 22 the village clerk was instructed to telegraph the Whiting Co. that unless they file their bond for \$10,000 within five days, indicating acceptance of the contract, the certified check which accompanied their bid will be forfeited to the village.

At the meeting of the Board, Feb. 12, the bond of the company was received and approved.

But again the Whiting Co. lagged on the job. and on June 4, the Board passed a resolution that unless the company proceeds at once with the work of completing the sinking of the artesian well the Trustees will declare the contract forfeited and award it to other parties.

This "jacking-up" had the desired effect and on Aug. 25 sinking of the well had been completed and contract for the second well entered into.

The Whiting Co. was allowed \$15 per day of 24 hours for the use of their pump and two men for the first two days, and \$10 per day for the next seven days for pumping the muddy water from the new artesian well.

Feb. 12, 1894—Andrew Reiner was appointed superintendent of the electric light and water plant with full power to hire and discharge any or all employes at the plant.

March 7—Superintendent of Public Works instructed to notify all users of arc electric lights that no electricity will be furnished by the village on moonlight nights and that no abatement will be allowed on rentals for the nights no electricity is furnished.

April 30, 1894—Bond of the City Treasurer was increased to \$10,000.

Mr. Milner appointed "official stenographer" to report all board meetings, for which he is to receive \$3 per meeting.

Salaries for the ensuing year were set as follows:

Village Clerk, salary for year.....	\$1,000.00
Bookkeeper, salary for year.....	500.00
Captain of Police, month.....	75.00
Lieutenant of Police.....	70.00
Patrolmen	60.00

Ordinance No. 277, establishing fire limits on both sides of Western avenue, from Burr Oak avenue to 135th street, was passed. Property owners on the south side protested against the ordinance, claiming that it was detrimental to their section of the village in that it prohibited the erection of frame buildings, the only kind of buildings the property owners there could afford to build.

Property owners required to number their houses.

Contract for a bridge on Division street across Stony creek, was awarded to the Jackson Bridge & Iron Co. This bridge, being located on the village limits, was built jointly by the village and the township of Calumet, each sharing half of the costs and expenses. The total cost of the bridge was \$2295.60.

The contract for a hose house for No. 2 fire company was awarded to Christian Krueger for \$1075.00.

A telephone was ordered placed in the village clerk's office.

Accepted the bid of the Police Telegraph & Signal Co., for a complete fire and police telegraph system to cost \$1650.00.

Aug. 25—Paid the Whiting Co. \$2999.50 on the account of the first artesian well.

The second artesian well was completed by the Whiting company in January and on the 29th of that month, 1895, it was formally accepted by the Trustees.

Because the Rock Island railroad had failed to comply with oft-repeated notices to erect gates and maintain flagmen night and day at certain crossings the Trustees threatened to start suit against the company unless their orders were complied with without further delay.

* * *

PETITION FOR CITY ORGANIZATION

On March 4, 1895, a petition signed by legal voters was presented to the Village Board praying that the question of incorporating as a city be submitted to the qualified legal voters at the election to be held in April. However, the following week, March 11, a petition was presented to the board signed by twenty of the signers of the original petition requesting that their names be stricken off that petition.

The village attorney then rendered an opinion that by reason of the withdrawal of these names the petition for city incorporation is insufficient in that it does not represent one-eighth of the legal voters of the village, and the petition to submit the question of incorporation was therefore denied.

* * *

April 13, 1895—Ordered a dozen water meters from Thompson-Houston Co., on 60-day trial.

April 22, 1895—Ordinance presented to Trustees providing for the granting of a franchise to C. A. Rolfe to construct a gas works in Blue Island. Referred to committee.

April 29, 1895—Permission granted property owners on Maple avenue to pave with brick that



A Pioneer South Side Corner

The Groskopf corner, Western Avenue and Broadway. This corner saloon was one of the "high-spots" during the old market days. Next to the saloon was the grocery store of Knirsch & Groskopf, and farther to the right the blacksmith shop of Jacob Thoeming. In the rear of the corner building was the blacksmith and horse-shoeing shop of James Scherwitz.

portion of Maple avenue lying between Union street and Vermont street, by private contract.

May 13—Passed Ordinance No. 294 providing for brick pavement on Western avenue, between Stony creek and the south village limits. The estimated cost of the improvement was \$14,053.00.

Passed resolution to raise the village clerk's salary from \$1000.00 to \$1500.00 per year.

* * *

FIRST GAS FRANCHISE

May 16, 1895—Passed Ordinance No. 300 granting Chas. A. Rolfe, his successors and assigns, a franchise for forty years to construct and operate gas works within the village for the purpose of supplying the residents of the community with gas.

* * *

May 27, 1895—Purchased 72 K.W. National Electric alternating dynamo and 13x12 Ideal steam engine for \$2875.

Trustees buy lot lying east of and adjoining village property from William Boening, front-

ing 26 feet on Vermont street, for \$1900 to provide for extension of the engine house.

June 3—Trustees buy 50 five-eighth inch water meters for private users. The water rate established for private users 10 cents per 1000 cubic gallons; for large users 5 cents per 1000 gallons.

June 24—Awarded contract for building addition to engine house to Oscar Norling for \$1454.

July 1—Petition presented by Blue Island W.C.T.U. requesting that the board close saloons on Sundays was lost—Trustee Staffel voting in favor of the petition, and Trustees Murphy, Boeber, Heckler and Prussing against.

Contract for an additional air compressor for the artesian wells was let to the Rand Drill Co. for \$850.00.

Aug. 15—All village employes were notified to pay their personal bills and accounts promptly or face discharge from their jobs.

Sept. 3, 1895—Aroused over the large number of fires of mysterious origin, which had occurred recently, the Village Board made a stand-

ing offer of a reward of \$500 for the arrest and conviction of the person or persons responsible for the recent fires.

Jan. 12, 1896—Purchased eight additional arc lights for street lighting.

Feb. 5, 1896—Granted franchise to Englewood & Chicago Electric Street Railway company, to construct tracks and operate a street car line from 119th street through the village of Blue Island for a period of 20 years.

Feb. 19, 1896—Employees at the village electric light and water plant put on an 8-hour day schedule.

May 25—Adopted resolutions thanking the Chicago fire department for assistance rendered by them at the fire on May 17th, and donated \$100 to the Chicago Firemen's Relief Fund. Also presented a badge to Mr. Stratton of the Morgan Park fire department and expressed to that organization the thanks of the village for assistance given.

The urgent need of more adequate fire fighting equipment was discussed and on motion of Trustee Rexford a committee was appointed to investigate the purchase of a steam fire engine.

On July 13th, the committee reported that Chief Swenie of Chicago had offered the village an old steam fire engine in good usable condition for \$5.00, and that the committee had bought it.

(Note—It cost \$10 more to haul it out from Chicago.)

One thousand feet of cotton hose, costing \$800, was purchased to replace some that was destroyed in the big fire.

Passed Ordinance No. 321 prohibiting the use and operation of slot machines.

Passed Ordinance No. 326 requiring velocipedes, bicycles and tricycles to carry lights at night.

* * *

Oct. 5, 1896—Passed Ordinance No. 330 licensing and regulating milk dealers.

Approved plans of the proposed subway under the Rock Island tracks on Western avenue, and also the new bridge over Stony creek, both of which improvements the Englewood & Chicago Electric Street Railway company agreed to make in consideration of the franchise granted it by the village.

Adopted a resolution instructing the engineer of the water works "that hereafter any employee of the village plant being intoxicated during working hours be discharged by him at once, and if found that the engineer fails to make use of his authority in such case he himself will be discharged by the board without further notice."

Nov. 9, 1896—Charles Staffel resigned as village trustee.

Nov. 17—Engineer Fletcher's plans for a new 80,000 gallon water tank, to be erected on top of the stone tower, were approved by the board. Harry A. Massey's bid of \$945 for a tank constructed of 3-inch Red Gulf Cypress was accepted and contract awarded.

January 19, 1897—Passed Ordinance No. 333 forfeiting to the village the \$3000 deposit of the Englewood & Chicago Electric Street Railway for failure to carry out the terms of its franchise.

FREE PUBLIC LIBRARY

March 1, 1897—A petition signed by numerous property owners was submitted to the Village Board, setting forth the necessity of a free public library and requesting that an ordinance be passed levying an assessment of two mills on the dollar and that the question be submitted to the voters at the next regular election.

On motion of Trustee Rexford the petition was accepted and approved by unanimous vote.

The question of a two mill tax on the dollar for maintenance of a free public library was submitted to the voters on April 16, 1897, and carried by a vote of 557 for to 253 against.

Nearly 1000 votes were cast for directors of the public library, Mrs. A. C. Fuller and Mrs. Henrietta B. McGrath being elected for the three year term; H. B. Robinson and Joseph P. Eames for the two year term, and Henry Biroth and F. T. E. Kallum for the one year term.

The quarters on the ground floor of the village hall, which heretofore had been used by Fire Co. No. 1, were remodeled for use of the public library.

THE BLUE ISLAND CEMETERY

Early in March, 1897, property owners living in the vicinity of the Blue Island Cemetery petitioned the Board to pass an ordinance prohibiting "the burial of any human deceased body in the cemetery mentioned, or within the limits of the village of Blue Island."

The old cemetery had been the cause of a number of complaints from several sources for some years. One of the complaints which came to the Village Board, only a few years after incorporation, was that the cemetery was being exploited as a real estate proposition. Several "additions" made from time to time were nothing more nor less than private land speculations. Others objected to these additions and enlargements as being encroachments and detrimental to

adjoining residence property. Others again objected for reasons of health and sanitation.

Altogether, for a period of about ten years, the question of "what to do about the old cemetery" bobbed up with annoying regularity in village board meetings.

Finally on August 15, 1898, the Board passed Ordinance No. 334 which prohibited further burials in the Blue Island cemetery.

Several attempts were made to have the ordinance repealed but the trustees stood firm.

In October, 1898, the matter was taken into court. The trial resulted in a complete victory for the Village.

* * *

March 15, 1897—Considered an ordinance to prohibit women from wearing "high and widely plumed hats" at shows and in other places of amusement. The ordinance was referred to the judiciary committee in whose hands it undoubtedly died, because the records make no further mention of it.

April 26, 1897—Passed Ordinance No. 335 providing for the improvement and widening of Western avenue, from Burr Oak avenue to Ethan (Prairie) street, property for the purpose to be donated by the owners affected.

Paid R. Nimtze \$100 in settlement of damage suit for injuries sustained on a defective sidewalk.

May 17, 1897—Paid Mrs. Snow \$400 in a similar suit.

Aug. 2, 1897—Passed Ordinance No. 341 creating a Board of Local Improvements—President of the Village, Superintendent of Public Works and Village Engineer to constitute same.

March 7, 1898—Paid Mrs. R. H. Napier \$175 on her claim for injuries sustained by fall on a defective sidewalk.

July 5, 1898—Bought five public drinking fountains to be placed in various locations in the Village.

Aug. 15, 1898—Bought hook and ladder truck for \$995 from Lindgren-Mahon Fire Apparatus Co. Passed Ordinance No. 353 prohibiting burials within corporate limits of the Village.

Sept. 6, 1898—Contract for new steel smoke-stack awarded Chicago Bridge & Iron Co. for \$1120.00.

Dec. 12, 1898—Passed Ordinance No. 354 providing for issuance of \$10,000 refunding bonds, second series.

March 1, 1899—Granted Chicago Electric Traction Co. franchise to lay tracks in certain streets.

Dr. Edward Doepp granted permission to run a private telephone line from the south village limits to his residence.

Bridge over Stony creek at Western avenue to be taken down and placed at Chicago street across Stony creek.

Offer of Chicago Bridge Co. to take down, repair and replace old bridge in position at Chicago street for \$700.00 was accepted.

Aug. 7, 1899—Passed Ordinance No. 358 prohibiting the building of any sidewalk or crosswalk within the village except of brick, stone, cement or concrete.

Oct. 9, 1899—Village engineer instructed to draw up a new set of plans for the Western avenue subway, under the Rock Island tracks, and ascertain the cost of widening the same to conform with the west line of the new bridge.

Oct. 1, 1900—Mrs. Radcliffe asks council to pay her \$100 for injuries sustained by fall on a defective sidewalk.

Oct. 4, 1900—Accepted bid of A. L. Ide for 17x16 Ideal steam engine for \$2375, and bid of Warren Electric Manufacturing Co. for 120 K.W. single phase alternating current dynamo at \$4350.00.

Feb. 18, 1901—Chicago, Rock Island & Pacific Ry., given permission (under new plans) to place iron posts or supports in the center of the roadway under the Broadway viaduct; overhead clearance to be fourteen feet.

Passed Ordinance No. 377 in compliance with a petition to submit to a vote of the people of Blue Island the question of changing from Village to City government.

RESULTS OF LAST ELECTION UNDER VILLAGE GOVERNMENT

The question "for" or "against" the proposition to organize as a city under the general law of the state was submitted to the voters at the regular village election held April 16, 1901, at which the usual candidates for village officers were also voted on.

The result of that last election under village government was as follows:

A total of 915 votes was cast.

The following were elected:

For President of the Village—O. W. Bourke.

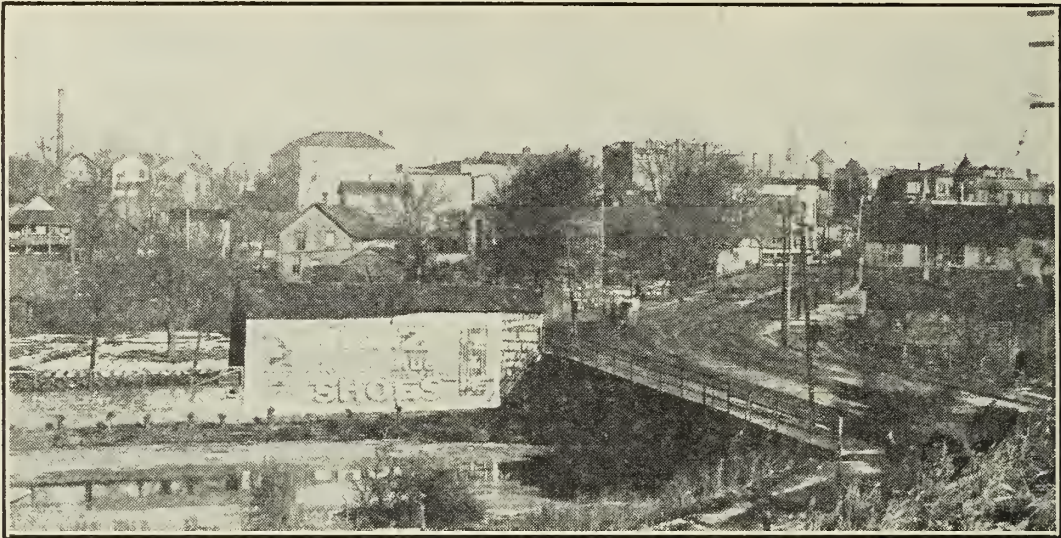
For Village Trustees—Chas. J. Heckler, W. D.

Henke, John W. Neibert.

For Village Clerk—Fred Hohmann.

For Police Magistrate—Emil Boehl.

For Directors of Public Library—Mrs. A. C. Fuller, Mrs. Henrietta B. McGrath.



View of Blue Island From South Side

On the question of organization as a city 862 votes were cast, of which number 731 votes were "for", and 131 votes "against" the proposition.

On the question of minority representation in the city council a total of 741 votes was cast of which number 94 votes were in favor of the proposition and 647 votes against.

Since the proposition for city government had carried, and as the law required that an election for city officers must be held within sixty days of that election, the newly elected village officers were not seated, the old board continuing to function.

At an adjourned meeting of the Village Board held Wednesday evening, April 24, 1901, the Board passed Ordinance No. 379, which provided for dividing the city into five wards, two aldermen to be elected for each ward.

Two days were set for the registration of qualified voters in each ward, the first day being Tuesday, May 14, and the second registration day, Tuesday, May 28.

The first regular election under the new form was set for Tuesday, June 4, 1901, at which time ten aldermen (2 from each ward), a Mayor, Attorney, Treasurer and City Clerk were to be elected.

A few of the last matters taken care of by the Village Board were:

Reading of an ordinance submitted by Clarence H. Geist, providing for a franchise to build gas works and lay gas mains in the City of Blue Island. Laid over for future consideration.

May 6, 1901—Received and approved the monthly reports of the village treasurer, village clerk, superintendent of public works and captain of police.

The report of the village treasurer showed the following balances as of April 1, 1901:

Balance in General Fund.....	\$1,478.60
Balance in Special Assessment Fund	2,248.13

Total	\$3,726.73
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Chicago Telephone company was granted permits to set some additional poles in various streets.

Village clerk to notify Chicago Electric Traction Street Railway company to at once sprinkle their right-of-way, as required by ordinance.

Village clerk was instructed to issue village warrants in payment of all bills which had been approved by the board.

Superintendent of streets instructed to repair the white bridge on Vermont street, also the foot bridge over Stony creek at Gregory street.

The Board of Review passed on all petitions of candidates filed for the city election June 4th, and instructed the Village clerk to place the names on ballots in each ward in the order in which petitions were filed.

On June 6, 1901, the members of the Village Board, sitting as the acting City Council, met and canvassed the vote of the City Election held June 4, and declared the result thereof. (Complete result of this election is printed elsewhere.)

The meeting was called to order by Acting Mayor O. W. Bourke. The following trustees answered the roll call: Schroth, Gobet, Rauwolf, Heckler, Clausen and Stein.

No other business except the canvassing of the election returns was done at this meeting and when that work was completed, the Village Board had passed out of existence and the new City Council assumed the reins of government.

ROSTER OF VILLAGE OFFICIALS

1872 to 1901

The first Village Board, elected immediately following the election to incorporate, served only from October 26, 1872, until April 15, 1873, when a "full time" board was elected. Those serving the first six months were:

Trustees—Benjamin Sanders (president). Richard McClaughry, Ludwig Krueger, W. C. Bauer, Jacob Appel, Walter P. Roche. Clerk—Hart Massey. Treasurer—Herman Schmitt.

1873-1874

Trustees—Merrill Kile (president), Christian Krueger, Ferdinand Daemicke, Edward Eichhoff, Walter P. Roche, Jacob Appel. Clerk—F. G. Diefenbach. Treasurer—Herman Schmitt. Police Captain—Herman Sieman. Police Justice—Henry Bertrand. Superintendent of Public Works—Wm. B. Brayton.

1874-1875

Trustees—George Luchtemey (president). Christian Krueger, Edward P. Hansen, Ferdinand Daemicke, Edward Eichhoff, Thies Clausen. Clerk—*Charles Trapp. Treasurer—Herman Schmitt. Police Captain—John Sidel. Police Justice—Michael Arnold. Superintendent of Public Works—Charles Ellfeldt.

(*) Charles Trapp resigned as clerk and H. B. Robinson was appointed to fill the unexpired term.

1875-1876

Trustees—Benjamin Sander (president), Peter Lusson, Daniel Klein, Samuel D. Huntington, R. S. McClaughry, Jacob Thoeming. Clerk—F. G. Diefenbach. Treasurer—Herman Schmitt. (Office of Captain of Police and Superintendent of Streets declared vacant. Later both offices were combined and George Hinman appointed to combined offices.)

1876-1877

Trustees—Benjamin Sanders (president), S. D. Huntington, Daniel Klein, Peter Lusson, Jacob Thoeming, R. S. McClaughry. Clerk—F. G. Diefenbach. Treasurer—Herman Schmitt. Police Justice—W. E. Day. Street Superintendent and Captain of Police—George E. Hinman.

1877-1878

Trustees—Benjamin Sanders (president), R. S. McClaughry, Jacob Thoeming, Daniel Klein, Peter Lusson, S. D. Huntington. Clerk—F. G. Diefenbach. Treasurer—Herman Schmitt. Police Magistrate—Charles Ellfeldt. Street Superintendent and Captain of Police—George E. Hinman. Constable—John Sidel.

1878-1879

Trustees—Joshua P. Young (president), F. L. Bushnell, Benjamin Cool, Chr. Neukirch, Henry Bertrand, John Staffel. Clerk—Fred Hohman. Treasurer—Herman Schmitt. Chief of Police—Christian Peters. (George Hinman was appointed Superintendent of Streets but was "relieved" of his office at the following meeting.)

1879-1880

Trustees—J. P. Young (president), Benjamin Cool, M. McClaughry, Christian Krueger, Wm. Black, Conrad Kich. Clerk—Fred Hohmann. Treasurer—Herman Schmitt. Captain of Police—Christ Peters. Street Superintendent—Christian Zacher. Constable—F. C. Farnum.

1880-1881

Trustees—Christian Krueger (president), Wm. Black, Mike Noce, M. McClaughry, Emil Boehl, Peter Lusson. Clerk—Fred Hohmann. Treasurer—Edward Seyfarth. Police Captain—Christ Peters. Police Magistrate—Chas. Ellfeldt. Street Superintendent—Chas. Strickert. Constable—J. R. Lewis.

1881-1882

Trustees—Christian Krueger (president), John Staffel, M. C. Eames, C. F. Eidam, Emil Boehl, Wm. Black. Clerk—L. Luchtemeyer. Treasurer—Edward Seyfarth. Captain of Police—Ethan Wattles.

1882-1883

Trustees—Christian Krueger (president), Emil Boehl, Wm. Black, C. F. Eidam, Charles Staffel, M. C. Eames. Clerk—Louis Luchtemeyer. Treasurer—Edward Seyfarth. Captain of Police—Ethan Wattles. (*Wattles resigned in June and W. J. Huntington was appointed Police Captain.)

1883-1884

Trustees—M. C. Eames (president), Christian Krueger, Theodore Guenther, F. L. Bushnell, C. F. Eidam, John Staffel. Clerk—L. Luchtemeyer. Treasurer—Edward Seyfarth. Captain of Police and Superintendent of Streets—Christ Peters.

1884-1885

Trustees—Christian Krueger (president), John Staffel, M. C. Eames, George Luchtemeyer, Theodore Guenther, F. L. Bushnell. Clerk—Louis Luchtemeyer. Police Captain—Christ Peters. Treasurer—Ed. Seyfarth.

1885-1886

Trustees—M. C. Eames (president), Christian Krueger, F. L. Bushnell, H. W. Schmitt, John Staffel, George Luchtemeyer. Clerk—Louis Luchtemeyer. Treasurer—Ed. Seyfarth. Police Captain and Superintendent of Streets—Christ Peters. Police Magistrate—Chas. Ellfeldt.

1886-1887

Trustees—Christian Krueger (president), Edward Seyfarth, M. C. Eames, Nicholas Stoll, F. L. Bushnell, H. W. Schmitt. Clerk—Gustav Volkmann. Treasurer—F. G. Diefenbach. Captain of Police—Christ Peters. Police Magistrate—Chas. Ellfeldt.

1887-1888

Trustees—Christian Krueger (president), H. W. Schmitt, Louis Groskopf, Nicholas Stoll, M. C. Eames, Ed. Seyfarth. Clerk—Gustav Volkmann. Treasurer—F. G. Diefenbach. Captain of Police—C. F. Banderob. Superintendent of Public Works—Andrew Reiner. Police Magistrate—Charles Ellfeldt*. (S. C. Reid elected Dec. 6, 1887 to fill the unexpired term of Chas. Ellfeldt, deceased.)

1888-1889

NOTE—Prior to this time the Village Trustees had selected one of their number to act as president. Now, however, a change in the election laws required the election of a president of the village board for one year term, and the election of three village trustees to serve two years each, leaving three hold-over trustees. The Village clerk was also elected for one year. Christian

Krueger was the chosen president of the Village Board at that time. In order to be eligible under the new law for president, he resigned as trustee, leaving a vacancy. This vacancy was not filled until May 12, 1888, when Matt Helbreg was chosen. The result of the regular election held April 7, 1888, was as follows:

President—Christian Krueger, one year term. Trustees—Marshall Alexander, Edward Seyfarth, John Staffel, two year terms. (Holdover Trustees—M. Helbreg, H. W. Schmitt, L. Groskopf). Village Clerk—Gustav Volkmann. Police Magistrate—S. C. Reed. Captain of Police—C. F. Banderob. Superintendent of Streets—Andrew Reiner. Treasurer—F. G. Diefenbach. Constable—F. Cordt.

1889-1890

President—Christian Krueger. Trustees—Matt Helbreg, Louis Busch, Henry Rust, M. Alexander, *J. Staffel, E. Seyfarth. Village Clerk—Fred Hohmann. Treasurer—Louis Krueger. Police Magistrate—S. C. Reed. Captain of Police—C. F. Banderob. Superintendent of Streets—Andrew Reiner. Village Attorney—George Borman. Constable—Ethan Wattles. (*John Staffel resigned; O. W. Bourke elected to fill his unexpired term.)

1890-1891

President—Jacob F. Rehm. Trustees—M. C. Eames, H. L. Bridgeman, L. Luchtemeyer, L. Busch, M. Helbreg, H. Rust. Clerk—Fred Hohmann. Police Magistrate—S. C. Reed. Treasurer—Henry F. Klein. Police Captain—Ethan Wattles. Superintendent of Streets—A. C. Boeber.

1891-1892

President—Jacob F. Rehm. Trustees—O. W. Bourke, Ira McCord, John Busch, M. C. Eames, L. Luchtemeyer, H. L. Bridgeman. Clerk—Fred Hohmann. Treasurer—Henry F. Klein. Superintendent of Public Works—A. C. Boeber. Captain of Police—E. H. Wattles. Police Magistrate—S. C. Reed.

1892-1893

President—Jacob F. Rehm. Trustees—Matt Helbreg, Louis Luchtemeyer, Fred Koenecke, O. W. Bourke, Ira McCord, John Busch. Clerk—Fred Hohmann. Treasurer—H. G. Klein*. Captain of Police—Fred Banderob. Superintendent of Public Works—A. C. Boeber. Village Constable—Holden S. Stafford. Police Magistrate—S. C. Reed.

(*) H. F. Klein resigned—Henry J. Beer, appointed.

1893-1894

President—Everett H. Rexford. Trustees—Ira McCord, Edward Seyfarth, Louis Groskopf, Louis Luchtemeyer, F. Koenecke, M. Helbreg. Clerk—Fred Hohmann. Police Magistrate—S. C. Reed. Treasurer—W. S. Rexford. Superintendent of Public Works—Andrew Reiner. Village Attorney—George Borman. Captain of Police—Walter Huntington.

1894-1895

President—John L. Zacharias. Trustees—August C. Boeber, Oliver W. Bourke, Alexander Prussing, Louis Groskopf, Ira McCord, Edward Seyfarth. Clerk—Fred Hohmann. Police Magistrate—S. C. Reed. Treasurer—Robert Krueger. Village Attorney—George Borman. Superintendent of Public Works—Chas. F. Lochow. Captain of Police—Henry Matthews.

1895-1896

President—John L. Zacharias. Trustees—D. A. Murphy, Chas. J. Heckler, Alexander Prussing, A. C. Boeber, O. W. Bourke. Clerk—Fred Hohmann. Village Treasurer—Robert Krueger. Superintendent of Streets—

C. F. Lochow. Village Attorney—George F. Borman. Police Magistrate—S. C. Reed.

1896-1897

President—John L. Zacharias. Trustees—Edward N. Stein, A. C. Boeber, Everett H. Rexford, Chas. J. Heckler, D. A. Murphy, Chas. Staffel. Village Clerk—Fred Hohmann. Village Treasurer—Robert Krueger. Police Magistrate—S. C. Reed. Superintendent of Public Works—Henry Schreiber. Captain of Police—Thomas Cinnamon. Village Attorney—George Borman.

1897-1898

President—Jacob F. Rehm. Trustees—E. H. Rexford, Edw. Stein, A. C. Boeber, Joseph Schroth, Chas. J. Heckler, Andrew Reiner. Village Clerk—Fred Hohmann. Treasurer—N. A. Cool. Superintendent of Public Works—O. W. Bourke. Village Attorney—George F. Borman. Captain of Police—Thomas Cinnamon. Constable—L. L. Whitson. Police Magistrate—Dan Harker.

1898-1899

President—Jacob F. Rehm. Trustees—E. H. Rexford, Dan Murphy, George Meyer, Andrew Reiner, Chas. J. Heckler, Joseph Schroth. Village Clerk—Fred Hohmann. Treasurer—N. A. Cool. Police Magistrate (to fill unexpired term of Dan Harker, deceased)—Emil Boehl. Village Attorney—George F. Borman. Superintendent of Public Works—O. W. Bourke. Captain of Police—Thomas Cinnamon. Village Engineer—P. R. Fletcher.

First Election for Directors of Public Library—Mrs. A. C. Fuller, Mrs. Henrietta McGrath, 3 years; H. B. Robinson, Joseph P. Eames, 2 years; Henry Biroth, F. T. E. Kallum, 1 year.

1899-1900

President—Jacob F. Rehm. Trustees—D. A. Murphy, George Meyer, E. H. Rexford, Edw. Stein, Joseph Schroth, Chas. J. Heckler. Village Clerk—Fred Hohmann. Treasurer—John C. Klein. Village Attorney—George F. Borman. Superintendent of Public Works—O. W. Bourke. Captain of Police—Thomas Cinnamon. Constable—Fred Farnum.

Directors Public Library—Henry Biroth, F. T. E. Kallum.

1900-1901

President—O. W. Bourke. Trustee—Chas. J. Heckler, Edw. Stein, Joseph Schroth, Frank X. Rauwolf, George C. Gobet, Henry Clausen. Village Clerk—Fred Hohmann. Treasurer—John C. Klein. Village Attorney—George E. Borman. Superintendent of Streets—Chas. F. Lochow. Captain of Police—Thomas Cinnamon.

Directors Public Library—H. B. Robinson, Joseph P. Eames.

1901-

President—O. W. Bourke. *Trustees—Henry Clausen, Frank Rauwolf, Geo. C. Gobet, Edw. Stein, Joseph Schroth, Chas. J. Heckler. Village Clerk—Fred Hohmann. Treasurer—John C. Klein. Police Magistrate—Emil Boehl.

*Chas. J. Heckler (an incumbent in the office), W. D. Henke and John W. Neibert were elected as trustees at the election held on April 16, 1901, but as the proposition to incorporate as a city carried at that election these men were not seated at this time, the old board continuing to function until the city officers were elected and installed.

Library Trustees—Mrs. A. C. Fuller, Mrs. Henrietta McGrath.

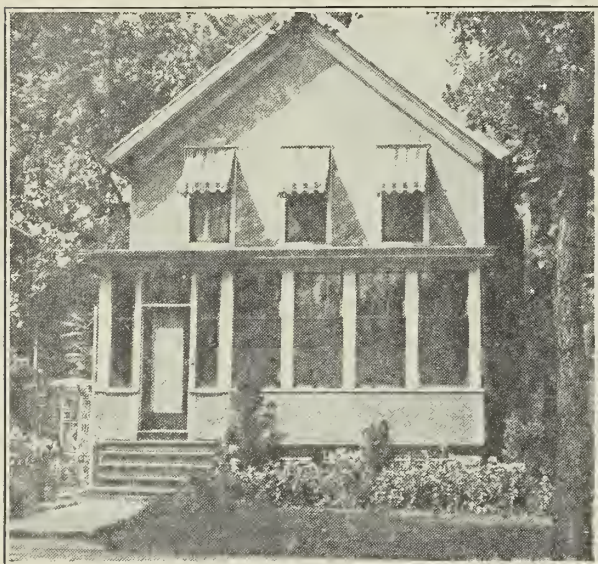


The popular and well known corner of Vermont st. and Western ave., about 1915.

First Public Telegraph Office

According to James Ocker, the first public telegraph station in Blue Island was located in a residence he owned and the erection of which had not been entirely completed when it was rented by the Grand Trunk railway for a train dispatchers office. This building was, and still is, located at the corner of Greenwood avenue and Walnut street in the heart of the residence section. William H. Dunwoodie, a native of Toronto, Canada, was sent here to take charge in September, 1883.

Mr. Dunwoodie and his family lived in the building. He handled all the work for the rail-



*Residence of Mr. and Mrs. James Ocker
Corner Walnut St. and Greenwood Ave.*

Blue Island's first Telegraph Office was located in this building in the early eighties.

way company and also took care of any commercial business which came to him.

The single wire system, one wire for incoming messages and another wire for outgoing messages, was used at that time. Also there were many enormous glass (wet) battery jars "that almost filled the cellar" which furnished the "juice" for operating the line. During a heavy thunderstorm, Mr. Ocker says, there were all sorts of flashes and snappings on the line and everyone kept away from the operating mechanism. There was the constant danger of lightning being carried in over the wires and setting the place on fire.

One day Mr. H. H. Massey, who wrote the fire insurance on the house, informed Mr. Ocker that the company in which the policy was written had decided that the risk was too great and

had ordered him to cancel the policy. Unwilling to lose a good tenant Mr. Ocker went directly to the railroad company and related his troubles. He came away from there with a policy that would indemnify him to three times the value of his house, in the event the place was destroyed by lightning due to the operation of the telegraph line.

When its depot at the "Junction", south-west of the village, was completed, the Grand Trunk moved its dispatchers office to that place.

* * *

Early Enterprises

The western distributing station of the Continental Oil Transportation Co. located here in 1882. From this station nearly 400,000 barrels of oil were shipped yearly to the western trade. This company canned oil in two 25-gallon cans and then encased them in wood jackets. It was the only way in which oil could be carried by pack train through the mountainous region to its destination.

W. V. Lockard took charge of the plant as superintendent in June, 1883. These works covered about eight acres of ground with five warehouses, as follows: one 50x100 feet, two each 30x100 feet, one 50x75 feet and one 30x50 feet, besides boiler and pump houses, and a tankage capacity of 75,000 barrels. An average of ten cars of oil per day was handled at this plant, which, at that time was an important asset to Blue Island, giving employment to twenty men.

The Blue Island Sugar Company, organized here in 1881, erected a number of buildings just south of Burr Oak avenue and east of the Rock Island tracks. It operated only a short time. The property was taken over in 1883 by a stock company with a capital of \$50,000, incorporated under the title Blue Island Milling Company. C. W. Tremaine was vice-president and superintendent. The plant had a capacity for manufacturing 68,000 pounds of starch per day from wheat. The main building of the plant was 105x150 feet in area and was four stories high in the middle. There was also an elevator with a capacity for storing 10,000 bushels of grain. This enterprise, like its sugar predecessor, proved unprofitable and soon ceased operation.

After a while the deserted rambling frame structures became a rendezvous for sports of game-cock fighting. On one such occasion, while the feathered battlers were claiming the interest of everyone, the sheriff's men staged a raid to the great consternation of the assembled

sports. There was a sudden scattering for doors, windows and any opening that offered a means of escape, several spectators even plunging down the box-like chutes formerly used for conveying grain and starch. The latter means of making a getaway proved disastrous for at least one spectator who got stuck in a chute half-way down and was extricated with considerable difficulty. The buildings were later partly torn down and fire claimed what was left.

* * *

The Blue Island Market

The first Thursday in every month—Market Day—was for many years an “institution” for which Blue Island was noted far and wide. It was the one day in the month when the saloons and stores of the South Side “did Business”

at night so as to be here in time to get a good location to show their wares.

The territory occupied by the market extended along Western avenue from Canal street, south, to beyond the old village limits at 135th street, and frequently overflowed into the side streets.

When the weather was fine there was always a big crowd and a lively time. People from other parts of the village visited the market for the diversion and excitement it offered. There was always the prospect of a fight or a “run-away,” and there was always the old time fiddler and the German Band.

Then later in the day there were many amusing scenes: a man carrying a crate containing several small pigs; a boy leading a billy goat and carrying a rabbit in his arms; a Polish woman from West Pullman carrying a sack



A Market Day scene in the 1890's.

with a big B. It was the one day of the month when every farmer within a radius of twenty-five miles declared a holiday and went to THE market.

Just how “Market Day” came about no man knoweth; like Topsy—“it just grew!”

Some say it was an “old German Custom” brought here by the many German settlers who arrived in the early fifties.

For many years the market was a legitimate farmer’s market—a place where the rural population could get together, barter, sell, buy or trade horses, cows, sheep, hogs, etc., and have a good time, too. The market provided a convenient outlet for surplus livestock or produce, and frequently the day’s transactions amounted to many thousands of dollars. Farmers from a distance would come in the day before, or drive

containing chickens over her shoulder and trying to drive a stubborn pig tethered by its hind leg; other women of foreign nationality carrying baskets and sacks containing squealing pigs, cackling chickens or quacking ducks. Many of the animals would be bought, sold, or swapped several times during the day. Everybody had a good time and barrel upon barrel of amber “lager” was consumed. Storekeepers were happy from the day’s business and saloonkeepers made enough money in a single day to enable them to pay their next quarter’s license fee.

But the fakir and grafter soon discovered in the market a verdant field for his talents. Peddlers with all sorts of clap-trap and shoddy merchandise began to monopolize the space that was formerly occupied by farmers and stock raisers. As peddlers, fakirs and that ilk became more

numerous farmers became less, and the so-called "market" of today is a sorry spectacle alongside of the market of thirty-five and fifty years ago.

Some ten or twelve years ago the market became a nuisance instead of a benefit. Merchants of the South Side complained that where formerly the market helped their store business it was the peddler on the street who now did all the business while their stores were empty.

What to do about the market was a problem which caused many a heated argument in the city council during the summer of 1922. Rules were made and ordinances passed in an effort



A Pioneer saloon of the south side—Built about 1848

to regulate or eliminate the objectionable features of the market, which had become anything but a "farmers' market." Ordinances were passed at one meeting only to be repealed at the next. The aldermen were divided and the market was made a campaign issue.

Finally, along in May of 1924, the city council passed two ordinances designed to eliminate the market off the streets of Blue Island altogether on the grounds that it was a public nuisance and a menace and detriment to public health.

Isadore and Maurice Goldman, representing Maxwell street interests, obtained from the Circuit Court of Cook county a temporary injunction restraining the city from interfering with the historic Blue Island market. Their contention was that the city was restraining trade unlawfully.

The restraining order was served on Mayor Paul T. Klenk and Police Chief George Fiedler. Hearing on the Goldman's plea for a permanent injunction was before Judge Hugo M. Friend, in the June term of court. Attorney Roy Massena, appeared for the city. The city's defense was that the market was being exploited by vendors

of fake and shoddy wares, that it caused unsanitary conditions and was a menace to health.

Judge Friend's decision was that the city is master within its corporate limits and may prevent open-air vending or objectionable conditions on its streets. He therefor dismissed the petition for injunction.

A number of plans to revive and "reform" the market were offered afterwards but the city ordinances stood and none of the plans was put into effect. The market was out to stay out.

What is called the "Blue Island Market" is now held on the usual first Thursday of the month on 139th street, just outside of the city limits. But the old-time picturesque life of the market has vanished; where once there was a worth-while show of live stock, one now finds mostly hawkers of all sorts of clap-trap merchandise, ranging all the way from crockery and tinware, to fake jewelry, shoddy clothing and old furniture.

The passing of the "village market" is only another step in the March of Progress.

* * *

Calumet Ice Company

This company was organized in 1885, the incorporators being John Roll, Chas. H. Stebbins, John Kiefer and George Kiefer. The company was organized for the purpose of "cutting, storing and shipping ice," and had a large ice storage house on the north bank of the Calumet river just east of Blue Island. On January 5, 1885, the company applied to the village board for "Permission to construct and operate a railroad track from the Rock Island railroad to its grounds, either by horse or steam power, south on Gregory street, across Fulton and Devonshire streets, thence across Stony creek, at or immediately east of Gregory street, thence south-east, upon and across Canal street, across State street and Robinson street, and across the east line of the village to the company's premises."

The village board granted the company a permit for a single track railroad, but the line was never built.

The company was engaged in business for a number of years but transported most of its ice by means of barges on the Calumet river to Chicago.

* * *

In 1852 a memorable event occurred that stirred the little community, and in fact the whole countryside, as nothing else had yet done. It was the coming of the Rock Island railroad to Blue Island and the opening of daily rail traffic between Joliet and Chicago.

RAILROADS

"Does the town make the railroad, or does the railroad make the town?"

That smacks of the old conundrum: "Which came first, the hen, or the egg?" doesn't it? Yet, the first is a fair question although the answer, like the answer to the conundrum, may not always be the same.

When sturdy Norman Rexford built his tavern on the southernmost brow of the Blue Island Ridge, back in 1836, do you suppose he cared one whit whether a railroad ever was built at his back door?

His tavern was located on the Vincennes trail, a passably good road for those days. Hauling of merchandise was done in heavy wagons traveling usually in huge caravans. He was well provided with saddle horses and a visit to neighbors or nearby settlements was made on horseback. Then came stage coaches to Chicago and to points south. These, with all their crude and clumsy accommodations, were considered the acme of luxurious travel. When steam railroads were mentioned it was in a disparaging manner.

History tells us that the early settlers vigorously opposed the building of railroads. Even as late as 1850 and '53 many thousands of dollars were being invested in plank roads which were looked upon as being the only means to develop the country. Public antagonism toward the railroads found expression in newspaper articles of the day and at mass meetings where lengthy and able statistics were presented to show the advantages of the plank roads over those of the steam roads.

The Blue Island of 1935 is fortunately situated in the matter of railroads, both as to freight and passenger transportation. Three big trunk lines provide fast and unexcelled passenger service with Chicago and with points east, west and south. Blue Island is inside the Chicago switching area and the belt line railroads encircling this territory expeditiously handle the millions of tons of materials and merchandise produced in our own factories and in those of other sections of the wonderful Calumet region. Yes, Blue Island may truly be called a "railroad town."

In the following articles about the railroads operating in and through Blue Island the reader may find his answer to the question propounded at the head of this chapter.

ROCK ISLAND RAILROAD

Local history is silent, and even the records of the Rock Island railroad fail to shed any light on the public reception which its first train received at Blue Island on that memorable October 10, 1852.

Our pioneer forefathers may not have had a great love for railroads, but it's a safe bet that when that little "Rocket" engine, pulling six gaudily painted coaches, snorted to a stop at the drab wooden station just south of Grove street, all the town's inhabitants and dignitaries from the postmaster down, were there to welcome it. Station Agent Henry Huntington, was, of course, the important local personage since he represented the company. One can imagine a welcoming speech, probably by the postmaster or justice of the peace, handshaking, congratulations and lusty cheers from the town's 200 throats as the train proceeded on its way to Joliet, then the terminus of construction work.

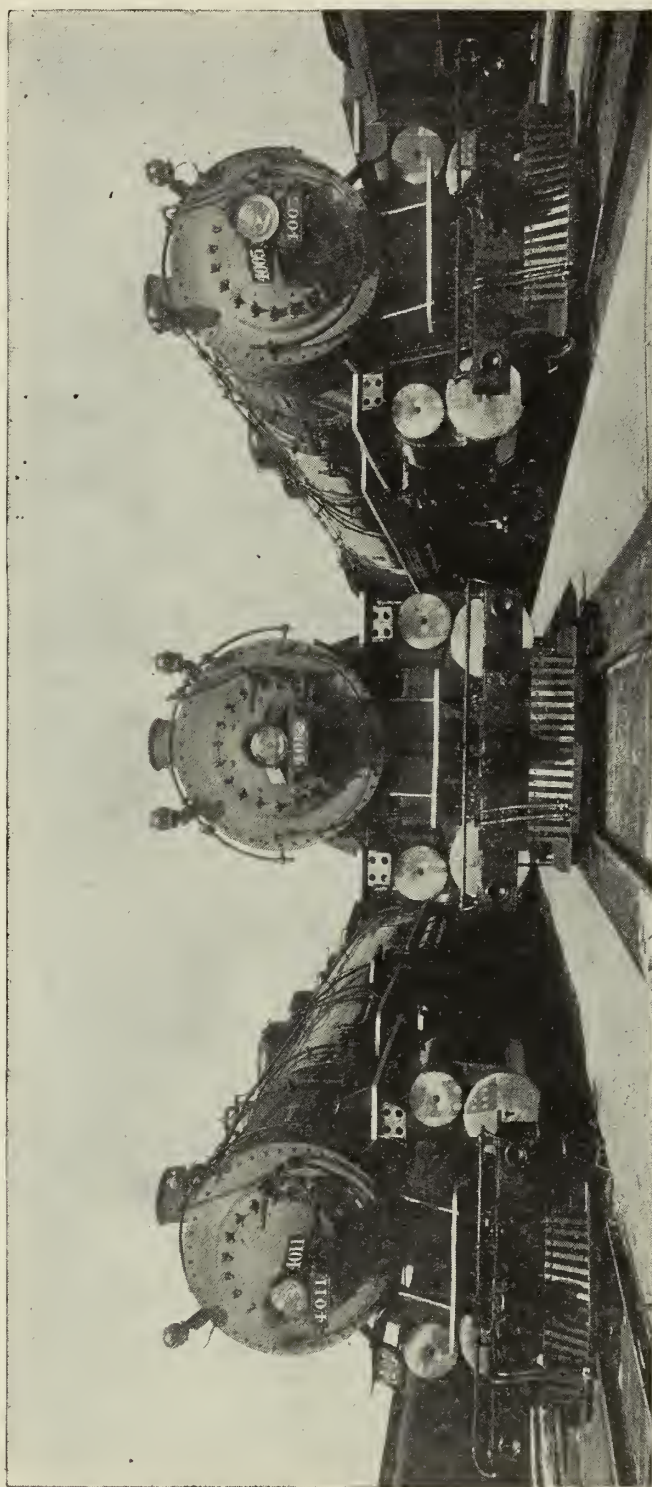
The small frame depot at Blue Island was in no way ready for occupancy at this time and as no provisions for turning the locomotive here

or at Joliet as yet existed the return trip was a "backup" one.

And how inauspicious was the starting of this first train! The Chicago Daily Democrat (now the Chicago Tribune) of October 13, 1852, stated:

"Very quiet and efficient are the men who have in hand the building and equipping of the Chicago and Rock Island Railroad. They started their first train to Joliet Sunday morning the 10th, at ten o'clock, without the blowing of trumpets or the firing of guns. We went along and found Mr. Gilmore, the efficient superintendent, giving his personal attention to those interests confided in him. Most of the distance the road passes through prairie, though, now and then, it crosses groves of timber. Within two or three miles of Joliet it enters the valley of Hickory creek. The stations on the road are as follow: Junction, six miles from Chicago; Blue Island, fifteen miles; Bremen (now Tinley Park), twenty-three miles; Mokena, twenty-nine miles. We noted as fellow travelers Mr. Farnam, the contractor; Mr. Jervis, the chief engineer; the Hon. J. A. Matteson, of Joliet, contractor under Mr. Farnam for the completed portion of the road; Mr. Judd of Chicago and many other well-known citizens.

"The locomotive, the "Rocket," in charge of James

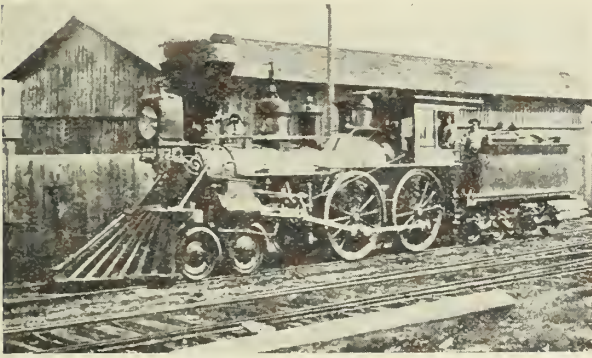


POWER—SPEED—RELIABILITY

Three of the crack locomotives used by the Rock Island Lines hauling such trains as the Kansas City Limited, The Apache, the Omaha Express and Rocky Mountain Limited. Engines 4060 and 4061 have the Golden Gate Limited run.

Lendabarker, formerly an engineer on one of the lake boats, handled the six new and beautifully-painted coaches in good shape, unmindful of the crowd they contained, making the run to Joliet easily in two hours. Conductor N. W. Wheeler was in charge of the train and appeared as gracious to the inquiring passengers as was his custom when aboard one of the Canal packet boats. For a new road we may say it is remarkable for its smoothness and solidity. Those portions of it which are already ballasted are equal in these respects to the best constructed Eastern roads."

Blue Island, as a community, was only seventeen years old when the first Rock Island train pulled into the station there. That was back in 1852. So rapid was the growth of that section that seventeen years later, it was found necessary to build a new line for the exclusive use of the residents of Blue Island and the territory east and north to Ninety-sixth street. This became known as the "Ridge Line" or suburban service



The "Rocket."

This engine pulled the first train to Blue Island and Joliet.

over which an average of 30,000 persons daily now travel.

The Rock Island railroad was a major factor in the growth of Blue Island. The highest point for miles around, it soon attracted employes of the railroad as a desirable residential section. Trainmen and enginemen found it a convenient locality for their homes. In fact, employes from all branches of Rock Island service established residence there. Today approximately one thousand employes of this railroad reside in Blue Island. It is a "Rock Island town."

While the Rock Island railroad, in reality, "made" Blue Island, that community has, on the other hand, proven itself a good customer of the railroad. Today, an average of 47 trains arrive and depart from the station there daily. That's an average of one train every half hour during the twenty-four hours of the day and night. During rush hours, of course, the arrivals and departures are every few minutes.

Which demonstrates that train service goes hand in hand with patronage.

Few "old-timers" are living today to tell the tale of the building of the Rock Island suburban line into Blue Island. A few Rock Island trainmen still survive who can recall the names of the men who rode the first "dummy" trains along the "Ridge." Among them is John C. Lacey, retired engineer, now living at 7217 Harvard avenue, Chicago, and James Shehan, also a retired engineer, of 7349 Vernon avenue, Chicago. Both are well past eighty years, and while in "main line" service, knew well the trainmen and enginemen of fifty years ago.

Says Engineer Lacey: "I remember well the first crews of the suburban trains. There were Charley Everts, conductor; Mark Barney, engineer; Jim Corey, flagman. Also Frank Jones, conductor; Wm. Hodder, engineer; George Briggs, flagman. That was back in 1870, about a year after the suburban line was built to Blue Island out of Ninety-sixth street. Later, about 1884, the suburban line was connected up with the main line at what is now Gresham station. Ike Lamore, now one of the senior engineers on the main line, I believe, was born in Blue Island. I can recall when Rock Island employes first began living in Blue Island. In my early days with the railroad, I used to run the old shop train that brought the shopmen from downtown to the 47th street shops in Chicago. One might say that this was the first 'suburban' train the Rock Island operated. Afterward, many of these men moved to Blue Island as soon as the regular suburban service there was established. That was around 1871 and there were only two trains daily."

Engineer Shehan, likewise, recalls the time when railroading, even in suburban service, was more hazardous than it is today.

"I was firing when the suburban line into Blue Island was graded," said Engineer Shehan. "That was about 1868. I recall the names of some of the men in service on the suburban line at that time. There were Bill Smith, engineer; Billy Hodder, engineer; Frank Jones, conductor; Mark Barney and Frank Pierce, conductors. Henry Lomax was firing in those days. Billy Hodder, I believe, was the first Rock Island man to build his home in Blue Island. He was a brother-in-law of Lomax. I also remember Agent Robinson, stationed at Blue Island, a brother of Conductor Ben Robinson. John Servis was a switchman, I believe, in those days. He became a conductor with long service on the suburban line between Chicago, Blue Island and Joliet, and later had an important main line

run. He was pensioned in November, 1927, and passed away in January of this year (1935). We were all young fellows in those days and never tried to keep any record of what was going on, except to make up our own reports. Consequently, we have to trust to our memories regarding people and events. I do recall, though, that our passenger train in those days always stopped at Blue Island to pick up a carload of



Rock Island Depot at Blue Island Built in 1868.

beer. I do not recall the names of the contractors who built the railroad to Blue Island."

Blue Island has the distinction of being the only community in Rock Island suburban territory which is served separately from both main line and suburban tracks, from the same station. The history of the construction of the main line (1852) and the incidents in the expansion of the Rock Island in later years, are closely associated with Blue Island. Among these incidents is the running of the famous "Silver Engine" America, known to railroad men of the '70's as No. 109. This powerful little engine, which attracted so much attention in its runs from Chicago to Council Bluffs on the mail train, finally came to its end in Blue Island where it was dismantled and the boiler used to pump water to the railroad tanks and eventually heated a greenhouse, stripped of its German silver jacket.

Among the men who rode the Silver engine's cab on its famous runs was Tom Shehan, brother of Engineer James Shehan. Another brother, Bill Shehan, was an engineer on the suburban trains.

The first Rock Island railroad depot was located just south of Grove street. It was built of wide boards, battened with strips running up and down covering the cracks between the boards. It was painted a disagreeable yellow color and both inside and out presented anything but an inviting aspect. But it was the first "depo" in the village and as such was entitled to more than passing importance. There was a small waiting

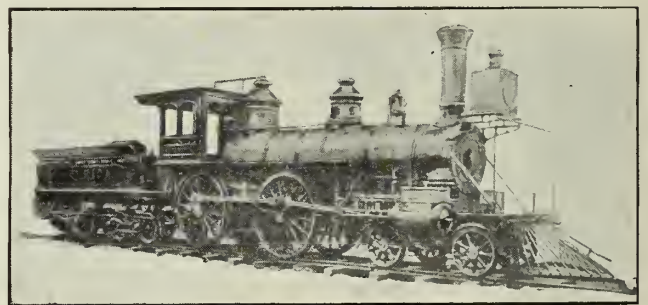
room and a ticket office, also a room in which freight was stored. On the west side of the depot and immediately next was a short switch track capable of holding three or four freight cars. Still farther west, and starting at about Fulton street, was a long sidetrack running along the bottom of the hill into the sand pit from which the company obtained most of its filling material for its track bed at this end of the line.

The top of the hill at this point was originally quite steep and turned slightly to the east, intersecting the railroad right-of-way at about Grove street. Rock Island surveyors showed their shrewdness when they selected this course as it gave them easy access to a large supply of filling material of which the company was sorely in need. All of the hill extending along the east line of Rexford street from Fulton street to Vermont street was removed during the course of several years.

Cars were loaded by hand. Wages for this class of work for a long time was 50 cents per day, but later was raised to 75 cents. Track laborers received 90 cents, then \$1.00 and later \$1.10 per day.

East of the depot, and on the other side of the track was the water tank, built on an elevated trestle above a large well. Water was pumped by hand from the well into the tank above. It required almost the full time of two men to operate the pump levers and keep the tank filled.

In close proximity to the tank was an immense wood-yard where thousands of cords of wood



The Silver Engine "America" a Famous Engine of the Early Days.

used for engine fuel were constantly stored. All of the first locomotives were wood-burners, so while the engine was taking on water at the tank workmen were piling wood sawed into convenient lengths on the tender and frequently an extra flat car loaded with wood was taken along for safety. With fueling stations few and far between the seriousness of running out of fuel was much greater than it is today with the mod-

ern automobile and a gas station in every block.

For some time the wood used in these locomotives was sawed to proper lengths by hand and several men were kept busy at this work all the time. Later a power saw was installed. Much of the wood used at Blue Island was furnished from Palos, brought here by canal boat to the north bank of the feeder and then hauled by team to the yards. Several men in the vicinity of Thornton also supplied wood from that section, bringing it in by the Calumet river and feeder canal.

Owing to the removal of the gravel from the hillside those who wished to go to the depot by way of Grove street had to descend a very steep stairway to the level below. This stairway was the cause of much complaint and the scene of several bad falls. After a couple of years it was removed and Grove street was cut down to a gentle slope.

Passenger fare from Blue Island to Chicago, one way, was 65 cents. When daily wages were only 50 to 75 cents per day one could walk to Chicago and back, even if it did consume the greater part of two days, and still save money. This fare was, within a short time, reduced to 50 cents one way. Freight rates also were high so that for a long time hauling by team continued.

Quote from—

Chicago Journal, June, 1852—"Mr. Henry Fuller is now delivering ties on his contract between Blue Island and Chicago. Three cargoes of iron rails have already arrived and indications are that the road will be finished to Blue Island within six weeks. The bridge over Stony creek is already commenced and work all along is prosecuted with vigor."

Chicago Democrat, July 24, 1852—"Gangs of men are busily engaged on this end of the line of the road and at Joliet laying down track. By the 29th it will be finished as far as Blue Island and sometime about the first of October the locomotive will pass between Chicago and Joliet."

Chicago Democratic Press, Dec. 28, 1852—"The track was laid to Joliet, Oct. 9th, and the road was opened to the public Oct. 18, 1852. The road's equipment consists of three engines, four passenger coaches, six covered freight cars, 24 open freight cars, 12 gravel cars, five hand-cars."

Chicago Democrat, April 11, 1853—"Last Saturday afternoon the officers of the Rock Island railroad treated a portion of our citizens to a most delightful ride. The company assembled at the depot at 4 o'clock, then all being

ready and all aboard the hosts gave the signal and the train was off for Blue Island."

* * *

Brief Facts—1,200,391 freight cars were handled in and out of Blue Island over the Rock Island railroad during the year 1934, notwithstanding the greatly reduced business due to highway competition and the general business depression.

The Rock Island payroll to its Blue Island employes in 1934—a depression year—was \$1,518,048.

The taxes paid yearly by the Rock Island railroad to the Blue Island community averages around \$34,500.00.

One hundred and fifty Rock Island trains run to and from Blue Island daily.

* * *

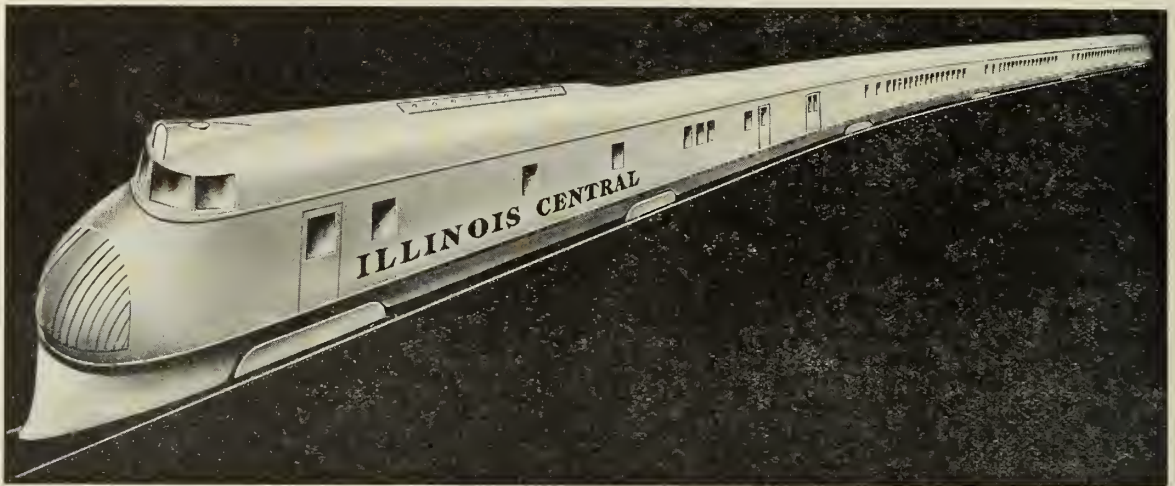
ILLINOIS CENTRAL RAILROAD

One of the outstanding events in Blue Island's history was the introduction of Illinois Central suburban passenger service in the early nineties. The construction of the 4-mile Blue Island branch from the main line of the Illinois Central at Kensington to Fulton street, Blue Island, was commenced in the fall of 1891 and the road was formally opened for operation on April 18, 1892. Suburban service was established on December 18 of that year, and since that date the Illinois Central has provided uninterrupted daily passenger train service between Blue Island and downtown Chicago.

The Illinois Central has been intimately identified with Chicago's history for 85 years. It was one of the foremost factors in the development of the Hyde Park-Pullman-Kensington areas. The transportation service provided by this railroad has been at the foundation of the growth of numerous populous suburban communities on Chicago's great South Side.

Chicago was a city of only 29,000 and its southern limits were at Twenty-Second street when the Illinois Central Railroad Company was organized in 1850. South of Twelfth street most of the area within the city limits was open country, and south of Twenty-Second street there were only a few settlers' cabins on the open prairie and among the groves. Where Kenwood, Hyde Park, Woodlawn, South Shore, Chatham, Pullman, Kensington and Harvey now flourish were unpeopled prairies, marshes, sand dunes and groves, the habitat of gophers, prairie hens and muskrats.

The main line of the Illinois Central through Kensington was originally known as the "Chi-



The Modern Zephyr Train.

cago Branch" of the railroad, the old main line extending through central Illinois from Cairo to LaSalle. The "Chicago Branch" left the main line at Centralia, 250 miles south, and entered Chicago along the lake shore.

In obtaining its right-of-way through the Town of Lake, adjoining Chicago on the south, the Illinois Central purchased 60 acres of land for \$30 an acre from Paul Cornell, an enterprising citizen of Chicago who owned 300 acres bordering on Lake Michigan, about six miles south of the city. The 60-acre tract was purchased on the condition that the Illinois Central would establish a station at that point and operate regular daily trains between there and Chicago. Should the patronage fail to meet expenses, Mr. Cornell agreed to make up the deficit out of his own pocket. In the spring of 1856, Mr. Cornell laid out a subdivision on the property, which he named Hyde Park, and the Illinois Central built a station on the east side of its tracks at what is now Fifty-Third street.

Upon completion of the station on June 1, 1856, the Illinois Central ran a special train from Chicago to Hyde Park, carrying as guests a group of distinguished citizens of the city, including Thomas Dyer, former mayor, Judge William T. Barron, Paul Cornell, Perkins Bass, Charles Cleaver, founder of Cleaverville (later Oakland), and Julius Mulvey. H. L. Robinson, a friend of Abraham Lincoln, who afterward commissioned him quartermaster in the United States army, was the conductor of this special train.

About a month later—July 2, 3, 4 and 5—the Illinois Central operated a special train hourly between the Great Central Station at South Water Street, Chicago, and Oakenwald, the grounds of

Senator Stephen A. Douglas, in the vicinity of Douglas Place (now 35th Street), where a military encampment was held.

The actual beginning of regular suburban service, however, was, as stated, on July 21, 1856, when a train known as the "Hyde Park Special" was placed in scheduled service between Chicago and Hyde Park. On that date an employe wrote the treasurer of the company:

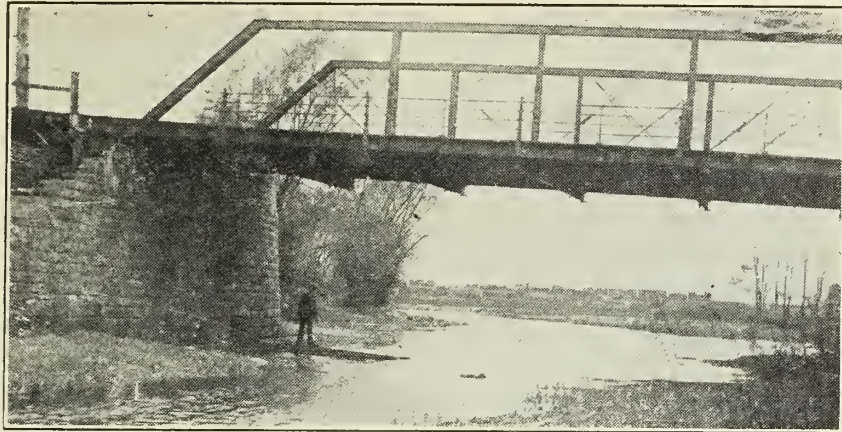
"The Hyde Park special train was put on this morning in accordance with the program hereto attached. The first train had 'nary' a passenger up or down. But 'good beginnings make bad endings,' and we look to the vice versa for salvation."

This lone suburban train which made four round trips to Hyde Park on each week-day and on Sunday, made its way over a series of trestles driven into the bed of the lake nearly all the way from Randolph street to Buena Vista street (now 25th Street), and from that point it followed the lake shore to Hyde Park.

About Jan. 1, 1862, the Illinois Central extended its suburban service to Junction avenue (now 63rd street), Woodlawn, where a small station had been erected. At that time there were about six families in Woodlawn.

Most locomotives burned wood in those days, and the fueling station for suburban engines was at what is now Fifty-Seventh street, which accounts for the fact that the early name of that station was "Woodpile."

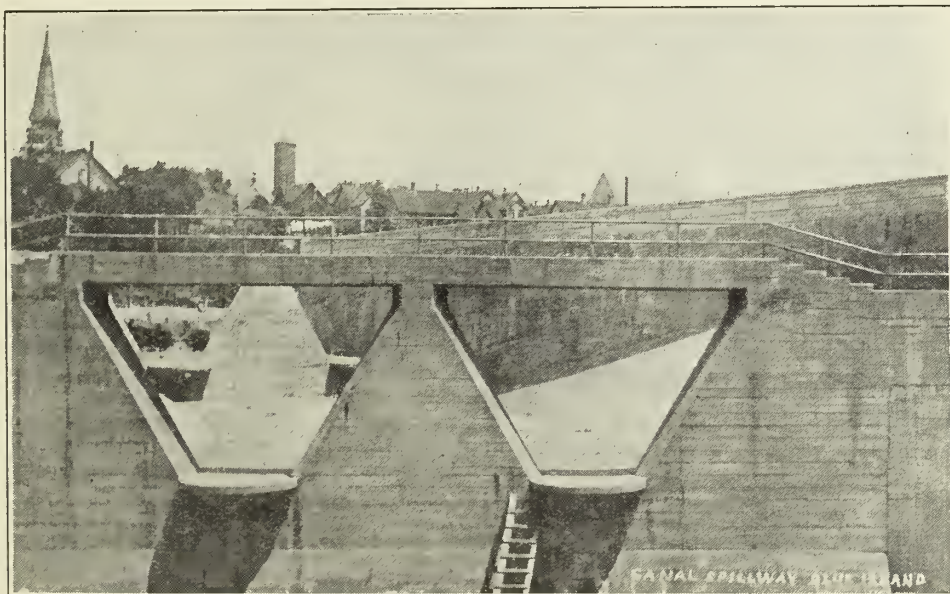
In 1873, two years after the Chicago fire, suburban service between Randolph street and Park Side had been increased to 20 trains on week days, a growth of 100 per cent over that of 1871, and one train each way was operated as far south as Dolton Junction, on the Calumet river; an-



*Stony Creek at Low Water Stage
Looking West under old Western Avenue Bridge—About 1910.*



Flooded Condition of Stony Creek, Spring of 1902.



*Canal Spillway, near Ann Street
Where all that is left of Stony Creek empties into the Canal.*

other train each way terminated at Kensington. The service to Dolton Junction and Kensington was established June 2, 1872. When the Illinois Central announced its plans of extending suburban service to Kensington the merchants of that town strenuously opposed the arrangements, fearing that the residents of the town would find it too convenient to do their shopping in Chicago.

The Van Buren Street station was established in November, 1872, after the trestle between Randolph street and Park Row had been filled in with debris from the fire-swept areas of the city.

The first Sunday suburban service was established on March 16, 1873, when two trains were operated each way between Randolph street and Grand Crossing, which had been established three years before by Paul Cornell, the founder of Hyde Park.

In 1880, George M. Pullman purchased 4,000 acres of land west of Lake Calumet on the Illinois Central, and there began the construction of his great "Pullman Palace Car" plant, as well as workmen's homes, business buildings, schools, churches, a hotel, bank, library and theater. The Illinois Central contributed to the success of the enterprise by erecting a fine station and increasing its suburban train service between Chicago and Pullman to 36 trains daily. Pullman soon attracted world-wide attention as a "model manufacturing town." Its population increased from one family in 1880 to 12,000 persons in 1893.

The year 1891 witnessed two developments of historic importance. One was the beginning of construction of the Blue Island branch, to which reference has already been made. The other was the beginning of preparations for the great World's Columbian Exposition. The suburban service provided by the Illinois Central was one of the leading factors in determining upon Jackson Park as the site of the exposition. During 1891, 1892 and the spring of 1893, Kenwood, Hyde Park and Woodlawn underwent a remarkable transformation. Several large hotels were erected; hundreds of apartment houses, homes and business buildings were constructed; the University of Chicago was established at its present location; the Midway Plaisance and Jackson Park were transformed from unsightly swampland and marshes into a fairyland of beauty and color and architectural splendor such as the new world had never before seen.

The Illinois Central elevated its tracks from 53rd to 67th streets to afford uninterrupted access to the exposition grounds. Extensive improvements were made to suburban facilities, the present through passenger station at Park

Row was erected, mechanical facilities were moved from Weldon to Burnside, and the railroad constructed two additional tracks between Randolph street and the Midway. Forty-one locomotives and 300 passenger coaches were added to the service. During the fair the Illinois Central provided the principal transportation service between downtown Chicago and the exposition grounds. Up to this time all suburban service had been local, stopping at all stations.

Express suburban service was first introduced in May, 1893, when the World's Fair express trains were run every 15 minutes without a stop between Randolph and Van Buren streets and 53rd, 57th and 60th and 63rd street. Train schedules during the fair provided 294 week-day trains and 198 Sunday trains in and out of Randolph street. From May 1 to October 31, 8,780,000 passengers were handled to and from the exposition.

Blue Island's first suburban schedule, put into effect on December 18, 1892, provided for twelve trains (six each way) on week days and four trains (two each way) on Sundays.

Prior to 1905 there were two classes of suburban service—local and express trains. The local trains made all stops between terminal points; the express trains, with few exceptions, ran express between Van Buren street and 53rd street and made all stops south of that station. On May 14, 1905, "special" train service was introduced between Randolph street and Flossmoor. The first special suburban train on the Blue Island branch was placed in operation June 28, 1908.

The inauguration of electric suburban service on August 8, 1926, was an event of outstanding importance to Chicago. More than 70 civic and business organizations, in Chicago and outlying communities, joined in a mammoth celebration to commemorate the event and to pay well deserved tribute to the enterprise and progressiveness of President Charles H. Markham and other officers of the Illinois Central for bringing about this great improvement, the accomplishment of which had taken years of preparation and effort and the expenditure of many millions of dollars.

The project, in addition to the actual electrification of suburban service, included the elimination of all street, highway and railway grade crossings on the main line for a distance of 38 miles south of the Chicago river; relocation of nearly all tracks in the Chicago terminal; construction of extensive shop facilities; relocation and construction of freight and passenger yards; construction of bridges, tunnels and subways; erection and reconstruction of suburban station

facilities; construction of 250 miles of trackage; reconstruction of several miles of retaining walls and the reconstruction of the signal and interlocker system.

The electric suburban service covers a zone embracing 37.8 route miles and 127 miles of trackage, and in electrifying this service it was necessary to erect more than 900 cantenary structures and to string approximately 293 miles of transmission wires and 470 miles of messenger and contact wires.

The electric service was begun with new equipment throughout. The cars, specially designed and built for this service, are of all-metal vestibule construction, each having a seating capacity for 84 passengers. Spaciousness, cleanliness, good ventilation, uniform heating and

GRAND TRUNK RAILROAD SYSTEM

Files and records of the Grand Trunk Railway System which are in charge of Mr. E. W. Hotchkiss, of the Treasury Department, in his office at Detroit, show that at one time the name "Blue Island" was incorporated in the title of a railway company. That road was known as "The Chicago, Blue Island and Indiana Railroad Company," and it was formed to be the Illinois division of the line of roads then in the process on construction from Chicago, Illinois, to Port Huron, Michigan.

The charter dates to 1868 and on July 10th of that year the following gentlemen were elected Directors of the newly incorporated railway:

Henry Fuller, G. S. Hubbard, C. B. Sammons,



Type of engines used in the early Fifties.

ample lighting are among their notable features. Each two-car unit represents an investment of \$75,000; therefore, a six-car train costs nearly a quarter of a million dollars.

Electrification brought not only better equipment but more trains and speedier service. Prior to electrification the Illinois Central operated fifty-one trains to or from Blue Island on each week day and thirty-four trains on Sunday, whereas the present schedule provides approximately twice that number—100 on each week day and sixty-nine on Sunday.

The fastest train operated prior to electrification made the trip run Blue Island to Randolph street in fifty-eight minutes. Today the fastest electric train makes the run in thirty-five minutes, an improvement in speed of forty per cent.

The Illinois Central now handles around 28,000,000 passengers a year on its electric trains and provides Blue Island and other communities with a suburban service unsurpassed not only in Chicago but in any city in America.

H. H. Massey, J. P. Young, George F. Bailey, H. S. Rexford, F. Sauerteig, Royal Fox, A. N. Hart, Michael Brand, W. L. Bancroft, Leonidas D. Dibble, Thomas S. Stanfield, S. T. Reed, S. H. Anthony, John Bienfeldt and L. P. Hilliard.

Mr. Henry Fuller was chosen by the Directors as their president, while the other officers elected were: Mr. Gurdon S. Hubbard, vice president; Mr. H. H. Massey, treasurer, and Josuha P. Young, secretary. The headquarters were established in Chicago.

During the period that the Grand Trunk Railway was in process of development in Canada, Sir Henry Tyler, who afterwards became president of the company, visited Canada in 1867 and under the instructions of the Board of Directors, made a special inspection and report regarding the condition and prospects of the railway. One of Sir Henry's recommendations urged the extension of the railway through to Chicago—then the growing emporium of the great West—recording a population of 220,000 souls. The

activities of Chicago so appealed to the visitor that, he asserted, is possessed of "... a commerce that was one of the marvels of the age."

It was only in 1879 that the Grand Trunk was enabled to carry out the ambitious project and in that year finances were made available for the construction or purchase of a line from Port Huron, Michigan, to Chicago. The new line to Chicago incorporated under the name of the Chicago and Grand Trunk. April 6th, 1880, was completed and opened in December of the year 1881. At first, communication between the two lines of railways across the St. Clair river between Sarnia, Ontario, and Port Huron, Michigan, was maintained by powerful car ferries. Afterwards a submarine tunnel was constructed between these points and was opened for service in 1891, the first international submarine tunnel on this continent.

Beginning about 1865 there was a new interest in railroads in America. Numerous lines were planned and some of these were to take shape and afterwards come into actual operation. Companies which had come into being in Michigan, Indiana and Illinois were fated to link and unite and by the time the Grand Trunk was ready to really undertake the ambitious project of operating its own line from the international boundary to Chicago important parts of such a line were in existence. Several of these were acquired by purchase and where necessary new construction was undertaken to connect the various links.

It was the fate of the Chicago, Blue Island and Indiana Railroad company to have become part of one such consolidation. On March 15th, 1869 the Peninsular Railway Company (Illinois) was formed and in 1870 it took over the Chicago, Blue Island and Indiana. The Peninsular Company in 1870 was consolidated with two other companies, the Peninsular Railway Company (Indiana), and the Peninsular Railway Company (Michigan). These three Peninsular companies then formed a line of railway from Chicago to Lansing, Michigan.

At the time the Peninsular took over the Chicago, Blue Island and Indiana, the latter had rails of 56 pounds to the yard. When the three Peninsulars were united as one, that company possessed five locomotives, four passenger cars, two mail, baggage and express cars, 14 freight box cars, 32 flat cars and one caboose. The total cost of building this line of road and including the cost of the 58 units of rolling stock amounted to \$4,774,000.

The Peninsular consolidation later joined with the Port Huron and Lake Michigan Railroad Company to form a continuous line from Chi-

cago to Port Huron, this union being completed on April 5th, 1873. These consolidations became the Chicago and Grand Trunk Railway Company, the predecessor of the present Grand Trunk Western lines.

* * *

B. & O. C. T. RAILROAD COMPANY

The Baltimore & Ohio Chicago Terminal Railroad company, which has been operating a freight and transfer railroad through Blue Island under that name since January, 1910, is the successor of at least half a dozen companies active in the promotion and building of railroad lines through and in the vicinity of Blue Island.

In 1889 a company was formed at Chicago under the title of Chicago & Blue Island Railway company. This company acquired a franchise for right-of-way between 75th street and the northern limits of Blue Island.

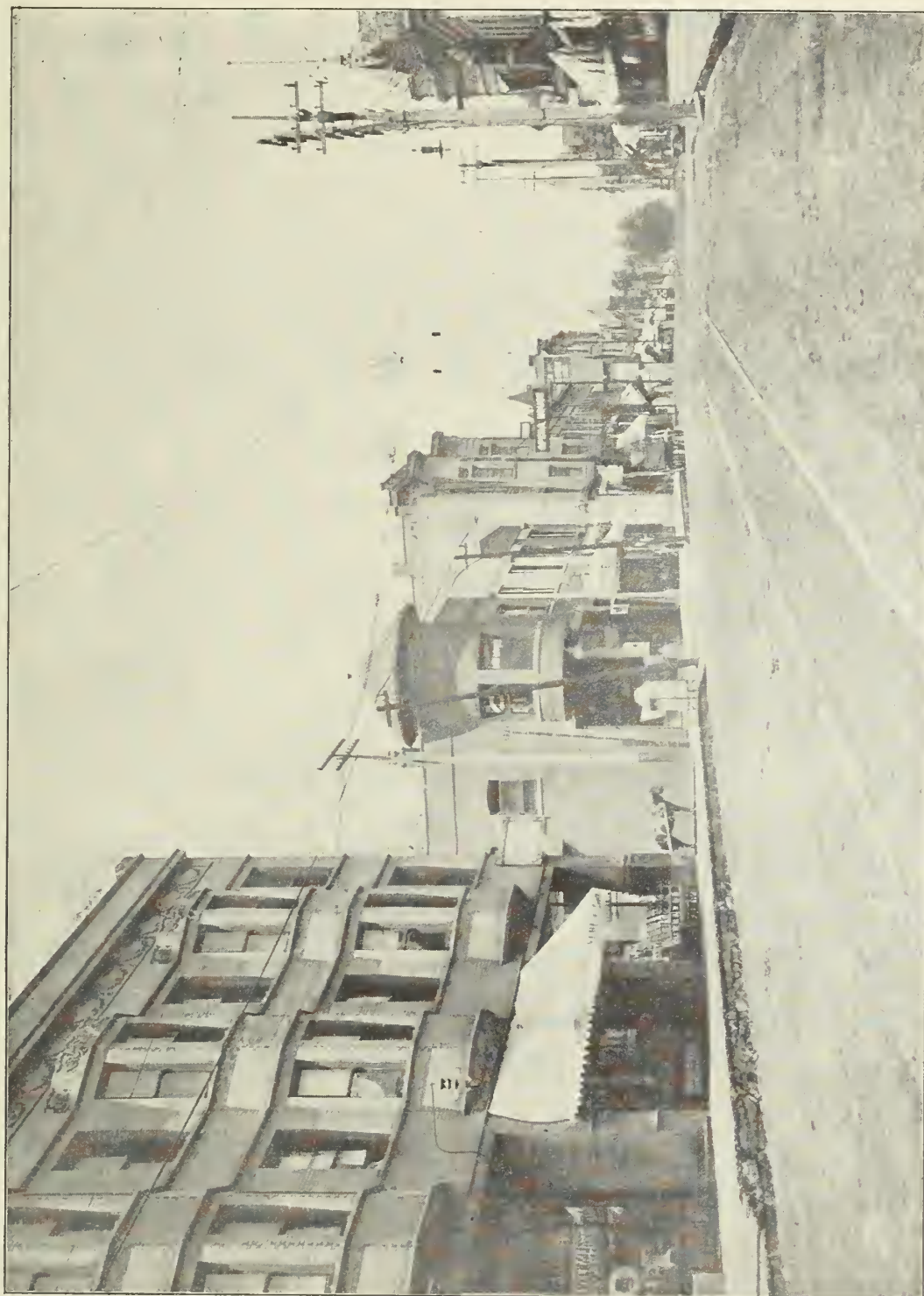
Overtures for a franchise to construct a railroad through Blue Island were made to the village board, but there is nothing in the Blue Island village records to show that such an ordinance was ever granted.

In the fall of 1889 the Chicago & Blue Island Railway company made a proposal to The Chicago Central Railway company to effect the construction of a railroad between the above mentioned points by turning the right-of-way over to the latter company, contingent upon the construction of a railroad on the property. On December 16, 1889, an assignment of the right-of-way was made to The Chicago Central Railway company.

The Chicago Central Railway company was incorporated Oct. 19, 1889, and organized at Chicago on Nov. 5, 1889. On Dec. 16, 1889, this company acquired by assignment the right-of-way of the Chicago & Blue Island Railway company, extending from 75th street to Blue Island. On July 14, 1890, the Blue Island Village Board passed an ordinance granting the company a right-of-way through Blue Island.

*During the year, 1890, it built and put in operation a line of railroad from 75th street to Blue Island and in 1891 extended the line from Blue Island to Harvey. On July 25, 1892, it completed a double-track line from 75th street to Western avenue junction. On Oct. 1, 1891, it sold its property to Chicago and Northern Pacific Railroad company.

Note—The Chicago Central Railway company, which built its line through Blue Island in 1890, operated passenger service between Blue Island and Chicago at a fare of 5 cents each way. Owing to this cheap fare the road was commonly referred to as the "Nickel Line." It did large commuter business for a time, but lost money on the nickel fare, which was soon raised.



Western Avenue, looking north from Grove Street as rebuilt after the Big Fire, May, 1896.

The Chicago and Northern Pacific Railroad company was incorporated Nov. 22, 1889. Organized at Chicago, March 5, 1890. Acquired from Chicago Central Railway company the line of road between Western avenue junction and Harvey, passing through Blue Island. By deed of April 19, 1897, sold all property to a committee of bondholders who in turn deeded the property on June 9, 1897, to Chicago Terminal Transfer Railroad company.

Chicago & Calumet Terminal Railway company—Formed Aug. 11, 1887, through consolidation and merger of several corporations, each of which had proposed building railroads from

Chicago & Calumet Terminal Railway company, from Pine Junction to McCook, June 7, 1898. Acquired line from Western avenue junction to Harvey from Chicago and Northern Pacific railroad company, June 9, 1897. Property sold to Sheean and Preston at public auction on Jan. 6, 1910. Sheean and Preston turned over property to The Baltimore and Ohio Chicago Terminal Railroad company on Jan. 10, 1910.

* * *

INDIANA HARBOR BELT RAILWAY

The Indiana Harbor Belt Railway is one of Blue Island's valuable assets. Linking, as it does, with all other railroads in the great Calumet manufacturing region, it handles an immense tonnage of freight annually. The company has offices and large yards at 139th and Halsted streets.

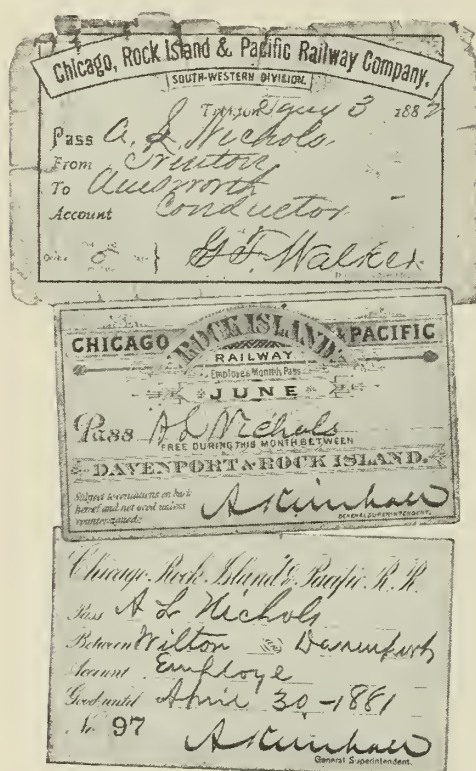
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"Wet-Dry" Election

On Tuesday, April 16, 1918, the question, "Shall this City Become Anti-Saloon Territory," was submitted to a vote of the citizens at a general election. The result of that vote was a surprise to both sides—to the "wets," because of the overwhelming vote in favor of saloons, and to the "drys," because the two wards—the Fourth and Fifth—on which they had depended for a large "dry" vote—also returned "wet" majorities.

The anti-saloon proposition was defeated by better than 2 to 1. Two thousand one hundred and seventeen men and 2063 women, a total of 4180 voted on the question. Of this number 2856 men and women voted for the saloons and 1324 voted against them. Every ward in the city gave the "wets" a majority, the total majority of the "wets" being 1532. The woman vote alone was sufficient to carry the day for the wets, 467 more women voting for the saloon than against it—the total women vote being divided as follows: For the saloon, 1265; against, 798. The men gave the saloons a majority of 1065—1591 voting wet and 526 voting dry.

A bitter campaign was waged by both sides. Whole pages of newspaper publicity and cartoons were used to influence voters either for or against the proposition to make Blue Island a dry community. A notable feature of the campaign were the speeches of William Jennings Bryan, the Great Commoner, made in favor of the dry side at the Methodist and Congregational churches.



Types of Passes issued by Rock Island Railroad in the early 80's.

the vicinity of Indiana-Illinois state line to Blue Island, but none of which had actually built any line. Construction records are incomplete; however, it has been ascertained that between 1887-1894 the line from Pine Junction, Indiana, to McCook, Illinois, was completed and in operation. The exact date of construction through Blue Island cannot be ascertained. By deed of June 7, 1898, it sold its property to Chicago Terminal Transfer Railroad company.

Chicago Terminal Transfer Railroad company—Incorporated June 3, 1897. Organized at Chicago, June 5, 1897. Acquired line from

CITY FORM OF GOVERNMENT

Adopted April 16

1901



Divided Originally Into Five Wards and Ten Aldermen
the City Now Comprises Seven Wards
and Fourteen Aldermen

CITY COUNCIL NOTES

WHEN the change to city government was made in April, 1901, Blue Island had a population of 6,114. The city was divided into five wards with two aldermen to a ward. The territory comprising each ward was as follows: First Ward—The territory lying between Stony creek on the south, York street on the north, Rock Island tracks on the east and the city limits on the west. Second Ward—The territory lying between the city limits on the south, the east and west city limits, and Stony creek on the north. Third Ward—All that territory within the city limits lying east of the Rock Island railroad tracks and north of Stony creek. Fourth Ward—York street on the south, Burr Oak avenue on the north, Rock Island railroad tracks on the east and city limits on the west. Fifth Ward—All territory lying north of Burr Oak avenue and south of 119th street, the Rock Island main line tracks on the east and the city limits on the west. The elective officers were: Mayor, ten aldermen, city clerk, city treasurer, each for two year term; and police magistrate for four years. During the "off years" when mayor, clerk and treasurer were not voted on, only the five aldermen, one in each ward, were elected.

In 1926 the city was redistricted into seven wards, increasing the number of aldermen to fourteen. The population at that time exceeded 13,000.

The new ward divisions then established, and as they still are today, follow: The First, Second and Third Wards remain as originally defined. The old Fourth and Fifth Wards were split to create the new wards. The new boundaries of the Fourth are as follows: The territory lying within the city limits bounded on the south by the center line of York street, on the east by the center line of Western avenue, on the north by the center line of Burr Oak avenue and on the west by the city limits. Fifth Ward—The territory lying within the city limits bounded on the south by the center line of Burr Oak avenue, on the east by the center line of Western avenue, and on the north and west by the city limits. Sixth Ward—All that territory within the city limits bounded on the south by the center line of Collins street and the center line of said Collins street extended, on the west by the center line of Western avenue, and on the north and east by the city limits. Seventh Ward—All that territory within the city limits lying east of the center line of Western avenue, between the center line of York street on the south and the center line of Burr Oak avenue on the north, together with that part of the Fifth Ward immediately adjoining, up to and including the south half of Collins street, running east to the limits of the Third Ward.

THE FIRST CITY ELECTION

The first election for city officials held on June 4, 1901, under the newly adopted city form of government, was a hotly contested one. There was opposition for every one of the major offices, except for city clerk, where Fred Hohmann already had served 16 years as village clerk and at this time was considered an unbeatable candidate. For alderman of the Third ward V. B. Schreiber and George Gobet had no opposition and split the vote cast almost equally between themselves.

Result of the First City Election held June 4, 1901:

Total vote cast in First Ward.....	369
Total vote cast in Second Ward.....	205
Total vote cast in Third Ward.....	160
Total vote cast in Fourth Ward.....	292
Total vote cast in Fifth Ward.....	262
Total vote cast in all Wards.....	1288

For Mayor—

*John L. Zacharias.....	735
Dr. Edward Doepp	421
E. H. Rexford	114

For Clerk (no opposition)—

*Fred Hohmann	903
---------------------	-----

For City Attorney—

*George Guenther	770
George F. Borman	425

For Treasurer—

*August C. Boeber	677
Mathias Helbreg	483

For Police Magistrate—

*Emil Boehl	727
Daniel D. Braham	215

For Aldermen First Ward (two to be elected)—

*Harry Rohrbach	154
*John W. Neibert	153
Henry Schreiber	106
J. G. Diefenbach	81

Henry Blatt	67
George P. Meyer	65
For Aldermen Second Ward (two to be elected)—	
*Louis Groskopf	103
*J. John Joens	133
Edward Sauerbier	89
For Aldermen Third Ward (two to be elected)—	
*V. B. Schreiber	124
*George C. Gobet	122
For Aldermen Fourth Ward (two to be elected)—	
*W. D. Henke	160
*C. R. Foster	176
R. C. Atkinson	129
For Aldermen Fifth Ward (two to be elected)—	
George Hodge	32
George Warren	81
*Max Gese	89
Joseph P. Eames	73
*Adolph Danielson	95
Louis A. Krueger	17
Louis P. Johnson	55

* Elected

The total vote of 1288 cast at this first city election was considered practically the full voting strength of the community. The census count made just one year previous (1900) gave Blue Island a population of 6,114.

FIRST MEETING OF CITY COUNCIL

The first regular meeting of the City Council, under the newly adopted city government, was held on June 10, 1901, with Mayor John L. Zacharias in the chair and all of the aldermen present: First ward—Harry Rohrbach, John W. Neibert. Second ward—L. C. Groskopf, J. John Jones. Third ward—George C. Gobet, V. B. Schreiber. Fourth ward—William D. Henke, Charles R. Foster. Fifth ward—Max Gese, A. Danielson. Fred Hohmann, clerk.

The first official action of the city council was to pass Ordinance No. 380, which provided for the continuing in force of all former ordinances, resolutions, rules, orders and by-laws in force and effect in the Village of Blue Island when it organized as a city.

Ordinance No. 381, adopting a corporate seal was then passed.

The mayor appointed the following standing committees: Finance—Gobet, Foster, Rohrbach.

Judiciary—Gese, Jones, Schreiber.

Electric Lights and Gas—Henke, Danielson, Rohrbach.

Streets, Bridges, Alleys and Sidewalks—Groskopf, Neibert, Foster.

License—Schreiber, Jones, Henke.

Drainage and Sewers—Neibert, Groskopf, Gese.

Plats, Public Grounds and Buildings—Jones, Henke, Danielson.

Police and Fire—Rohrbach, Gese, Schreiber.

Water—Foster, Gobet, Groskopf.

Railroads—Gese, Rohrbach, Schreiber.

Local Assessments—Henke, Neibert, Jones.

Health—Danielson, Foster, Gobet.

Under the new city organization laws the members of the Public Library Board became appointive, instead of elective officers. Mayor Zacharias announced the following to constitute the new Public Library Board: Henry Biroth and Mrs. H. B. McGrath, First ward; John W. Reiner, Second ward; F. T. E. Kallum and Mrs. Myrtle Murphy, Third ward; H. B. Robinson and Mrs. A. C. Fuller, Fourth ward; Joseph P. Eames and George Warren, Fifth ward.

The following appointments were made July 10, 1901:

Chief of Police—Thomas Cinnamon.

Lieutenant of Police—Edward Garver.

Patrolmen—Charles Farnum, Otto Wilcke, Charles Malmquist, Ben Steffes.

Superintendent of Streets—C. F. Lochow.

Chief Engineer—Ed. Kinzel.

City Electrician—A. Marsh.

Civil Engineer—P. R. Fletcher.

City Chemist—Fred Brunhof.

On July 8, 1901, the council took up the Clarence Geist gas franchise ordinance, gave it a reading and referred it back to committee.

On July 29, J. B. Woodruff came before the council with a similar ordinance, requesting a fifty-year franchise to construct and operate gas works and gas distributing mains in the City of Blue Island. After reading this ordinance also was referred to committee.

Aug. 6, 1901, the city council ordered the installation of twenty additional arc street lights.

Sept. 3, 1901, the Geist gas franchise ordinance came up for consideration. The ordinance had been in the hands of the committee for two months and was recommended by that body for passage. The roll call vote on the motion to pass was: Ayes—Danielson, Heckler, Foster, Neibert, Rohrbach, Gobet, Schreiber, Jones. Nays—Gese and Groskopf. This ordinance is known as Ordinance No. 394.

Sept. 16—Adopted Resolutions on death of President McKinley. H. Biroth resigned as di-

rector of Public Library and mayor appointed W. A. Blodgett in his place.

Oct. 7—Passed twelve improvement ordinances providing for sewers, water and sidewalks in various streets.

Oct. 14—Passed two more sidewalk ordinances.

Dec. 2, 1901—Engineer Fletcher reported that the Western avenue subway under the Rock Island tracks had been completed satisfactorily according to the terms of the franchise granted the Chicago Electric Traction company, and the council thereupon voted its acceptance of the work.

Mayor Zacharias reported that Clarence H. Geist had deposited \$10,000 in cash with the city treasurer on January 31, as required under the terms of the gas franchise granted him and that his bond in the sum of \$10,000 had also been filed.

At the regular election held April 15, 1902, George Engelland, Jr., was elected alderman of the First ward; Louis C. Groskopf, alderman of the Second ward; August C. Kern, alderman of the Third ward; C. R. Foster, alderman of the Fourth ward; George A. Warren, alderman of the Fifth ward.

There were five candidates for the office of Police Magistrate to fill the vacancy caused by the death of Emil Boehl. The vote was as follows:

Wade Errett	241
Daniel Braham	60
Wm. H. Doolittle	356
Wm. Haas	201
Max Troemel	212

Doolittle was elected.

Eleven hundred and thirty votes were cast at this election as follows: In the First ward, 349; in the Second ward, 201; in the Third ward, 173; in the Fourth ward, 168; in the Fifth ward, 247.

July 21, 1902—The need of a new bridge over Stony creek on Robinson street was discussed.

It was voted to illuminate Western avenue with electric lights during the Illinois Firemen's tournament to be held here in August.

Aug. 11, 1902—Purchased property on the south side of York street from J. P. Young for a site for a new public library.

Sept. 3, 1902—John McEvoy appointed chief of police and Charles Malmquist, lieutenant.

Oct. 28, 1902—Passed a resolution to place meters on all consumers of electric light.

Jan. 5, 1903—Fire Chief, Otto Sorgenfrei, made the following financial report on the Fire-

men's tournament held here in August:

Total receipts	\$5843.52
Expenditures	4426.07

Balance	\$1417.45
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The money represented in this balance was expended for the benefit of the Blue Island Fire Department as follows:

Lot for Fire Co. No. 3.....	\$250.00
Building for Fire Co. No. 3.....	625.00
Hose Wagon for Co. No. 2.....	500.00
	<hr/>
	\$1375.00

Leaving on hand an unexpended balance of \$42.45.

March 30, 1903—Permit given Chicago Electric Traction company to double track its line through Blue Island.

April 13—Awarded contract to Rand Drill Co. for 1000 cubic foot air compressor to cost \$3676.00.

A total of 1171 votes was cast at the general election on April 21, 1903. The following were elected to office:

Mayor—John Zacharias.

Clerk—Fred Hohmann.

Attorney—George H. Guenther.

Treasurer—Chas. J. Heckler.

Aldermen: First ward—H. Rohrbach; Second ward—Anthony Heintz; Third ward—V. B. Schreiber; Fourth ward—Wm. D. Henke; Fifth ward—Max Gese.

Vote on the annexation of certain territory on the East Side carried.

Sept. 14, 1903—P. R. Fletcher resigned as city engineer and Vertus B. Roberts was appointed to his place.

Nov. 16, 1903—Application from Blue Island, Riverdale and Hammond Street Railway company for a franchise to lay tracks in Vermont street, from center line of Division street to Western avenue. (Ordinance No. 473 granting this franchise was passed by the council, December 18, 1903. The line was never built.)

July 18, 1904—Passed twenty ordinances providing for the construction of cement sidewalks in various streets.

Oct. 30, 1904—Granted the Blue Island, Riverdale and Hammond Street Railway Co. an extension of thirty days in which to comply with the conditions of its franchise.

Jan. 16, 1905—Council threatened to revoke the franchise of the Chicago Electric Traction Co., if the company stopped running its cars on Canal street.

Sixteen hundred and seven votes were cast at the city election held April 18, 1905.

Principal interest in this election was centered on the mayoralty race between George Gobet and Dr. Edward Doepp. Gobet won out with 881 votes to his opponent's 704.

The total vote cast in the wards was as follows: First ward, 367; Second ward, 239;



*Geo. C. Gobet
Second Mayor of Blue Island
Elected April 18, 1905*

Third ward, 315; Fourth ward, 375; Fifth ward, 311. Total all wards, 1597.

F. S. Gibson was appointed commissioner of health.

Aug. 7, 1905—Passed 19 ordinances providing for cement sidewalks in various streets.

Sept. 5, 1905—Passed 21 more ordinances for sewers, cement sidewalks, etc., in various streets.

Jan. 2, 1906—Council voted to sustain the mayor's veto of Ordinance No. 599, which gave the Chicago Southern Traction Co. a 35-year franchise to lay tracks and operate a street car line through the city.

March 2, 1906—Read a communication from the Chicago Sanitary District proposing to furnish the city with electric current on the basis of 24-hour service at \$26.40 per horsepower per year.

April 20, 1906—Adopted resolutions on the San Francisco earthquake horror; appropriated \$200 for relief and appointed Mayor George Gobet a committee of one to receive further subscriptions from the public for relief of the stricken city. (In addition to the \$200 given by the city \$347 more was contributed locally from private donations.)

April 23, 1906—City election.

June 4, 1906—Passed Ordinance No. 604 granting to the Chicago Southern Traction Co. a 35-year franchise to operate a street car line through Blue Island. (This company was the

predecessor of the Chicago Interurban Traction Co.)

July 2, 1906—Granted Chicago Telephone Co. permission to construct underground conduit lines in Union street.

Aug. 6, 1906—Received and considered first ordinance from the Chicago Sanitary District board for the construction of the Calumet-Sag canal through Blue Island. After some discussion the ordinance was referred to committee for redrafting with alterations.

March 4, 1907—Passed twenty-five ordinances (Nos. 621 to 646) providing for water service mains, house drains and sewers in various streets.

March 13, 1907—Gustave Aschen, alderman of Fifth ward died. Election to fill vacancy in office to be held at the general election on April 16, 1907.

Henry Groskopf and Walter Bruce were the contenders for the vacancy on the city council occasioned by the death of Alderman Ascher. When the ballots were counted Groskopf was shown to have received 153 votes and Walter Bruce, 152.

Mr. Bruce was not satisfied and demanded a recount. This was granted and on May 6 the council met and reviewed the election returns for this office. Each ballot was examined carefully and it was found that there were 152 ballots cast for each candidate on which there could be



*Henry Groskopf
Winner in Blue Island's first Aldermanic
Election Contest*

no dispute. The judges, however, had given Mr. Groskopf one ballot, which showed the voters' intent, but which was marked in the square with a straight line instead of a cross.

After each alderman had carefully examined the disputed ballot, a vote of the council was taken and all (Groskopf not voting) voted to count the ballot for Groskopf—thus giving him the election.

Jan. 6, 1908—Communication from President R. R. McCormick of the Sanitary District board

relative to furnishing the city with electric current for street lights and commercial uses, was read and referred to the proper committee for consideration and report.

Feb. 3, 1908—Received a communication from the North Shore Electric Co. proposing to buy the Blue Island municipally owned electric light and power plant. Referred to the council as committee of the whole to investigate further.

The question, "Shall this City become Anti-Saloon Territory" was defeated at the election April 21, 1908, by 1079 "no" and 310 "yes" votes.

May 4, 1908—passed Ordinance No. 669, prohibiting spitting on sidewalks and in public places.

A "curfew" ordinance, known as Ordinance No. 684, was passed by the city council May 18, 1908. This ordinance prohibits minors under 16 years of age "to be in or upon any street, alley, park or public place between the hours of 9 o'clock P.M. and 5 o'clock A.M."

October 21, 1908—Contracted with Sanitary District to furnish electrical energy for street lighting and to operate the water works plant for term of 10 years.

J. W. Alvord, a consulting engineer, engaged by the city to investigate the city water supply and make recommendations for the improvement of the same, submitted his report on January 4, 1909. He recommended that a new 15-inch artesian well be sunk, that same be provided with air compressor, pumps, etc.; that city have constructed a 150,000 gallon steel tank and a concrete surface reservoir for water storage. These recommendations were approved and on April 25, 1909, contracts were let for the various suggested improvements. (See article on City Water Supply.)

Feb. 1, 1909—Ordered 47 street arc lights to be bought and placed at various points throughout the city.

April 20, 1909—City election. Ed. Stein elected mayor, defeating George Gobet and Everett Rexford.

May 10, 1909—Mayor Stein appointed Lawrence Lusson city collector and August G. Kern superintendent of streets. These appointments were opposed by the council thus compelling the mayor to renew the appointments every 30 days. Criticism by Mayor Stein of the previous administration's handling of the city's finances caused the mayor to appoint the following citizens a committee with authority to select a competent accountant to examine and audit the city books up to May 1, 1909: F. G. Diefenbach, N. A. Cool, F. Schapper, W. T. Davis, D. Long-

acre, J. A. Wessel, H. J. Schmitt and F. W. Koenecke. This committee was given full power to go as far as they wished with the examination of the city's records.

June 14, 1909—Ordered installation of three telephones in each ward for police and fire calls.

Aug. 20, 1909—Blue Island Sun made official newspaper of the city by resolution.

Dec. 6, 1909—Granted Chicago Southern Traction company privilege to run one express



*Edward N. Stein
Mayor during the years 1909-1910*

or package car per day through the city up to March 1, 1910.

March 4, 1910—Council orders city attorney to take legal action against Chicago Southern Traction company for violation of franchise by raising fare from 5c to 10c.

March 7, 1910—Accept new 15-inch artesian well from contractor. Depth of well, 1649½ feet, delivered 310 gallons of water per minute on test.

June 6, 1910—Passed ordinance No. 713, granting the North-Western Gas Light & Coke Co. permission to construct a bridge across Stony creek at Ann street at its own cost, company also to assume all maintenance expense.

Aug. 1, 1910—Passed Ordinance No. 717,

providing for the licensing of circuses, theatres and "so-called nickel or 5-cent shows."

Oct. 12, 1910—Passed Ordinance No. 722, prohibiting the discharge of firearms within the city limits.

The use of the city council chamber was granted to representatives of the Sanitary District while engaged in securing the right-of-way for the Calumet-Sag canal.

Nov. 7, 1910—Bought Lot 13, Block 3, Brand's subdivision, from Rudolf Brand for \$300 for a fire house in the Third ward.

Claim of Mrs. F. Peloquin for \$500 damages sustained by falling on a defective sidewalk in Canal street, settled out of court for \$400.

Jan. 16, 1911—Paid Katherine Miller \$6500 for property taken for the opening of Broad-

in Vermont street, from Western avenue 150 feet east.

License granted "Princess Theatre Nickel Show" at 438 Western avenue.

April 10, 1911—City council received and considered the first amended ordinance from the Sanitary District for the construction of the Calumet-Sag channel through the corporate limits. Referred to mayor, city attorney and city engineer.

April 28, 1911—Passed Ordinance No. 734, granting the Sanitary District right-of-way for the channel through the corporate limits of the city.

April 18, 1911—General city election. Julius Wessel elected mayor by a vote of 1010, over John Lentz with a vote of 930.

Other election results:

City Clerk—Fred Hohmann (no opposition.)

City Attorney—*Judd Matthews (1051); T. J. McGrath (327); Orville C. Green (469.)

City Treasurer—*John L. Beer (972); Louis Schwartz (936).

Aldermen—First Ward, *Wm. J. Meyer (247), Emil Poehlsen (119); Second Ward, *Ernst W. Kott (163); Henry G. Clausen (159); Third Ward, John W. Wolff (no opposition); Fourth Ward, *James A. Noble (461); Berger Hogle (167); Fifth Ward, *Walter C. Bruce (283); John Snyder (137).

(*) *Elected.*

Condition of city treasury June 1, 1911:

Balance in Corporate fund.....	\$18,977.14
" " Library fund	370.33
" " Sinking fund	1,755.39
" " Special Ass't. fund....	29,618.49

\$50,721.35

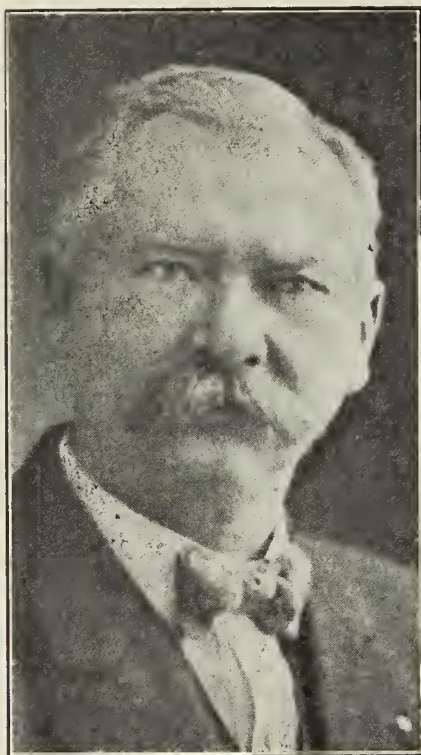
June 5, 1911, Mayor Wessel appointed Ludwig J. Staffel city collector to succeed Lawrence Lusson, resigned.

Let contract to Chicago Bridge and Iron Co. to repair iron smokestack at pumping plant damaged by storm, for \$780.

July 10, 1911—Passed tax levy ordinance for current fiscal year, \$29,340.00 for all corporate purposes.

Sept. 5, 1911—Passed ordinances for first comprehensive system of street improvements in section from Burr Oak avenue north to 123rd street, and between Western avenue and Greenwood avenue, and all intersecting streets, providing for water pipes, house drains, and paving streets with brick.

Oct. 23, 1911—Passed ordinance granting Oak Hill Street Railway Co. a 20-year franchise



Julius A. Wessel
Mayor of Blue Island, 1911-1912

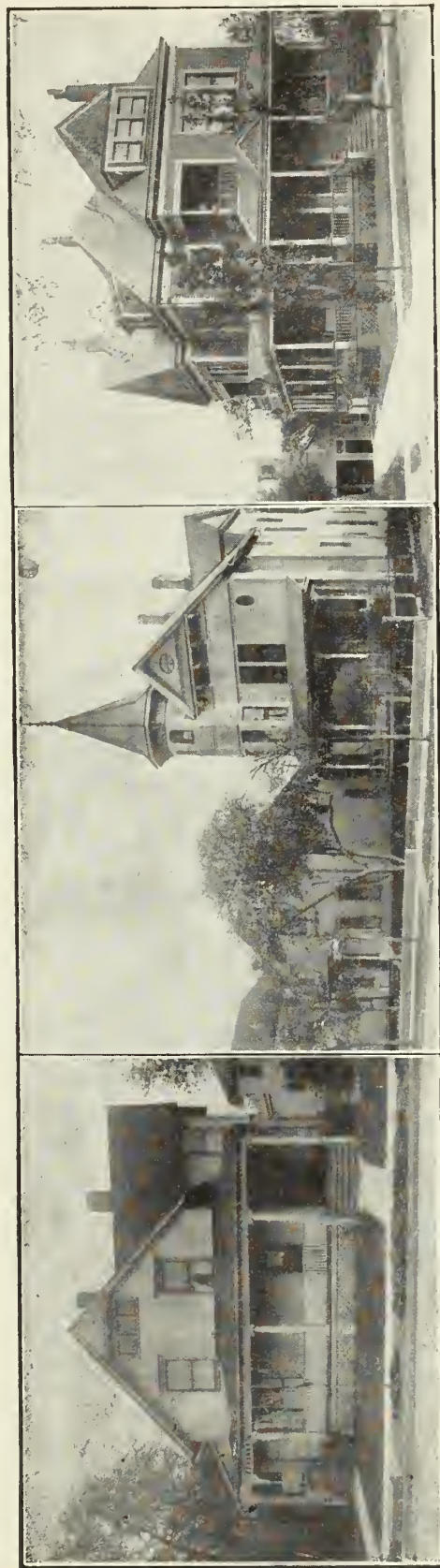
way from Western avenue through to Rexford street.

Approved purchase of a new 75-horsepower air compressor and turbine pump for the new artesian well.

March 6, 1911—Ordered water mains extended in Vermont street, from Western avenue to Division street; also 12-inch tile pipe sewer



Blue Island Has Many Comfortable Homes, Like Those Shown Here



to maintain and operate a single track street railway on the south half of 119th street, between Western avenue and the west city limits.

Mayor Wessel returned the ordinance with his veto on Jan. 8, 1912, but the council declined to uphold the mayor's rejection and put the ordinance into effect.

[Note—This street railway was never built. On March 4, 1912, the company was given an extension of 60 days at the request of Louis Olson on condition that the company comply with the Ordinance (No. 755) by making a \$3000 cash deposit with the city clerk. On May 6 another continuance, to June 5, 1912, was granted, and on June 3, 1912, a third continuance was given at the request of Mr. Olson. The company however failed to comply with the requirements of the ordinance and on August 19, 1912, the council revoked the franchise.]

On Feb. 19, 1912, the city council passed 16 ordinances for public improvements—house drains, sewers, water service pipes, etc.—affecting nearly all streets south of Stony creek; also the section north of Burr Oak avenue, between Western and Vincennes avenues.

CITY COURT PROPOSITION LOST

Feb. 26, 1912—The council received a petition signed by a number of citizens requesting that the question of establishing a city court be submitted to the voters at the next city election. This petition was referred to the judiciary committee and on April 4, 1912, the city council passed Ordinance No. 777 providing for the establishment of a city court in Blue Island.

The proposition for establishing a city court with one judge was submitted to the voters at a general election held April 16, 1912. A total of 1677 votes was cast—1040 being for, and 524 against the proposition. Not having received two-thirds of all votes cast on the proposition it was declared lost.

On April 15, 1913, the question of establishing a city court was again put before the people of Blue Island. Out of a total of 1761 votes cast on the proposition 1136 were for and 625 against the court, and again the vote was short of the required two-thirds necessary to carry the proposition.

MAYOR WESSEL'S TEMPESTUOUS TERM

Mayor Wessel's term in office was a tempestuous one. Elected at a time when the majority of the council was hostile to him, heated arguments between the mayor and aldermen were a usual feature of the council sessions. On several occasions physical encounters were averted only by the prompt interference of others.

A man of quick and often violent temper he frequently took the council to task for not ac-

ceding to all his wishes. This in time led to a condition of stubbornness on both sides sufficient almost to stop the regular conduct of the city's business.

Given to writing lengthy messages on many subjects effecting the city's affairs, Mayor Wessel was irked when he discovered that the clerk had not copied these messages verbatim in the Journal of Proceedings. He demanded that it be done. City Clerk Hohmann took the stand that he was an elective officer, alone responsible for the conduct of his office and not subject to the mayor's dictates. The council supported the city clerk in this contention.

Mayor Wessel then submitted an ordinance which would compel the clerk to do his bidding, and asked to have it passed. The council refused to act on the ordinance.

Louis Staffel, who was Mayor Wessel's appointee for city collector, had incurred the mayor's displeasure by leaning toward the side of the aldermen. Staffel shared the mayor's anger by receiving the following notification:

"Mr. Louis J. Staffel—I herewith inform you that after March 30, 1912, the City of Blue Island will dispense with your services as collector of the city's revenues. As reason I may mention that you have broken faith with me on our agreement of June 5, 1911; that collections are lax and that I firmly believe that the City of Blue Island needs a more forceful collector of its revenues."

A resolution was then offered by Alderman Jerry Jones of the First Ward that the council disapprove of the mayor's action and that Staffel be retained in office, passed by a vote of 8 to 1; Alderman Bruce voting "no" and Alderman Noble absent.

At the following meeting of the city council Mayor Wessel announced the appointment of Joseph Cunningham as city collector. The aldermen, by a vote of 7 to 2, refused to concur in the appointment.

Louis Staffel, who had been retained as collector by legal vote of the council submitted a new bond in the sum of \$20,000 signed by Wm. G. Staffel and Carl Schmitt. Alderman Meyer moved that the bond be accepted and filed with the city clerk.

Mayor Wessel declared the motion out of order and refused to put the question. When the aldermen insisted on a roll call the mayor declared the council adjourned without motion and voluntarily left the council chamber.

The city council was then reconvened by electing Henry Groskopf, chairman of the finance

committee, to preside and proceeded with unfinished business.

The new bond of Louis Staffel as city collector was then submitted to vote and accepted.

The foregoing incidents are cited as only a few of those which kept the mayor and aldermen at loggerheads during Wessel's term in office.

* * *

March 4, 1912—The city at this time had become deeply indebted to the Sanitary District for machinery and apparatus and for electrical current used to operate street lights and the water works plant. A suit for \$40,000 had been entered in the Circuit Court against the city and the city had received notice that 30 days after date the Sanitary District would shut off its service.

This calamity was temporarily averted on the advice of City Attorney Matthews by a confession of judgment for \$25,978.78 in favor of the Sanitary District.

April 4, 1912—Passed Ordinance No. 777 providing for the establishment of a city court.

The aldermanic election held April 16, 1912, resulted as follows: 1st Ward, Herman L. Jauchzer; 2nd Ward, Arnold Myers; 3rd Ward, Wm. J. Kruse; 4th Ward, Jerry Jones; 5th Ward, Chas. J. Olson. James H. Carroll was elected police magistrate to fill the unexpired term of Wm. H. Doolittle, deceased.

A special election held on June 11, 1912, for the purpose of voting on the issuing of \$30,000 refunding bonds, to be used to pay the judgment of the Sanitary District of Chicago resulted as follows: For issuing the bonds, 162; against the bond, 119. These bonds carried $4\frac{3}{4}\%$ interest.

[NOTE—Although carried by a substantial vote this bond issue was declared invalid because the city ordinance authorizing the issue was not printed in full on the ballot, as the law required. The opinion on the legality of the bonds came through N. W. Halsey & Co. of Chicago, from their attorneys, Caldwell, Masslich and Reed of New York, who declined to approve the issue for the reason stated.

This required that the question of the bond issue be again submitted to vote of the people. So on February 17, 1913, the council passed a new ordinance, known as ordinance No. 799, authorizing the issue of \$30,000 refunding bonds at 5 per cent interest. The question was voted on at the general city election April 15, 1913, and carried by a vote of 1113 for to 535 against.]

June 17, 1912—Settled the personal injury case of Mrs. H. Muldowney, on which she had obtained judgment for \$1,500, for \$600.

Settled the claim of Peter Hubing for death of an adopted son by electric shock for \$1,000.

Aug. 19, 1912—Granted National Pickle and

Canning Co. permission to connect their new plant with city sewer and water system.

Sept. 3, 1912—Settled claim of Mrs. Augusta Brunke, who was accidentally shot in foot by Officer Lionberg, for \$200.

Mayor Wessel, as an aftermath of the city collectorship dispute, refused to countersign the payroll voucher of Louis Staffel, city collector.

Resolution was thereupon introduced by Alderman Jauchzer, that as the collector had brought suit to collect amount due him, city attorney Matthews be instructed to confess judgment in the Circuit Court against the city for the delinquent account, \$400. The resolution was passed.

Census of city taken by Louis Burkhart, as of Sept. 1, 1912, showed the population to be 9,737.



J. ("Jerry") Jones

Served as Mayor Four Years 1912-1916

The fact that the city had recently settled a number of claims for personal injuries brought forth a flood of other claims for injuries of a more or less serious nature said to have been sustained in various ways. One man even wanted the city to pay him \$26.30 for having sprained his foot while walking on Vermont street, near Division. All such claims were referred to the judiciary committee.

W. O. King was granted permission to lay a private pipe line in Vermont street, to connect with the Rock Island pipe line, for the purpose of obtaining soft water for his laundry.

Jan. 6, 1913—City council ordered all street

cars of the Chicago & Interurban Traction Co. stopped at the north and south city limits and allowed no cars to run through the city. This was done to compel the Traction Co. to comply strictly with the franchise ordinance granted the Chicago Southern Traction Co., its predecessor, the terms of which, the city claimed, were being violated.

Officers of the Traction Co. went into court and obtained a temporary injunction which was served on Mayor Wessel and Chief of Police Malmquist and operation of the cars was resumed after a short delay.



John W. Wolff
Alderman Third Ward, 1909-1916

Feb. 3, 1913—City Council repealed all ordinances, amendments, etc., to the original franchise granted the Chicago Electric Traction Co., its successors and assigns, and ordered the company to remove its poles, wires, tracks, etc., now in the city streets.

March 24, 1913—Passed ordinance creating office of city sealer and inspector of weights and measures.

Passed Ordinance No. 798 providing for the improvement of Broadway by paving with brick and curbing same from Western avenue to California avenue.

FIRST MOVE FOR LAKE WATER

The first action of the city council toward obtaining water from Lake Michigan, through Chicago, was taken on March 24, 1913, when Alderman Jerry Jones introduced a motion at a council session that the water committee be empowered to investigate the matter, and, if possible, ascertain the approximate cost of bringing the lake water into Blue Island's mains.

The motion was passed, but it was several weeks before the committee had anything to report. In the meantime the Chamber of Com-

merce got behind the movement and urged the city to act.

April 7—The water committee reported three plans for water mains, pipes, valves, pumping station, etc., for obtaining water from Chicago. The cost of the different plans varied from \$14,697 to \$29,410.

A motion by Alderman Bruce, to put the question of obtaining lake water up to a vote of the people at the April election, was lost, and for several months nothing more was done in the matter.

At the city election held April 15, 1913, Jerry Jones was elected mayor, defeating Julius Wessel, who sought re-election, and Christian Krueger. The vote was: Jones, 973; Wessel, 504; Krueger, 439.

For Clerk: Hohmann, 1491; E. Muhs, 326.

Judd Matthews (1931), defeated H. Buhning (528) and T. McGrath (318) for City Attorney.

Treasurer—L. Schwartz (1421) no opposition.

For Alderman—First ward—Alfred Koenecke (161), defeated Max Gese (156). Second ward—Andrew Kott (215), defeated Charles Eiserstedt (73), and Herman Miller (23). Third ward—John Wolff, and Fourth ward—James Noble, had no opposition. In the Fifth ward, W. C. Bruce (249), defeated Joseph Cain (195).

The total vote cast on the question of issuing judgment funding bonds in the amount of \$30,000 was 1648—1113 for and 535 against.

The vote on the proposition to establish a city court which was submitted at this election, was as follows: For, 1136; against, 625. Since there was not a two-thirds majority in favor of the proposition it was declared not carried.

Jerry Jones, having been elected mayor, resigned his place as alderman of the Fourth ward, and at a special election held May 20, E. B. Bronson was elected alderman to fill the vacancy.

Mayor Jones announced the following appointments: Louis Staffel, city collector; Ben J. Knirsch, chief of police, and Vertus B. Roberts, city engineer. Appointments approved by the council.

June 9, 1913—Passed Ordinance No. 809, creating the office of business agent and secretary to the mayor.

Mayor Jones appointed Laurence Lusson to the office of business agent, city sealer and secretary to the mayor. W. T. Davis was appointed superintendent of streets. Both appointments approved by the council.

Alderman Kruse, to whom had been referred the matter of investigating the cost of obtaining additional water supply for the city from the

old stone quarry, reported an estimate of \$6750 made by R. B. Hammond, chief engineer of the water works. On motion of Alderman Noble the report was laid on the table and the water question took another rest for several weeks.

April 13, 1914—Settled claim of Mrs. Peter Olson for death of her husband for \$500 (Mr. Olson was killed while working for the city when a team he was driving became frightened, ran away and threw him from the wagon.)

The committee on Health, to whom had been referred the matter of investigating the pollution of water in Stony Creek, which, through seepage into the city's artesian wells, was believed to be partly responsible for the bad odor and taste which recently had appeared in the city's water, reported as follows:

"We, the undersigned committee on Health, find that the Consumers' Mutual Oil Co. are depositing oil in the temporary canal channel, which empties into Stony Creek. We also find that the wire mills at Wireton are depositing

The annual report of R. B. Hammond, chief engineer of the municipal water plant showed that the total cost of operating the plant during the previous fiscal year, ending April 30, 1914, amounted to \$14,529.80, and that 229,000,000 gallons of water was pumped during that time, making the average cost six and three-tenths cents per 1000 gallons. The city, during this same period collected \$20,645.58 in revenue from the sale of water, showing a profit of \$6,115.78 from this source.

C. J. Hanley resigned as health commissioner and Louis A. Burkhart was appointed to the office by Mayor Jones.

Aug. 3, 1914—R. B. Hammond, chief engineer of the water works, reported that he had added 60 feet of 2 inch pipe in Well No. 2 and 40 feet of 2 inch pipe in Well No. 1 which had increased the pumping capacity of these wells 30,000 gallons in 24 hours.

Aug. 3, 1914—Awarded contracts totaling \$1,135.25 for supplies for the fire department.

Bought a 20th Century Pick-up street sweeper with extra broom from Baker Manufacturing Co. at Springfield, for \$450.00.

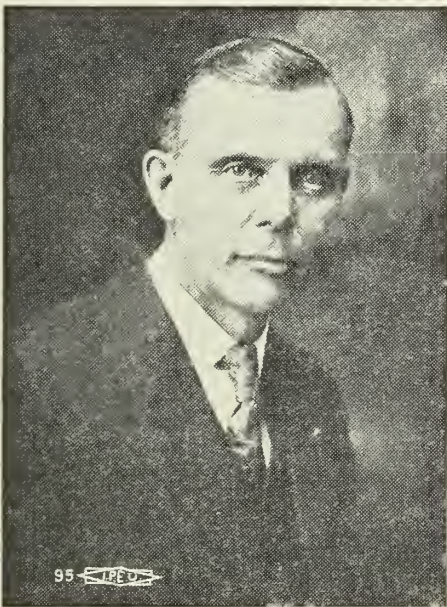
Received the following proposition from Chicago water department relative to obtaining lake water:

"The City of Chicago will extend an 8 inch water main from 119th street and Lothair avenue to 119th street and Western avenue on receipt of deposit of \$1500.00 to cover the cost of same. In return for this deposit water certificates will be issued which will be redeemable when the city derives a revenue of 10 cents per lineal foot from the pipe."

Sept. 8, 1914—Ben J. Knirsch tendered his resignation as chief of police and Mayor Jones appointed Otto Wilcke to the office.

Sept. 21, 1914—City adopts system of numbering fire call boxes to correspond with number of ward in which they are located, viz: those in Ward 1 begin with number 1; those in Ward 2 with number 2, etc. (Alderman Maltry of the second ward was given credit for the suggestion.)

Received a lengthy report from the State Water Survey of the University of Illinois regarding the objectionable odor and disagreeable taste which had recently developed in Blue Island's water supply. Suggestions were given for minimizing these disagreeable features. As to origin of the contamination nothing definite was established, although the opinion was given that it might be caused by oil, gas and acids from the gas generating plant, the Mutual Oil Co. and Wireton Mills, all of which were pol-



Edmund B. Bronson

Served Nine Years as Alderman, Fourth Ward

acids from their pickling vats in said stream which pollutes the water and renders it unfit for use in boilers and domestic purposes. Therefore, we recommend that the city attorney be instructed to start proceedings to stop the same."

June 15, 1914—Passed ordinance No. 839 regulating the sale, storage and discharge of fireworks within the city.

Awarded contract for building cement sidewalk approaches to H. J. Schnurstein at 12 cents per square foot.

luting the waters of Stony Creek, and that owing to the stagnant waters of the creek these foreign matters had penetrated the rock strata from which the city's artesian wells were drawing their supply.

Engineer Hammond was authorized to take such measures as he deemed necessary to comply with the suggestions of the state water survey.

Nov. 23, 1914—Complaint that the curfew ordinance was being violated caused the council to order the chief of police to enforce the law; also to see that the speed laws were observed by automobile and motorcycle drivers.

Dec. 21, 1914—Council ordered purchase of five snow plows—one for each ward—at a cost of \$18.00 each.

In spite of changes made at the city water plant the disagreeable odor and taste of the city's water supply continued to grow worse and demand that the city authorities take action to obtain water from Chicago became more insistent from day to day.

A letter written on the subject by Mayor Jones and addressed to the Hon. Carter Harrison, mayor of Chicago, brought a reply signed by John Erickson, engineer, and L. E. McGann, commissioner of public works of Chicago to the effect that Blue Island's request was receiving consideration, that an appropriation had already been requested for a 16 inch water main to connect the city mains with the Blue Island supply line at Western avenue, and that as soon as necessary arrangements for the work were completed Blue Island would be provided with lake water.

In order to facilitate action the following resolution was passed:

"Whereas, the City of Blue Island is greatly in need of lake water, to be furnished by the City of Chicago, and the matter has been under consideration by the proper authorities of both cities for the past several months, therefore, be it

"Resolved, that the Water Committee of this City Council be hereby given authority to negotiate with the proper authorities of the City of Chicago, to bring this about as speedily as possible, and be prepared to report its progress to this body, at each regular Council meeting from this date until further notice."

City Engineer Hammond submitted an estimate of the cost for the proposed connection with the Chicago water main at 119th street, amounting to \$9080.00.

At this time the Blue Island artesian wells were delivering in excess of 17,000,000 gallons

of water per month, an average of nearly 600,000 gallons per day.

Feb. 8, 1915—Passed Ordinance No. 845, providing for the improvement of a system of streets consisting of portions of Chicago street, State street, Division street, Winchester avenue, Lincoln street, Honore street, Prairie street, Orange street, Walnut street, Union street, High street and York street, by grading, curbing and paving with brick. The estimated total cost of this improvement was \$189,452.90.

March 3, 1915—City council votes to support Fire Marshal John Link and Otto Sorgenfrei, president of the State Firemen's Association, in their efforts to have the state firemen's tournament held in Blue Island. On motion of Alderman Noble the council voted to guarantee the \$3000 necessary to bring the affair to this city.

Passed Ordinance No. 846, providing for the improvement of a system of streets consisting of portions of Grove street, Wabash avenue, Chatham street, Chicago street, State street and Robinson street by grading, curbing and paving with brick. The estimated cost of this improvement was \$36,166.72.

CONTRACT WITH CHICAGO FOR LAKE WATER

April 5, 1915—Entered into contract with the City of Chicago for lake water to be furnished Blue Island "through its existing main at the intersection of 119th street and Western avenue, and at such additional points as may be required . . . in sufficient quantities to supply consumers within the district or territory comprising the said City of Blue Island."

The contract is for a term of twenty-five years and may be extended for such additional period as may be mutually agreed upon—provided Blue Island pays its bills promptly—otherwise Chicago may shut off the supply of water.

Passed Ordinance Nos. 848 and 849 amending the motor vehicle law.

Three thousand nine hundred twenty-five votes were cast at the general city election held April 20, 1915, of which 2101 were cast by men and 1823 by women.

Julius Wessel, whom Jerry Jones defeated for mayor in 1913, again opposed Jones, but the latter won out with 2331 votes against Wessel's 1467.

Fred Hohman was reelected city clerk without opposition.

Judd Matthews (2022) was elected city attorney over Robert E. McCloy (1630).

For city treasurer Edward Stein received 2008 votes against Henry J. Beer, 1723.

Aldermen elected were: Alfred Koenecke, 1st Ward; John W. Wolff, 3rd Ward; James A.

Noble, 4th Ward; Henry A. Groskopf, 5th Ward.

CONTEST IN SECOND WARD

The 2nd ward resulted in a tie between Ernest Kott and Louis Groskopf, where each was credited with 284 votes.

Kott contested the election on the ground that one woman ballot, which should have been counted for him, was placed in an envelope and marked "Defective." The city council at its meeting on April 29 examined the disputed ballot and decided the voter's intention was to vote for Mr. Kott, and he was thereupon declared elected alderman of the 2nd Ward.

On May 25th, Louis Groskopf, who had been declared defeated, entered a protest to the city council's findings and contested Kott's election on the following claims: 1st—that the disputed ballot which was counted for Kott showed an erasure of the cross in the square in front of Kott's name and a more distinct mark in front of his own; 2nd—That numerous other ballots marked for him (Groskopf) were not counted



*Ernst Kott
Alderman Second Ward, 1911-1914. Lost to
Louis Groskopf in Vote Contest, 1915.*

for him; 3rd—That the canvass of the ballots was not conducted as the law provides, and 4th—That had all ballots cast for him been properly and legally counted, he would have been declared elected alderman of the 2nd Ward.

Complying with Mr. Groskopf's petition the council met on June 14th, having as special business a recount of ballots cast in the 2nd Ward at the election April 20, 1915.

The recount showed that there were 575 votes cast at said election for alderman of the 2nd Ward; that Louis C. Groskopf did receive 156 men votes and 128 women votes, and that Ernst Kott did receive 170 men votes and 112 women votes, and that there were 9 votes not counted.

Louis Groskopf did receive a total of 284 votes, and Ernst W. Kott did receive a total of 282 votes, and Louis C. Groskopf having received a majority of the votes cast was declared elected and entitled to his seat in the city council.

VOTE ON ANNEXATION TO CHICAGO

A question of vital interest decided at this election was the proposition for the annexation of Blue Island to the City of Chicago. The proposition was beaten decisively, only 894 voting for annexation and 2965 voting against; 1979 men and 1780 women voted on the proposition.

May 25, 1915—Passed Ordinance No. 850, known as the "Health Ordinance."

June 2, 1915—Accepted Henry Groskopf's resignation as a member of the Library Board.

Mayor Jones appointed Louis Staffel city collector and Lawrence Lusson, business agent. The appointments were approved by the council.

DEATH OF CITY CLERK HOHMANN

Fred Hohmann, village and city clerk of Blue Island, during an almost uninterrupted term of more than thirty years, passed away on June 16, 1915.

All regular business was dispensed with at the city council meeting on June 21, the session being devoted as a memorial to the departed city clerk. After choosing Lawrence Lusson temporary clerk, City Attorney Matthews read the following resolution:

"With the death on June 16 inst. of Fred Hohmann, the City Clerk of Blue Island, the record of the life work and accomplishment of a grand public servant, of a complete citizen and man, is closed. For the whole of his public life, after the first year of the thirty years that he acted as our city clerk, he rose, by unassuming and obvious merit, to an acknowledged leadership in our city's affairs. The records of the City Council show the great ability and the patient consciousness with which he administered his high office, and there will live in the recollection and esteem of all who knew or came in contact with him, his accomplishments, his gentle dignity, his pure and lofty character. It is obviously fitting that this City Council, which he has so long graced and honored, should pay its tribute to his memory, therefore, be it

"Resolved, that the members of this City Council regard his great qualities, and testify to the great loss which this City, as well as his family and friends, have sustained.

"Resolved, that the Mayor cause these resolutions to be spread into the proceedings of the

council and a copy thereof be transmitted to the family of the late City Clerk with the assurance of the sincere sympathy of the members of the Council here assembled."

The resolutions were adopted by unanimous vote, after which the council adjourned.

June 28, 1915—Mayor Jones appointed Louis Staffel city clerk for the balance of the fiscal year, the city council giving unanimous approval.

Passed Ordinance No. 854, creating the office of Building Inspector.

Passed Ordinance No. 855, creating a Department of Public Welfare.

Passed annual Appropriation Ordinance.

Mayor Jones announced the following appointments, all of which were approved by the city council: Chief of Police, Otto Wilcke; Lieutenant of Police, William Miller; Patrolmen, Ben Steffes, Frank Wizbanski, John Freeman, Robert Airey, H. Dreischerf, Robert Rippet, William Jenkins, Peter Kich; Desk Sergeants, Dan Morik and Peter Mulroy; Assistant Desk Sergeant, Juvenile Officer, Public Welfare Officer and Building Inspector, J. John Joens. Fire Chief, John Link; Assistant Fire Chief, John Staffel; Health Commissioner, Louis Burkhardt; Superintendent of Streets, W. T. Davis; Chief Engineer, R. B. Hammond; Plumbing Inspector, D. G. Bender. Members Library Board. Mrs. Emil Schmitt, Mrs. Mabel D. Fletcher, Mrs. C. L. Buss.

Aug. 9, 1915—Adopted the following resolutions of condolence on the death of Fred C. Kile, former postmaster.

"Whereas, the late Fred C. Kile of this city, who has for many years held the honorable position of postmaster in the City of Blue Island and who departed this life at his late residence on the 25th day of July, 1915, and

"Whereas, the mayor and the members of the City Council of the City of Blue Island, recognize that in the said Fred C. Kile, the citizens of this community, had a good and public spirited citizen and a faithful public official,

"Therefore, be it resolved, that in the death of Fred C. Kile this city has lost one of its ablest and best citizens and a faithful and efficient public official. We bemoan his loss and extend our heartfelt sympathies to his family.

"Be it further resolved, that the City Clerk cause these resolutions to be spread into the proceedings of this Council and a copy thereof to be transmitted to the family of the late Fred C. Kile, with the assurance of the sincere sym-

pathy of the Mayor and the members of the Council here assembled."

Harry Dare appointed by mayor a member of the Board of Health.

City Council votes to give all fuel and necessary repairs for automobiles owned by city employes who use them for city business.

Sept. 27, 1915—Bought two lots on the southwest corner of 119th street and Greenwood avenue from Carl John Carlson and Ellen Carlson, joint owners, for \$339. These lots to be used by the city for a booster pumping station.

Oct. 22, 1915—Established the following rates for water supplied through meters:

1. A minimum charge of \$1.50 per quarter on all meters one inch and under.
2. A charge of 18 cents per 1000 gallons for all water used up to 10,000 gallons.
3. A charge of 16 cents per 1000 gallons for all water used from 10,000 to 100,000 gallons.
4. A charge of 14 cents per 1000 gallons for all water used above 100,000 gallons.

Instructed Chief Engineer Hammond to have an invoice taken of all machinery, boilers, etc., no longer needed at the city water plant and that the City Clerk advertise the same for sale.

On recommendation of Health Department the council authorized the purchase of a lungmotor to cost not to exceed \$150.

Blue Island's first bill for water furnished by the City of Chicago covering the period from Aug. 13, 1915, to Oct. 26, 1915, amounted to \$2,265.94. A warrant for the amount was ordered drawn.

During the thirty day period from Oct. 31, 1915 to Nov. 30, 1915, Chief Engineer Hammond's report showed that 18,750,000 gallons of lake water had been delivered into the Blue Island mains. This amount compared favorably with average monthly consumption of water heretofore pumped from the city's artesian wells.

Dec. 6, 1915—A. Guthrie & Co., canal contractors, were granted permission to make sewer and water connections from the city's lines to their camp near Fay's Point.

The Current Topic Club and Parent-Teacher Association were promised cooperation and support of the city in maintaining a municipal Christmas tree in Blue Island Park.

Water consumption for the month ending Jan. 3, 1916, was 18,675,000.

Feb. 7, 1916—Granted Chicago & Interurban Traction Co. an extension under its franchise

to operate its cars in Blue Island to mid-night, April 8, 1916.

Traction Co. was ordered to continue operating its street cars on Canal street to Calumet Grove until 11:30 p. m., as required by its franchise.

March 6, 1916—Grand Army of the Republic granted permission to hold its meetings in the city hall on Friday evenings.

April 3—Accepted offer of MacGovern & Co., of \$2,300 for two compressors, two 75-horse-power motors and two 4-inch pumps, machines no longer in use at water plant.

April 24, 1916—Granted Chicago & Interurban Traction Co. another 30-day extension under their franchise to May 24, 1916.

Election April 18, 1916. Louis Staffel elected city clerk. Aldermen elected: 1st ward, Ilo G. Ward; 2nd ward, Arnold Myers; 3rd ward, Edward E. Hansen; 4th ward, Edward B. Bronson; 5th ward, Charles J. Olson.

May 22—Granted Chicago & Interurban Traction Co., another 30-day extension.

June 19, 1916—Voted to purchase motor driven fire apparatus not to exceed \$9,000.00, to be paid for in installments.

Granted Chicago & Interurban Traction Co. another extension to August 8, 1916.

July 17, 1916—Sold the old Chicago street bridge over Stony Creek to H. Heimbach at \$8.00 a ton.

City Council met in special session August 3rd to consider a franchise ordinance for the Chicago & Interurban Traction Co. The ordinance was read section by section and discussed, after which a motion by Alderman Ward to reject the ordinance and refer it back to the company was passed.

On Aug. 7, Attorney Miller, representing the Interurban Company, asked for a further extension of time in which to submit a new draft of the ordinance. A 30-day extension was granted.

On Sept. 6, the Traction Company was granted another extension of 30 days.

Rock Island railroad ordered to at once repair the Burr Oak avenue viaduct.

The following bids for motor driven fire apparatus were received:

American LaFrance	\$8,500.00
Seagrave Co.	8,800.00

On a motion by Alderman Hansen the bid of the American LaFrance Co. was accepted by unanimous vote.

Later a dispute arose between the Fire Committee, of which Ed Bronson was chairman, and

certain members of the city council as to the comparative merits of the two machines. Bronson claimed that even though the price was slightly more, the Seagrave was the better apparatus and the machine the fire department had hoped to get.

On a motion by Alderman Koenecke the bids were referred back to the committee for investigation.

For more than three months thereafter the council stood evenly divided on the question, and each time it was acted on it required Mayor Jones' vote to break the tie.

Aldermen Bronson and Koenecke held out firmly for the Seagrave apparatus in which stand they were backed by Aldermen Wolff, Noble, and H. Groskopf.

Favoring the American LaFrance apparatus were Aldermen Ward, Myers, L. Groskopf, Hansen and Olson.

The feeling between these two groups became so bitter that intimations of bribery and graft were freely bandied back and forth.

The Standard, then edited by Wade Errett, in its issue of Nov. 24, 1916, printed a vicious attack directed principally at those aldermen who favored the purchase of the Seagrave machine. Insinuations were freely made that graft and bribery prompted their actions.

City Attorney Matthews was directed to investigate whether bribery had influenced these officials in voting to buy the Seagrave apparatus.

In due time he reported that no specific charge of bribery had been made against anyone; that the article in the Standard was composed of vicious insinuations designed to mislead the public, but was not a direct charge of an offense against any alderman. There being no charge of bribery against the aldermen who voted to buy the Seagrave apparatus it must follow that no vindication was necessary.

The final action in the dispute was taken on Jan. 8, 1917, when Alderman Koenecke made a motion that the City enter into contract with the Seagrave Co., for the purchase of the fire apparatus. The vote was as follows:

Ayes—Aldermen Koenecke, Wolff, Bronson, Noble, H. Groskopf (5).

Nayes—Aldermen Ward, Myers, L. Groskopf, Hansen, Olson (5).

It being a tie vote Mayor Jones voted "aye," carrying the motion.

The city clerk then read an ordinance authorizing a contract between the City of Blue Island and the Seagrave Co. for the purchase of one Type "T" 800-Gallon pumping engine.



*North Side of Vermont Street
Looking East from Western Avenue, about 1910*

Motion by Bronson that the ordinance be passed. Motion seconded by Noble.

Alderman Hansen moved to amend by referring the matter to the Fire Committee for further investigation. Seconded by Myers.

Motion to amend lost by vote as follows:

Ayes—Ward, Myers, L. Groskopf, Hansen, Olson (5).

Nayes—Koenecke, Wolff, Bronson, Noble, H. Groskopf (5).

The vote being a tie the mayor voted "no" on the amendment.

The roll was then called on the original motion to pass the ordinance, with the following result:

Ayes—Aldermen Koenecke, Wolff, Bronson, Noble, H. Groskopf (5).

Nayes—Aldermen Ward, Myers, L. Groskopf, Hansen, Olson (5).

Again the mayor's vote was required to break the tie. He voted "aye," which carried the motion.

The new fire apparatus was received early in April and a public demonstration of its effectiveness was given at the corner of New and Gregory streets, April 14, 1917. This test proved satisfactory in every way.

At the council meeting on April 23, Alderman Bronson made a motion that the report of Fire Chief Link on the satisfactory performance of the new pumper be approved and that the city make formal acceptance of the apparatus.

Again the usual tie vote resulted, only to be broken by the mayor, carrying the motion.

At the general city election held April 17, Edward N. Stein was elected mayor, defeating Jerry Jones, Everett H. Rexford and Wm. H. Kruse; George Landgraf defeated Louis Staffel for city clerk, and George Roll defeated George C. Gobet for the treasurership. Paul Klenk was elected city attorney.

April 30, 1917—W. T. Davis resigned as superintendent of streets.

Lawrence Lusson resigned as business agent and secretary to the mayor.

May 1, 1917—Mayor Stein made the following temporary appointments to fill vacancies: August Kern, temporary superintendent of streets; George J. Landgraf, temporary city collector.

Condition of the city treasury at the beginning of Mayor Stein's administration was as follows:

Bal. in Corporate fund.....	\$ 2,837.79
“ “ Sinking fund	6,061.18
“ “ Library fund	620.08
“ “ Firemen's fund	449.61
“ “ Special Asst. fund.....	32,199.95

May 1, 1917, Bal. in bank.....\$42,168.61

Legal action to enforce the collection of a water bill amounting to \$3,112.85 from Byrne Bros. Dredging Co., canal contractors, was dropped by compromising the amount to \$2,875.00, payment to be made the following day.

May 21, 1917—City council, by unanimous vote, repealed Ordinance No. 809, creating the office of Business Agent in the City of Blue Island; also repealed Ordinance No. 854, creating the office of Building Inspector.

Mayor Stein announced the following appointments: A. G. Kern, superintendent of streets; Louis Burkhardt, health officer; H. G. Dare, member of Board of Health; R. B. Hammond, city engineer; D. G. Bender, plumbing inspector; George J. Landgraf, city collector to serve without further compensation; Paul T. Klenk, city prosecutor, without further compensation; V. B. Roberts, civil engineer; Louis Burkhardt, welfare officer and city sealer, without further compensation; Otto Sorgenfrei, chief of police. Appointments confirmed by the city council.

July 2, 1917—Sold the old fire steam engine obtained from the City of Chicago shortly after the big fire in 1896, for \$175.

Passed a resolution making the Standard the official newspaper of the city council.

Granted Fitzpatrick-McElroy corporation permission to erect a large electric sign extending over the sidewalk in front of the new Lyric theatre.

August 6, 1917—In accordance with Fire Marshal Link's recommendations owners of the following buildings were ordered to equip them with iron fire escapes within 90 days: Blue Island Hotel, Seyfarth Block, Grand Theatre, Commercial Block, Burr Oak Hotel, Luchtemeyer Building.

City Council voted to participate in and pay all bills for a farewell demonstration to the boys who had been drafted for army service.

Granted Seagrave Co. permission to demonstrate fire truck to the Hammond city officials.

City Council voted to extend sewer and water service to the new canning plant of Libby, McNeill & Libby.

Dec. 3, 1917—Passed Ordinance No. 894 regulating the sale of fire arms within the City of Blue Island.

Received petition with 1215 signatures, petitioning that the question "Shall this City become Anti-Saloon Territory" be submitted to the voters of the city at the general election to be held on April 16, 1918.

April 22, 1918—Canvassed result of general city election held April 16. Aldermen elected: First ward—Ilo G. Ward; Second ward—Arnold Myers; Third ward—John W. Wolff; Fourth ward—E. B. Bronson; Fifth ward—Charles J. Olson. The question: "Shall this City become Anti-Saloon Territory" was defeated by the following vote: Yes—1337 votes; No—2860 votes.

May 6, 1918—Adopted the following resolution:

"Whereas, our country, the United States of America, is now at war with the Imperial Ger-

man Government for just cause and after bitter provocation long endured;

"Therefore, be it resolved that we, the Mayor and City Council of the City of Blue Island, Illinois, acting as an official body and for ourselves as individual patriotic citizens and for the citizens of Blue Island as a whole, do hereby pledge our full support in this just war, our loyalty to President Wilson in his difficult and trying position, and our earnest and honest assent and assistance in supporting all regulations made necessary by war conditions."

June 3, 1918—Bought one Harley-Davidson motorcycle, price \$354.00, for police use.

Passed Ordinance No. 899, "For the eradication of the common or European barberry."

July 1, 1918—Signed lease of Institutional Building for use of Co. M at \$30 per month.

July 15, 1918—Received communication from Paul Klenk, city attorney, notifying council that he had enlisted in the military service of the United States, and requested leave of absence for an indefinite period. He informed the council that he had made arrangements with Roy Massena to care for the city's legal business during his absence. The request was granted.

Aug. 5, 1918—Read and adopted the following resolution introduced by Alderman Charles Olson:

"Whereas, it is a well-known fact that the City of Blue Island is very poorly provided with small park and playground facilities, and, whereas the small park and especially the playground is a great influence for good in any city or community, and, whereas the available areas for locating such places are rapidly being taken up for building purposes, so that in a few years it will be difficult or impossible to obtain proper sites, now therefore, be it

"Resolved, that the Park Board be requested to take these matter under careful consideration with a view: First—To utilizing the public square on the South Side; Second—To locating a small park and playground on the North side; Third—To establishing one on the East side so soon as financial conditions will permit, and further, be it

"Resolved, that these resolutions be spread upon the minutes and a copy of the same be sent to the Park Board."

Passed Ordinance No. 903—"Requiring the licensing of vehicles and fixing the fees therefor."

Adopted the "twice-a-month" payment plan for all city employees.

Instruct chief of police to notify his men to check up and see that the "lightless nights" (a war provision) are enforced.

Sept. 3, 1918—Adopted new water rates, as follows:

First 10,000 gallons...	18c	per 1000 gallons
Next 90,000 gallons...	16c	" " "
Next 150,000 gallons...	14c	" " "
Next 200,000 gallons...	12c	" " "
Next 500,000 gallons...	11c	" " "
All over 1,000,000 gals..	10c	" " "

Oct. 7, 1918—Accepted resignation of Otto Sorgenfrei as chief of police. George Fiedler appointed to succeed him in office.

Oct. 21, 1918—Sanctioned the purchase of \$1000.00 Liberty Bonds out of funds of the Firemen's Pension Fund.

Dec. 2, 1918—Alderman Charles Olson introduced the following resolution in the city council:

"Whereas, the World War has now come to an end, with the American Army, victorious,



George J. Roll
City Treasurer 1917-1918

and whereas, Democracy, has overcome Autocracy, with its pure purpose of making the world safe and fit to live in, and whereas, we should denote credit to our gallant Soldier Boys, who so heroically fought, bled and died on the battlefields of France, Italy, Russia and other countries, and as a means of expressing our appreciation and gratitude to our boys in the United States Service; it is hereby Resolved that the City Council of the City of Blue Island, Illinois, go on record as favoring the purchase of the building and lot located at the southeast corner of Greenwood avenue, and Oak street in this City, known as Institutional Building, which is now used as an Armory by Company M., and whereas said building if purchased by the City could be used as a meeting place for the Veterans of the Civil War, Spanish Ameri-

can War, and the present World War, and privileges of meeting there, would also be extended to other organizations, both military and civil, that are of a Public Benefit, namely: Company M.; Y.M.C.A.; Red Cross Society, etc.

"Therefore, it is further resolved that these matters above mentioned be referred to the Committee on Plats, Public Grounds and Buildings and the said Committee work out ways and means, whereby it would be able to recommend the purchase of said property in the near future."

(Note—The movement started by citizens to buy the Institutional building as a war memorial was not consummated. This was only one of several plans to memorialize our participation in the war which were proposed at that time.)

Dec. 12, 1918—Accepted a temporary extension of the contract with the Sanitary District for electrical current, expiring Dec. 20, 1918, "until such time as a new contract and new lease is entered into between the City of Blue Island and the Sanitary District, or until some other arrangement is made by said City of Blue Island for electrical power."

Jan. 20, 1919—Adopted resolutions of condolence on the death of Alderman John Wolff.

March 3, 1919—Ordered Chicago and Interurban Traction company to discontinue the skip-stop system.

April 7, 1919—Voted to pay \$606.67 toward the cost of extending the sewer and water systems of the city beyond the corporate limits, 140 feet south, to the industrial plant of Libby, McNeill & Libby. The total cost of this extension was \$1606, toward which the Blue Island Commercial Association and several public spirited citizens made up a fund of \$1000.00

Total number of votes cast at the city election April 15, 1919, was 3552 votes: 1978 men votes and 1574 women votes.

Edward Stein was reelected mayor, defeating V. B. Schreiber and E. B. Bronson.

George Landgraf was reelected city clerk without opposition.

Walter Crossland, a recently returned veteran of the World War, was elected city treasurer without opposition.

Roy Massena was elected city attorney, defeating Henry Buhring.

Aldermen elected: First ward—Henry Schnurstein; Second ward—John Mangold; Third ward (term one year, to fill vacancy caused by the death of the incumbent alderman, John Wolff)—Rocco Guglielmucci. For full term—William



Western Avenue, Looking South from York Street.—About 1910

M. Hartzell; Fourth ward—W. T. Davis; Fifth ward—J. P. Wiessner.

May 19, 1919—Received communication from Sanitary District asking under what conditions the city would relinquish to the Sanitary District all right and title to poles, wires and other materials and equipment now owned by the City of Blue Island and used in its street lighting and electrical service.

Motion carried to notify Sanitary District that city does not care to dispose of this equipment.

July 7, 1919—Passed Ordinance No. 912, licensing the selling of "near-beer." Monthly license fee, \$20.00.

July 21, 1919—Authorized, through proper committee, the purchase of a Piersch hook and ladder truck for fire department for \$3740.00.

Aug. 4, 1919—Passed Ordinance No. 914, providing for paving, curbing, and otherwise improving a system of streets located in the Third ward.

Oct. 6, 1919—Former City Attorney Klenk reported to the council that the city was not liable under the Workmen's Compensation Act for the death of Policeman Anton Weiland, who was killed while in discharge of his duty.

Mrs. Weiland later brought suit against the city and won a verdict for \$4000; the arbitrator found against the city and the State Industrial Board also sustained the finding. Attorney Klenk, representing the City of Blue Island, offered to settle for \$2000.00, which was refused. Later the city council passed a resolution authorizing Attorney Klenk to make a settlement with Mrs. Weiland on the best terms that can be arranged.

The city's corporate funds were at very low stage at this time, and Mayor Stein frequently admonished committees to be careful with expenditures. On Nov. 1, 1919, the balance in the general corporate fund was but \$5.53.

This shrinkage of the city's revenues was due wholly to the advent of prohibition which robbed the city of license money formerly received from 45 saloons, amounting to about \$20,000 annually.

This situation caused the city council to cast around for additional sources of revenue. The result was the passage of numerous ordinances which provided for the licensing of various lines of business, among which were the sellers of meat, poultry, fish, butter, cheese, lard, vegetables, and all other provisions; bakeries, lumber yards, brokers, coal yards, blacksmith shops, garages, places of amusement, ammunition sellers, ice dealers, undertakers, etc. Established groceries and meat markets were afterwards ex-

cepted from the above. These ordinances are known as Nos. 919, 920, 921, 922, 924, 925, 926, 927, 928, 929 and 930.

Dec. 15, 1919—Passed Ordinance No. 923, "concerning cemeteries and the location thereof."

Feb. 16, 1920—Adopted resolutions on the death of Everett H. Rexford, former president of the Village Board of Blue Island.

April 26, 1920—The sum of \$451.24, which had been collected through the efforts of the council Judiciary committee, was turned over to the Melrose Park Tornado Relief Fund.

Passed Ordinance No. 934, "regulating, licensing and taxing theatres and so-called nickel or five-cent shows."

City Clerk read a petition from Blue Island Post No. 50, American Legion, requesting the city council to rename one street after every man who gave up his life in the national service in the late war.

On May 7th the committee on streets reported: "We the committee, have investigated the matter and find that the citizens and parents of those soldiers whom we have consulted are opposed to it, therefore we recommend no renaming of streets."

June 11, 1920—Passed Ordinance No. 938, officially establishing "daylight saving time" for Blue Island.

July 12, 1920—Passed Ordinance No. 940, "concerning operators of public motor vehicles, and the licensing thereof."

William Schreiber appointed assistant fire marshal.

Council received petition from Blue Island Chamber of Commerce with 60 signatures of citizens, also a resolution as recommended by a committee of the Chamber of Commerce to eliminate market day within the City of Blue Island. (Referred to committee.)

Oct. 27, 1920—Ratified new electric lighting contract with Sanitary District of Chicago.

Nov. 1, 1920—Blue Island Automobile Club, through Chamber of Commerce, petition City Council to cooperate with these organizations to have Western avenue made a state aid road.

Notified Rock Island railroad that Burr Oak avenue viaduct is in very bad shape and must be repaired at once. City Clerk informed council that Rock Island railroad company pays no attention to his communications.

City attorney reported that the Public Utilities Commission had rendered a decision permitting the Chicago and Interurban Traction Company to remove their tracks from Canal street.

(Continued on Page 258)



*Rock Island Railroad Yards
Looking North from Burr Oak Avenue Viaduct*

BLUE ISLAND enjoys a highly favored location for great industrial and commercial development. With three great trunk and two belt line railroads operating within its limits, and connecting with all railroads centering at Chicago, its facilities for shipping by rail are not excelled by any community in the metropolitan area.

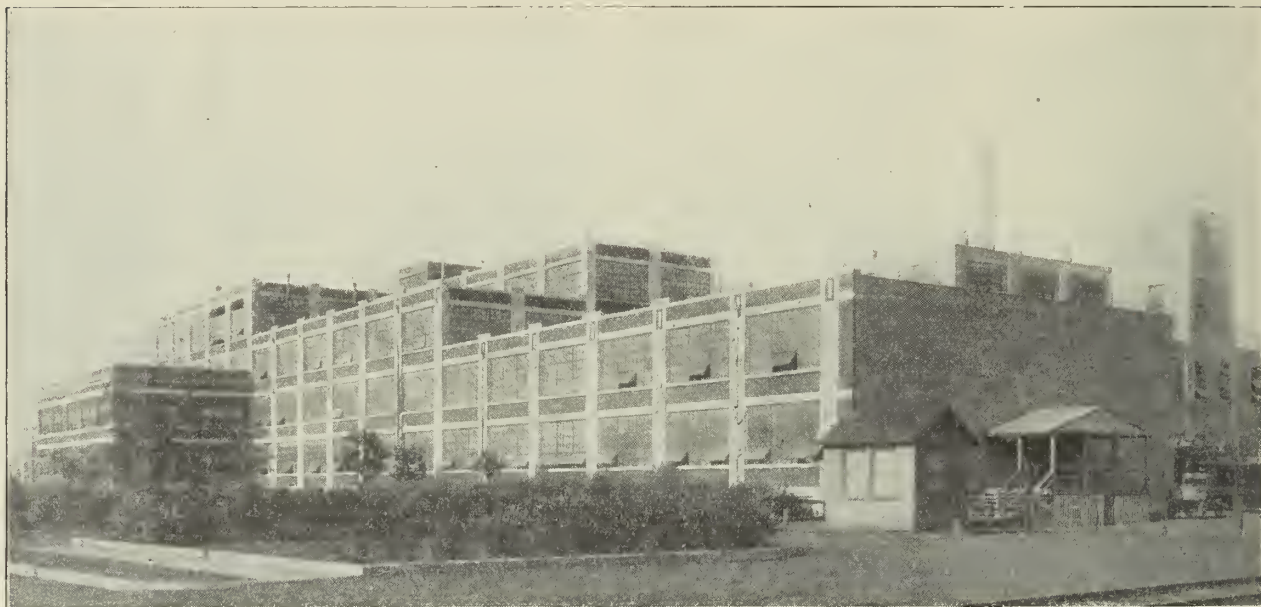
Blue Island is within and a part of the great Calumet industrial district. Located on the Calumet-Sag canal (now under U. S. government control) it will occupy a strategic advantage when that waterway is opened to shipping as a link in the Lakes-to-Gulf route. Several millions of dollars are being spent on work now in progress and that will be spent in the projected widening of the canal and improvement of the Calumet river.

Blue Island has many fine industrial plants manufacturing a widely diversified line of products. These industries give employment to hundreds of men and women, who in turn, contribute largely to the mercantile and other business interests of the community.

Blue Island is today a city of more than 20,000 fine, progressive inhabitants. It has paved streets, an adequate sewer system, water from Lake Michigan, good schools, churches, many fine mercantile establishments, parks, playgrounds, theatres—in fact—everything that goes to make up a modern city. There are many choice manufacturing sites adjacent to the railroads and along the banks of the canal. The community welcomes industrial enterprises.

Adjoining the southern limits of Chicago, on the route of railroads and of several heavily traveled super-highways carrying traffic from points south and west, Blue Island has, with considerable truth, been called the "Southern Gateway to Chicago."

INDUSTRIES



LIBBY, McNEILL AND LIBBY

Libby, McNeill & Libby began the manufacture of pickles and condiments in a small way at its Chicago plant in 1904, with a scrupulous adherence to the highest standards of production that soon created a steadily growing demand for the new line, as well as a healthy increase in the number of items comprising it. As a result of this expansion, it became necessary to establish other plants and these, in line with Libby policy, were located close to the fields and gardens supplying the fruits and vegetables required.

A most significant step was finally taken when the present plant was constructed at Blue Island in 1918. This section has long been devoted to market gardening and contains some of the most fertile soil in Illinois, while its climate is well adapted to the growing of cabbage, tomatoes, onions and other vegetable crops.

Libby's Blue Island plant is acknowledged today to be one of the largest and finest pickle and condiment plants in the world. It is a handsome building, of daylight construction, located on a twenty-four acre plot adjoining the Dixie Highway. It is 700 feet in length and 620 feet in depth and contains practically every known feature for sanitation, fire prevention and efficient operation. Trackage is provided for thirty-eight cars at one time, while connections are available with every railroad running into Chicago.

The plant itself stands some distance back from the highway and is surrounded by large well-kept lawns dotted with shrubbery and flowers. In its kitchens are prepared Libby's apple butter, pork and beans, catsup, chili sauce, jellies, mustard, olives, pickles, relish, onions, tomato puree, and tomato juice.

Here also are prepared Libby's homogenized foods for babies. The situation of the Blue Island kitchens and their excellent facilities make them an ideal home for these new and important Libby foods. Hundreds of thousands of cases of Libby's products are packed here annually, the number of people employed varying from three or four hundred to a thousand, according to the season of the year and the amount of work to be done.

The Blue Island establishment is under the management of Robert Dillman, a man of long experience and training in Libby production methods. Mr. Dillman's supervision has had much to do with the developing and maintaining of a high standard of efficiency while his many years in Blue Island have given him a wide acquaintance with people and affairs in the community.

Libby, McNeill & Libby was founded in Chicago in 1868 by Arthur A. Libby, Charles P. Libby and Archibald McNeill, who had become associated in business in 1863 as A. A. Libby & Co. The Libbys were brothers, who came to

Chicago from Portland, Me. Their father operated a small grocery and cooperage business near that city. Archibald McNeill grew up in Chicago. He was the son of a contractor, who came to that city from Buffalo, N. Y., to build the old Government pier.

The firm's first plant was located at 16th and State streets and for a number of years its output consisted entirely of fresh meat cuts and barreled beef. It began to pack canned meats in 1875, its first product being cooked compressed corned beef in the characteristic "taper" can, which is still used for this purpose.

In 1887, when its output still consisted entirely of meat food products, the firm moved to the Union Stock Yards. After a number of years, however, those in charge of the business realized that the potential outlet was not large enough to enable it to continue its expansion on a consistent and satisfactory basis on these products alone, and they accordingly began to look around for some other line that could be sold in connection with canned meats. It is a natural thing, perhaps, that they should have branched out into the pickle and condiment field, and endeavored to supply some of the demand for sauerkraut, mustard, pickles, olives, catsup and other such products that existed among their meat customers.

Other items have been added from time to time and today Libby has become known for its more than 100 Famous Foods, and has sixty-two plants distributed all the way from Alaska to Southern California and from Hawaii to the Atlantic seaboard. Libby's foods are widely known as the result of national advertising and in addition to canned meats, pickles and condiments and homogenized foods for babies, include condensed and evaporated milk, canned fruits and vegetables, dried fruits, Hawaiian pineapple, fruit and vegetable juices, and Alaska salmon. The raw materials are all selected by experts and processed by men and women carefully trained in Libby methods and governed by the uniform high standard of Libby quality.

To facilitate distribution of its products, the firm has a system of branch houses located in large cities throughout the country and each one serving a certain territory. Carloads of goods are shipped from its plants direct to these branches. Sales are made to the wholesale grocery trade, who in turn sell the goods to retail grocers and markets, where they may be purchased by the consumer.

In addition to its domestic trade, Libby, McNeill & Libby enjoys a large foreign business, its products today being sold in every civilized country throughout the world.

BLUE ISLAND SPECIALTY COMPANY

The Blue Island Specialty company, a dental manufacturing concern known throughout the entire world much more than locally, started in business in Blue Island at its present location in 1898—37 years ago. At that time it occupied 144 square feet of floor space or a room 12x12, and the equipment consisted of only a few pieces of machinery such as 1 lathe, a punch press, soldering bench and a desk. The owner and founder is Dr. C. F. Montag, a dentist well known in this territory.

It was quite a struggle starting out in this particular line of business as it required vast sums of money to be spent in various forms of advertising and much experimental work was necessary. Due to the unfailing and tireless efforts of Dr. C. F. Montag it has survived these many years, even through the so-called Depression, while there have been countless firms, some smaller, and many larger who have failed. The motto was quality above price, and for this reason they have managed to stay in business these many years.

In the year 1925 the Blue Island Specialty company became incorporated under the state laws of Illinois and elected the following officers: Dr. C. F. Montag, President and Treasurer; Mrs. C. F. Montag, Vice-president; Dr. T. H. Montag, Secretary and Assistant Treasurer, all of these hold office at the present time. They employ 60 people today, and most of their employees are residents of Blue Island. During the year of 1927 which was their peak year they employed 130 people.

The floor space of the present factory is 15,000 square feet, and their equipment consists of countless machines and various other equipment necessary for exactness and precision which is very important in this particular line. Merchandise is shipped over the entire world and there is no town or village too small where dentistry is practiced that there is not some article of Blue Island Specialty company's manufacture.

Besides manufacturing dental instruments they also produce very minute and particular cutters for various other industries. They furnish supplies to the majority of large Dental colleges and universities in the United States, and also to the various departments of the Federal and State Governments, Veterans' Bureau, Army and Navy, and Hospitals.

Many people living in this locality have no idea that a firm of this nature exists in their home town.

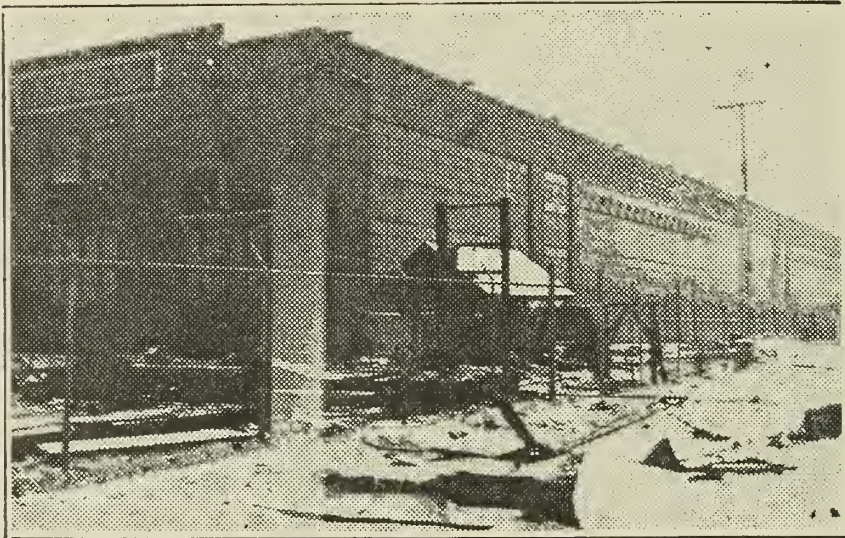
ROCK ISLAND CAR SHOPS

The Rock Island railroad has in operation at 124th and Ashland avenue, in Blue Island, one of the most modern steel car repair shops in the country. The building, itself, cost about \$500,000 and the machinery installed was in excess of \$60,000.

Of steel and brick construction, the structure is 500 feet long, and 75 feet wide, with a 200

foot outside tramway. Here are giant shears that will cut at one stroke a $\frac{5}{8}$ inch thick plate ten feet long; gap riveters, suspended from cranes, that minimize the toil of man and add greatly to the speed and work that it takes to build a stock car.

All the machines in the shop are driven electrically, eliminating all belts and making it pos-



Main Building Rock Island Car Shops

foot outside tramway. The shop and tramway are each equipped with a fifteen ton overhead electric crane, with a five ton auxiliary crane extending the width of the building. Both cranes are equipped with lifting magnets.

sible to use each machine independently.

Extending through the middle of the shop, five hundred feet in length, is a tunnel in which is installed air pipes and electric lines, accessible at any point.



A View of the Yards

Three separate railroad tracks, laid in cement, run through the entire length of the 200 foot shop. These connect up with leads at both ends of the yard.

The shop is equipped with the most modern

Besides the modern plant, with its multitude of machinery, the Rock Island has improved its fire protection at the yard by the installation of a huge 300,000 gallon tank set one hundred feet from the ground, capable of furnishing water at

high pressure throughout the entire thirty acres which compose the repair yard.

During normal times, the huge plant, located at Blue Island's gate, employs over 500 men at various occupations. Most of these workmen reside in Blue Island.

When at peak capacity about thirty cars are repaired daily, and eight to ten refrigerator and stock cars are manufactured each twenty-four hours.

* * *

NORTH AMERICAN CAR COMPANY

Since March, 1919, the North American Car company has been located at 135th and California avenue, in Blue Island. The firm builds and leases tank cars to railroads, refineries and manufacturers and jobbers of oil and other liquid products. It has been said that every spot in the United States where a steel rail has been laid, has, at one time or another, seen a tank car made here in Blue Island by the North American Car company.

Strategically located, on a 23 acre plot of ground, with switch tracks leading to many of the main railroad lines, the local yard, during peak production, employs about three hundred men. The majority of this large army of workmen is drawn from Blue Island residents.

Every day in the year, the company has thousands of its cars which are leased to private firms, rumbling over tracks somewhere in the United States, and, in some cases, foreign countries. These cars are brought back to the Blue Island shop at certain intervals to be thoroughly overhauled or rebuilt, as the case may be. This phase of the business, alone, provides work the year around for a good sized crew of workmen.

In addition to the above, hundreds of new tank cars are constructed to replace out-worn and wrecked cars. The company has its own patents and features on the huge steel containers, one reason why such a large volume of business is done. A crew of designers and draftsmen works year around, endeavoring to add new features to the cars and make the North American line one of leadership.

In February, 1930, the railroad world and industrial magazines throughout the world took notice of a new type of automatic mechanical refrigerator car that the company was about to introduce on the market. It was to be the first successful development of continuous, mechanical refrigeration to be applied to an ordinary refrigerator car.

The principle of the proposed plan of iceless transit refrigeration was simple. It consisted of the conversion of liquid into gas, drawing off the

heat from the atmosphere of the car, where the heat is released and the gas condensed back into liquid. The temperature, it was thought, could be controlled at any level.

When the car was in transit the power for the refrigerating system was to be drawn from the axle, and when in storage it could be cooled by plugging into an electric socket. The brine cooled coils were thought capable of keeping the car cooled for 72 hours, should it be delayed in transit.

A half dozen demonstration cars were built. Hundreds of orders for the new development poured into the local office. Blue Island came near being the center of an industrial revolution.

But something was wrong with the plan. Dry ice and other inventions have gained ground, while the new idea, which cost thousands of dollars, went back to the experiment shop, where it might some day come forth completed.

The company has main offices at 327 S. La Salle street. W. J. Healion is the superintendent for the Blue Island plant, and has been since it was erected here in 1919.

* * *

COMMERCIAL ACETYLENE SUPPLY COMPANY

The Commercial Acetylene Supply company located in Blue Island in January, 1922, at that time the tenth of a chain of similar plants operated by that company. They have a tract of eight acres on the north side of Vermont street, adjoining the tracks of the B. & O. C.T. railroad with which it has track connections. The main unit, charging room and other buildings are of fireproof construction.

The output of this plant consists of compressed acetylene in cylinders such as is used in torches for cutting iron and steel, welding, brazing, etc. The Commercial Acetylene Supply company was the original producer of acetylene gas in America and at our time controlled all of the patents covering the gas and its uses.

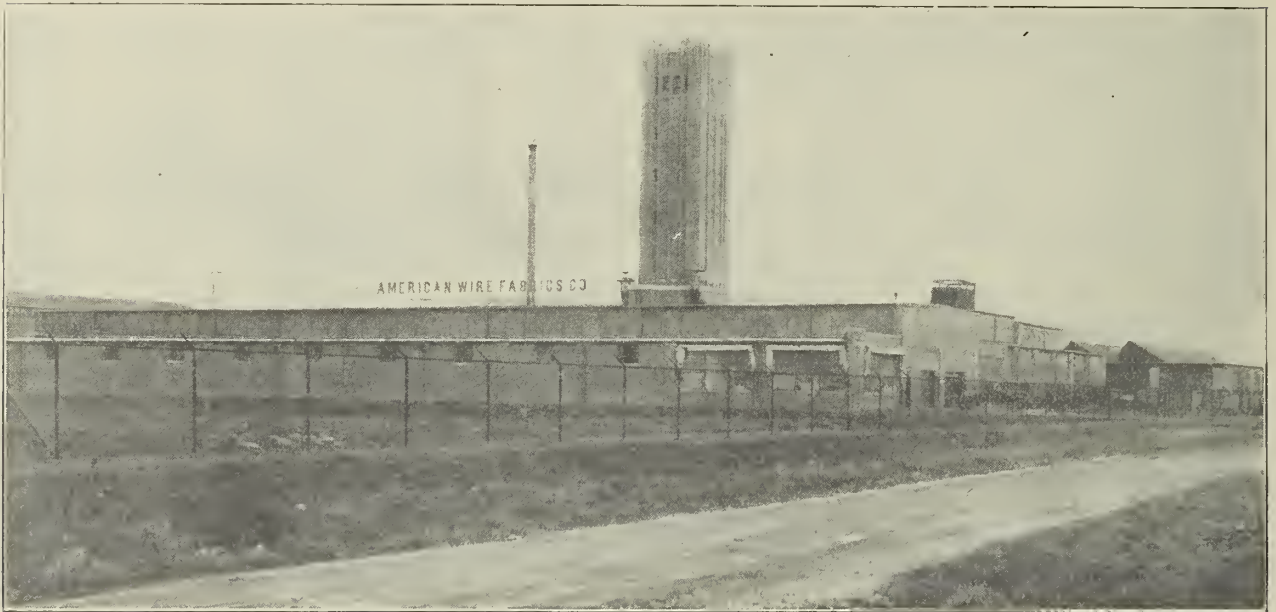
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ILLINOIS COOPERAGE MANUFACTURING CO.

Blue Island numbers among its prominent industries a plant of the Illinois Cooperage Manufacturing company.

This plant was established here in 1921, occupying at that time the frame building of the National Pickle and Canning company. This building was destroyed by fire in 1924, and has been replaced by a brick and concrete building 135x300 feet, with boiler room and garage in addition.

The Blue Island plant ordinarily employs about thirty people.



AMERICAN WIRE FABRICS COMPANY

The American Wire Fabrics company has a large plant located here, just south of 135th street, opposite the Libby, McNeill canning plant.

This plant manufactures wire screening of all kinds, ranging from the very finest mesh to the coarser kinds. The principal product, however, is window screening.

The plant consists of three large buildings—the loom building, the paint and annealing building, and the power house. All are of the best of brick and cement construction. The loom building is 206 by 266 feet and accommodates 300 looms. The paint and annealing building is 144 by 64 feet in size, and the power plant is housed in a building 30 by 64 feet.

In the middle of the paint building is a tower

18 feet square and over 100 feet high. This is the drying tower. After the wire has been annealed it is passed into this tower, where it is painted by means of an automatic spraying system. It then passes up and down this tower in a series of loops and is quickly dried in a high degree of heat.

This plant, which is a branch of a large Eastern concern, located in Blue Island in 1919, and started operations in the fall of 1920. It gave employment to about 150 men.

Owing to the slump in business the plant closed down in 1931 and has since been used as a storage and shipping warehouse. Charles Hannagan, former manager of the Blue Island factory, is now with the main plant in Mount Wolf, Pennsylvania.

WESTERN PIPE AND STEEL COMPANY

The Western Pipe & Steel Company was organized in the year 1921, and began operating and manufacturing ice cans for use in artificial ice plants. The plant was formerly located in Chicago, and moved into its new home at 2900 Vermont street, Blue Island, Ill., its present location on September 1, 1929. Because of increased production activity, additional floor space was required, and Blue Island on account of its location and having ideal railroad facilities was chosen to serve as the future home of this Company. The Company has use of a fine large brick building with 40,000 square feet of floor space and warehouse and storage space in

buildings nearby totaling 7,000 square feet of additional floor space, a total area of 47,000 square feet for all buildings.

The Western Pipe & Steel Company manufactures at the present time railroad specialties having to do with freight cars. It also makes all types of trucks for the packing industry, and does general jobbing heavy sheet metal work for the trade.

On August 1st, 1935, the Company became a branch of the Western Pipe & Steel Company of California, and is one of the eight plants now in operation which use steel as its main material in the production of a varied line of steel products.

BLUE ISLAND WIRE AND IRON WORKS

The Blue Island Wire and Iron Works are located at 2754 West 139th street. The company specializes in the manufacture of heavy wire mesh products, such as window guards, partitions, bank and office cages, machine guards, collapsible folding gates, etc. The business was established late in 1930, just at the beginning of the depression period, but has enjoyed a steady growth during these years. Ten to twelve men are usually employed. Arthur B. and Charles Mosel are the proprietors.

* * *

CHICAGO COPPER AND CHEMICAL CO.

The plant of the above company is one of Blue Island's oldest and most permanent industries. The first buildings of these works were erected in 1884, while H. L. Bridgman was superintendent. The total floor space at that time was 5400 square feet. Extensive additions have been made from time to time and there is now a group of ten buildings.

The business was originally known as the Chicago Copper Refining Co. at which time its product was the smelting and refining of copper matte and the separation, by an electrolytic process, of the gold and silver contained in the matte.

In 1912 the title of the company was changed to the Chicago Copper and Chemical Co., the

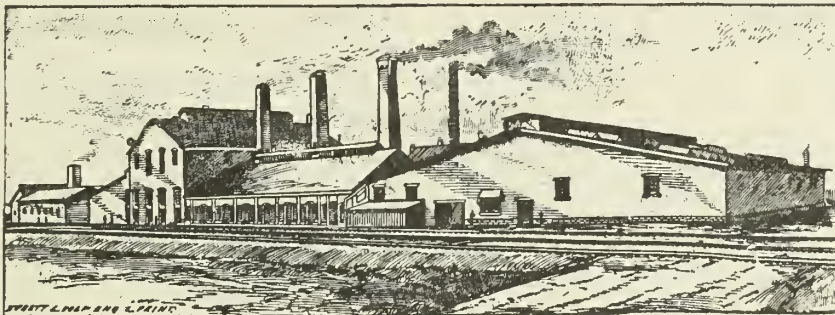
HAYDITE BUILDING UNITS COMPANY

The Chicago Haydite Building Units Co. began operations here March 29, 1928, occupying the old Continental Cement Tile Co. building south of 138th street, near the Grand Trunk railroad tracks. The company employed 10-15 men and manufactured an innovation in building materials, consisting of a featherweight building unit that can be nailed into and sawed as easily as wood, yet with all the favorable features of concrete and brick construction as to strength and resistance. The material used is a burned clay aggregate or slag, known to the trade as haydite, mixed with Portland cement and formed into bricks, blocks and tile. The falling off of building construction incident to the depression caused a suspension of operations in 1932 and the plant has not been reopened.

* * *

WIRETON HEATING COMPANY

The plant of the Wireton Heating company, formerly known as the Farquhar Heating company, was totally destroyed by fire February 1, 1902. The loss was estimated at \$100,000, with only \$25,000 insurance. The plant occupied a tract of eight acres of land at Wireton, about a mile west of Blue Island. The main building had a floor space of 50,000 square feet. The company manufactured steam and hot air heaters. The business had only recently been acquired by M. Austin and E. L. Heald, who



Works of the Chicago Copper and Chemical Co.

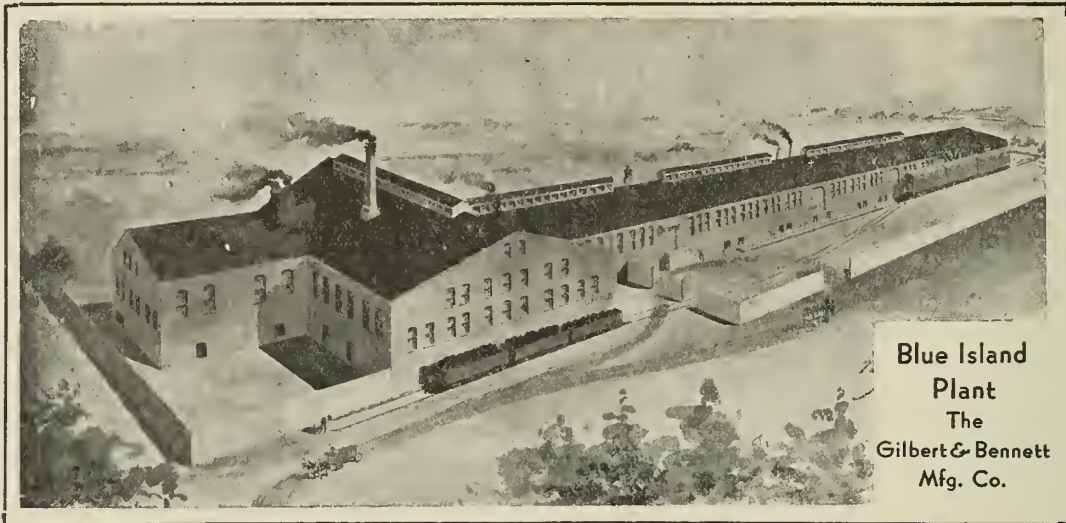
principal products now being barium carbonate, barium sulfide, copper sulphate, sodium sulfide, iron chloride and similar products. Winthrop Coolidge, is president; Thurlow G. Essington, vice-president and Winthrop K. Coolidge, secretary and treasurer. About 35 people are employed here the year around. The company has operated throughout the depression and reports a good business. The plant is located just east of the Rock Island railroad, on Burr Oak avenue.

spent considerable money on improvements. The plant was not rebuilt here after the fire, the company moving to Terre Haute, Ind. From sixty to eighty-five men were usually employed.

* * *

HAWKEYE COMPOUND CO.

The Hawkeye Compound company is located just at the south limits of the city. The concern manufactures several well-known brands of boiler compounds and water softeners.



GILBERT AND BENNETT MFG. COMPANY

The Gilbert & Bennett Manufacturing Company's wire mills are located on Burr Oak avenue, just at the western limit of Blue Island, and constitute the western branch of the parent organization of the same name founded in Georgetown, Conn., more than a hundred years ago.

The company specializes in the manufacture of wire cloth, netting and fencing, but also makes a variety of other goods in which wire cloth is a component.

The development of the wire cloth industry is an interesting story.

Benjamin Gilbert, a native of Connecticut, after the war of 1812, started as a shoemaker in the town of Weston, Conn. Back in those days, families made their own meal, sifting it from bran through sieves made of horsehair. Perceiving a market, he abandoned his shoemaker's last, moved to Georgetown, Conn., and embarked in the manufacture of these sieves. His place of business was the basement of his house—factory force, he had none—unless you so class his wife and daughters who wove the hair while he shaved wooden hoops to form the rims of his sieves. This was in 1818.

During the succeeding years this business was expanded to include the manufacture of curled hair, used for cushions, mattresses, furniture, etc. A partnership was formed with Sturges Bennett and a factory built. But the making of sieves continued the principal product, and to improve this product to meet the changing times was the concern of these pioneer industrialists. Horsehair was at the best, unsatisfactory—why could not some other material, more durable, more

efficient, be substituted, they questioned. And not stopping at merely thinking it, they secured some fine wire and began to experiment.

The commercial weaving of wire by hand was impractical and machinery for such a purpose being unheard of, they borrowed a neighbor's carpet loom—and so the first wire cloth came into being. Out of the crude iron wire and the hand loom was born the wire cloth of today. In that experiment to improve the homely sieve made of horsehair lay the germ of what today is a great industry.

In 1874 the firm was incorporated under the name The Gilbert & Bennett Manufacturing Company. The curled hair business was sold in 1877 and the company thereafter devoted itself to wire fabrics exclusively.

Pioneers in the development and manufacture of wire cloth, Gilbert Bennett & Co. were for many years the sole producers of wire poultry netting in the United States.

The Blue Island plant, in the suburb of Wireton, was built in 1885. It is one of the community's substantial industries and in normal times employs from 125 to 150 men. Mr. Charles J. Miller is the manager of the local plant, and also is chairman of the board of directors.

* * *

MODERN DIE AND DROP FORGE COMPANY

The Modern Die and Drop Forge Co. was organized by M. M. Farmer, in 1915 and is located at 2538 West 139th street. The concern specializes in the manufacture of expert and intricate dies used in the production of a large variety of articles. The plant has been fairly busy throughout the depression and employs from 30 to 35 men.

ROGERS GALVANIZING COMPANY

The Rogers Galvanizing Company located in Blue Island, Illinois, in September, 1929, and has its plant adjacent to the plant of Western Pipe & Steel Company, and handles all galvanizing of materials for the latter mentioned Company besides doing a large general jobbing business.

* * *

IDEAL RADIO CABINET CO.

A cabinet built of the panels and parts of a discarded oak bedstead, in which to enclose his own homemade radio set, was the inspiration which in 1923 caused the founding of the Ideal Radio Cabinet Co., by John H. Volp.

This was in the early days of radio when even the most expensive custom-built radio receivers were enclosed in simple box-like cases. The beautiful consoles and cabinets of rare woods such as we now have were then unknown.

Having early become interested in the mystery of radio, and the building of radio sets, it appeared to the writer that these wonderful instruments deserved a more appropriate and attractive housing than an ordinary box. A visit to a number of furniture and radio stores disclosed the fact that there was no piece of furniture for enclosing radio sets other than the usual box cabinet.

Disappointed at his fruitless search but with a mental picture of what he considered such a cabinet should be like, the writer then set to work on the old bedstead. With a few hand tools and a homemade lathe the posts of the bed were transformed into a set of legs, while the quarter-inch plywood panels were used to form the body or case. The result was a high-boy cabinet, which, if not exactly ornate was still a novel and very practical piece of furniture, since it not only enclosed the receiver but the wet and dry batteries as well.

Other local radio fans learned of this cabinet and came to see it. In almost every case the verdict was: "build one for me, will you?"

Well, in a short time quite a number of "orders" had accumulated.

Radio was sweeping over the country like wild fire and here was an article for which there was a demand and no one was supplying it. If these cabinets appealed locally, why not in a wider territory?

The result of this reasoning was the investment of several hundreds of dollars in band and rip saws, turning lathe, jointer, mortiser, and other tools besides a quantity of walnut, mahogany, gum, birdseye maple, etc. A large garage

in the rear of 2350 Vermont street was turned into a cabinet shop and the Ideal Radio Cabinet Co., not incorporated, came into being.

An advertisement, about 3x5 inches costing \$150.00, inserted in a New York radio magazine, brought immediate results, and orders soon exceeded manufacturing capacity.

Then a second-story addition measuring 30x50 feet, was built over the garage and a more improved line of machinery installed.

For three years Ideal Radio Cabinet Co. did a thriving business. Eight different styles of cabinets were being made and shipped into almost every state in the Union. Several large orders from jobbers were turned down because of time and limited factory facilities. Prices ranged from \$35 to \$70 per cabinet, without radio. A number of special cabinets, ranging up to \$135, were also built from customer's blue prints.

About this time all of the large furniture and radio companies began manufacturing cabinets and flooded the market. Competition was keen and soon prices dropped to a point which made it unprofitable for the local plant, with limited production facilities, to continue the manufacture of radio cases and during the last five years has done only general cabinet and other wood work.

The writer is of the firm belief that his first radio cabinet, built in 1923 from a discarded bedstead, was the daddy of all radio consoles and cabinets built in this country.

* * *

CIGAR FACTORIES

Thirty-five or forty years ago Blue Island occupied quite an important place in the cigar making industry. There were then no less than six or seven cigar factories in operation here, some employing only two or three journeymen while in the larger plants from ten to twenty men found employment. A local union was maintained which at one time had a membership of 54.

That was in the days when the making of cigars by hand was a fine art and a competent journeyman could make a good day's wage. Then came the war and prohibition. These put a severe crimp in the cigar industry and gave a big boost to cigarettes.

In the meantime machines were perfected which turned out more cigars in one hour than the combined facilities of all the factories in Blue Island could produce in a week's time. To-day there are only three journeymen cigarmak-

ers working at their trade in Blue Island. They are employed making such popular local brands as the "Belle of Blue Island," the "Lentz," "260," and one or two others for which there is still a good demand.

Truly, as one manufacturer recently said, "the making of cigars by hand is a vanishing art."

Turning the pages of history back to the days of 1870-80 we find John W. Wolff among the first to engage locally in the production of cigars. Wolff had learned the trade in his younger days and having served through the civil war settled down in Blue Island. He was married here in 1870 and shortly thereafter opened a cigar shop of his own. During later years his place of business was on Division street, near York street, where he carried on



Koenecke Bros. Cigar Factory, 1881

Reading from left to right men shown in the picture are: Herman Koehler, Mike Arnold, John W. Wolff, Peter Heim, Frank Seidel, Peter Schneider, Albert Kern, Gustave Eberwein, Julius Hess, Fred Stolz, August Koenecke, Jacob Link.

—Photo courtesy Mrs. Martha Gau.

until the time of his death, which occurred in January, 1919. Mr. Wolff served as alderman of the Third Ward from 1906 to 1916. His best known brands of cigars were the "Rock," named after a beautiful pointer dog owned by former Village Clerk George Borman, and the "Golden Heights." After Wolff's death his step-son, William Schultz, conducted the business for a number of years.

August and Fred Koenecke engaged in the manufacture of cigars in the early 80's. August opened his shop first on the south side, Western avenue and Broadway. A short time later the two brothers joined and moved their shop to a frame building on top of the Western avenue hill, just south of the old Union House. Here they were located for a number of years. In the late 90's August withdrew from the business

and took over the management of the Bush & Brand brewery. Fred then moved his shop to a location on the north side of New street, near Greenwood avenue. Here the business expanded and prior to the prohibition days from 20 to 25 men were regularly employed. During recent years Mr. Koenecke's sons, Alfred and Walter, have been associated with him in the business. The Koenecke's were the largest employers of journeymen cigarmakers in this vicinity. Their most popular brands were the "Belle of Blue Island" and "Smokehouse," both local favorites and large sellers.

In 1933 Koenecke sold his manufacturing business to Herman Wolters and Henry Newman, both former employes. They formed a partnership under the name Blue Island Cigar Co. This arrangement lasted but a short time when it was dissolved, Wolters continuing under the name Blue Island Cigar Co., while Neuman set up a shop of his own on Vermont street, near Gregory street.

Herman Koehler operated a cigar factory for a number of years at a location on the east side of Western avenue, just below the hill. He was in business during the later 80's.

Daniel Braham, Frank Teutsch, Peter Schneider and several others also for a time had shops of their own.

Henry Heckler operated a cigar factory for a number of years, having next to Koenecke, the largest number of men employed. His place of business was in the Heckler block south-east corner of Western avenue and York street.

John A. Lentz began the manufacture of cigars in 1903 in the premises on Western avenue (old number 260) just south of Vermont street. His favorite brands are the "Lentz," "260" and "J. A. L. Smokers." He employed from 4 to 6 men. The business was moved to 12736 S. Western avenue in 1914 and only one cigarmaker is now employed.

An incident is recounted of the time when the cigarmaker's union had a powerful organization here. On August 8, 1891, twenty-five cigarmakers employed by the Koenecke and Heckler factories struck for an increase in pay. The men were receiving \$7.50 per 1000 cigars and asked for an increase of 10c per 100. This was refused. The men thereupon left their benches and declared they would go fishing until the bosses made up their minds. They won a compromise of 5 cents per 100.

* * *

The MODERN LUMBER AND SUPPLY Co., recently established, Grove street and Rock Island railroad tracks, Wm. Ruthenberg, manager.

OTHER COMMERCIAL ENTERPRISES

Blue Island has a large diversity of other commercial enterprises which must be mentioned here.

THE KLEIN ELEVATOR located on Vermont street, near the Rock Island railroad, is a modern brick and cement structure, operated by John C. and William Klein. This elevator furnishes an outlet for much of the hay and grain produced on farms in Worth and Bremen townships. The company also manufactures O.K. poultry and stock foods, products with a national reputation.

The plant of the BLUE ISLAND SANITARY DAIRY is located on South Irving avenue, just north of Burr Oak avenue. This institution is equipped with all the latest and finest machinery for the pasteurization, bottling and careful handling of milk and cream. It enjoys a fine business. Like the Klein elevator, mentioned above, this business was built up from a very small beginning by local young men. Edwin Suhs and Milford W. Meyer are the proprietors. The business was established in 1925.

THE BORDEN-WIELAND CO. has a large milk distributing plant located at 11957 S. Vincennes avenue. The buildings were erected in the fall of 1930 at a cost of \$120,000. Some seventy milk routes operate out of this branch, serving the territory from 83rd street south to Homewood and as far west as Palos Park. About 100 persons are employed here. H. B. Lund is the local superintendent.

Blue Island has two commercial cake and cookie bakeries. The ADELINE CAKE KITCHEN, located at 2406 Lewis street, was established by Earl D. Johnson in 1933. This concern bakes cakes for the wholesale and retail trade.

The PATSY ANN COOKIE CO., 2222 Burr Oak avenue, was established during the present year. This company specializes in a standard line of small cookies. E. H. Digman is the proprietor.

BLUE ISLAND SANITARY WET WASH LAUNDRY plant is located at Gregory and Fulton streets, near the Calumet-Sag canal.

THE E. B. BRONSON MACHINE SHOP, 12836 Irving avenue, is the only institution of its kind in the city. This plant is equipped not only for heavy machinery repairing, but also for the production of fine work requiring the utmost care and precision. This is another "local" institution of which the city is proud. It was founded by E. B. Bronson and Walter Davis in the early days of the bicycle as a bicycle repair shop.

HUTCHINS LUMBER CO., whose yards are located on Western avenue and 139th street,

specialize in heavy timbers; they also operate saw and planing mills. A large stock of standard dimension lumber is carried.

BLUE ISLAND LUMBER CO., John Lau and S. M. Wilson, proprietors, carry a complete line of lumber, mill work, roofing and builders' materials. Their yards are located at the foot of York street, near the Grand Trunk railroad tracks.

ROHE LUMBER CO., Paul W. Rohe, president, an old established concern (successor to F. V. Balling Lumber Co.) is located on Vermont street, near the Illinois Central railroad tracks. General stock of building materials.

BRIGGS & TURIVAS, 139th street, new and used lumber, hardwood timbers, etc.

POSEN LUMBER & SUPPLY CO., 14300 S. Western avenue.

W. W. KOEHLER PAPER CO., wholesale paper, twines, etc. 2227 W. Grove street.

KLEIN & SCHROTH, wholesale meats, 2234 W. Grove street.

THOEMING BROS., wholesale groceries, 13556 S. Western avenue.

* * *

THE BRICK INDUSTRY

By George Hodge

Formerly International Secretary and Treasurer

Blue Island has always held a prominent place in the clay industry. From its early days, it has led in the manufacture of brick, not only for its own use but for building in the city of Chicago. In 1892, Blue Island had six modern up-to-date brick yards. At that time these six yards were equipped with modern machines which were then coming into use, and they could make about forty or fifty thousand bricks per day with each machine.

The following brick yards were in the Blue Island district at that time: Hayte & Alsip, near Calumet Grove, Louis Pipin, superintendent; two Purington yards at 119th street and the Rock Island tracks, George Drew and William Swett, superintendents; Weckler and Prussing yard, 123rd street and the Grand Trunk railway, John Gretencourt, superintendent; Wahl Bros. yard, just across the tracks, William Godwin, superintendent, and the Alsip yard, two miles west of Blue Island, Ralph Ellis, superintendent. These six yards employed about seven hundred men.

At that time the working men were beginning to organize, which resulted in a number of labor strikes. In 1893, the Illinois Brickmakers

Alliance was organized in the Chicago district. The following locals were in Cook County, and composed the District Council No. 1: Chicago Local No. 1; Bernice No. 2; Blue Island No. 3; Pullman No. 4; Dolton No. 5; North Chicago No. 6, and Schermerville No. 14. Sometime afterwards the men working in the Alsip yard, west of Blue Island were given a separate charter; they were known as Alsip Union No. 10. Blue Island Local Union No. 3 was the largest organization in Cook County, with a membership of over seven hundred.

There had been a good deal of unrest among the employees of the brick yards, resulting in a number of strikes. Sometimes the employees won, which gave them a raise in wages and better conditions, and sometimes they were defeated; but finally all parties concerned got together which resulted in better conditions all around.

The first officers of Blue Island Local No. 3 were: President, Henry Bassett; Vice-president, Chas. Hank; Recording Secretary, William Keenan; Financial Secretary, Joseph Bonneau; Treasurer, J. H. Wright. Among those, besides the officers, who took a prominent part were Nicholas Crossland, Nicholas Luscomb, and sons Nick and Ferg, Forest Smart, Christ Witt, George Hodge, Charles Ward, John McNichols, Charles and Aaron Nelson, John Huebner, Ben Jebsen and Albert Hank.

Every one remembers the great American Railway Union Strike (the Debs Strike) that came in 1894. The brickmakers came out in a sympathetic strike, Pullman Local Union was the first organization to come out in support of the railway workers. Blue Island was very much affected by this strike as the suburban and freight division had just been moved to Blue Island. This was a very exciting time for the younger generation.

In the meantime Blue Island was growing very rapidly and was becoming a beautiful place to live in. People were buying their own homes, which always tends to make a happy community.

Then came the Spanish American War in 1898, and the boys were rallying to the colors. A large number of our young men of Blue Island marched away under the flag, many of whom were members of Brickmakers Local No. 3. Troop M, of the Illinois First Cavalry, under Captain James Conlen, was composed of Blue Island men. The First Cavalry was commanded by Colonel Milton Foreman, who was afterwards promoted to Major-General. These were stirring times and the volunteers did their part.

In 1898, the brickmakers became an international organization and changed their name to the International Brick, Tile and Terra Cotta Workers Alliance. Blue Island Local No. 3 was still the strongest union in the organization. After the change of name, the following local officers were elected: President, Forrest Smart; Vice-president, Chas. Hank; Recording Secretary, N. Crossland; Financial Secretary, George Hodge; Treasurer, J. H. Wright; Sergeant-at-Arms, Charles Nelson; Guard, N. Luscombe, Sr.

About that time the various brick companies made many changes and improvements which made their daily capacity over one million brick per day. The Unions had succeeded in getting shorter hours and higher wages, and the annual payroll for the Blue Island district was more than one and one half million dollars per year. In 1900 the Illinois Brick Company was formed, and the old obsolete plants were dismantled, and new modern plants were erected, and for several years Blue Island led in the production of common brick in Illinois.

Everything was lovely; the boom time struck and every one was busy. Blue Island had become a beautiful city of homes and every one was happy and prosperous. Then came the World War, and Blue Island sent her share of her young manhood to the front, of which the Blue Island Brickmakers furnished their quota. This was indeed a terrible time for the whole world and many of our boys did not come back; but the world must go on.

In March, 1914, occurred what is known as the "Million Dollar a Day Strike" in the brick industry. This strike was in affect over three months, tying up the building industry in Chicago and the suburbs. This strike was finally settled and everything moved along smoothly.

In 1917, the organization of brickmakers again changed its name to the United Brick and Clay Workers of America. Frank Kasten, who was president of Blue Island Local Union No. 3, from 1907 to 1912, is the International President, Wm. Tracey of Bernice Local Union No. 2, is International Treasurer. The International office is located in the Mary Building, 95th street and Ashland avenue, Chicago, Ill.

The officers of Blue Island Local No. 3 at the present time are: President, Dan LaMothe; Vice-president, Frank Byrd; Financial Secretary, J. F. Gray; Recording Secretary, William Fredette; Treasurer, Ernest Freese; Delegate, Albert Hank.

The Public Service Company

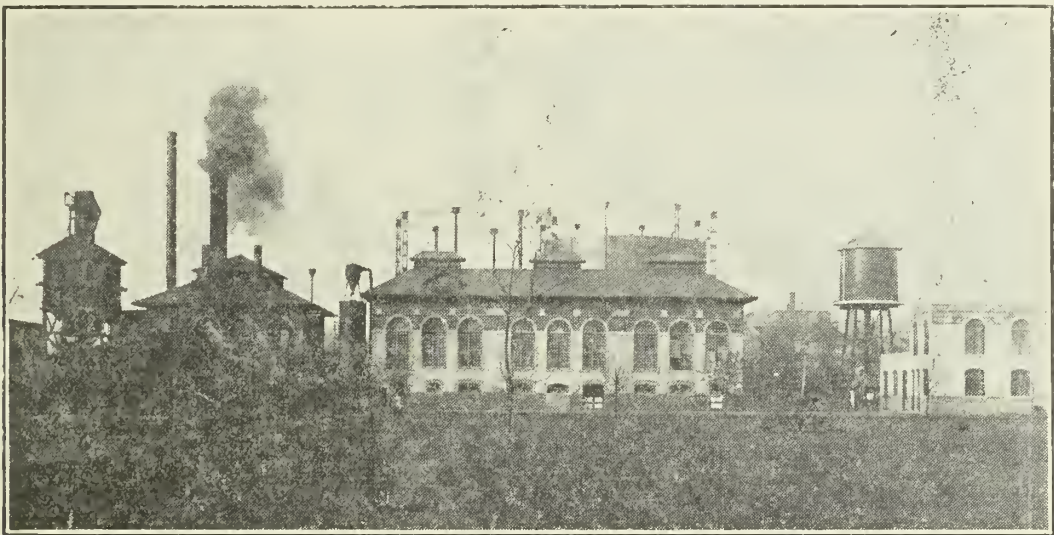
The electric generating station at Blue Island was built by the North Shore Electric company, the direct predecessor company of the Public Service Company of Northern Illinois. The original plant began operations on July 4, 1907.

In 1911, the Public Service Company of Northern Illinois, acquired all the properties of the North Shore Electric company, including the Blue Island station. In the same year, an addition was built to the station to provide for two units of 7,500 kilowatt capacity. In 1916, another addition permitted the installation of 25,000 kilowatts for the benefit of the Commonwealth Edison company, through an arrangement for the interchange of energy between the two companies. The Edison company received energy from the Blue Island station to serve its customers in the south-west part of Chicago from 1917 to 1928. The peak generating capacity of the Blue Island station was 48,000 kilowatts.

to time, including such buildings and larger equipment as a light oil plant erected in 1918, a gas compressor installed in 1924, and a generator house built in 1925. A gas machine was added and the depth of the purifiers increased in 1926. The rated capacity of the plant was 4,500,000 cubic feet.

Service to the City of Blue Island

In 1923, the Sanitary District of Chicago discontinued supplying service for commercial house lighting in several suburbs including the City of Blue Island and on Aug. 13, 1923, a 30 year electric ordinance was granted to the Public Service Company of Northern Illinois. On that date, the City Council also passed an ordinance providing for the sale to the Company of personal property owned by Blue Island, forming a part of the electrical distributing system of the city. This purchase was consummated, and in March, 1924, the Public Service company purchased the electrical distribution



Blue Island Gas Station

On Sept. 3, 1901, the City Council of Blue Island passed an ordinance granting to Clarence H. Geist permission to construct, maintain and operate a gas system in Blue Island. Another ordinance was passed on Aug. 2, 1902, assigning previous rights and permission for operation of the gas works to the Northwestern Gas Light and Coke company, successor to Mr. Geist.

In 1913, the Public Service company acquired gas properties at Blue Island, Evanston, Niles Center and Cicero by a consolidation with the Northwestern Gas Light and Coke company. The Public Service company kept the Blue Island gas plant in continual operation from 1913 to 1927, making necessary improvements from time

system equipment from the Sanitary District formerly used by it in serving the City of Blue Island.

The Public Service company now owns the electrical distribution system equipment in Blue Island and is rendering electric as well as gas service to the community. When the Company began its electric service in 1923, it was supplying only 3017 customers with gas and 2900 with electricity. Now it has 3974 gas customers and 4385 electric customers at Blue Island, including residential, commercial and industrial customers.

The Public Service company has maintained a complete salesroom at Blue Island for gas and electric merchandise since 1919.

Mr. Frank P. Elliott was local superintendent at the Blue Island generating station from 1914 to 1928. Mr. William P. Heffron has been local superintendent at the gas plant since 1917. Mr. Homer B. Berther is local superintendent in this district of the Public Service company, with headquarters at Chicago Heights.

* * *

ILLINOIS BELL TELEPHONE COMPANY

The Chicago Telephone company, predecessor of the Illinois Bell Telephone company, established its first toll station in Blue Island in 1885.

This first installation was a one-position board placed in the drug store of Ferdinand Schapper, corner of Grove street and Western avenue.

The toll line to Chicago was secured by the sale of a number of toll-coupon books amounting to about \$300, each coupon being good for a message. The company required this amount as a guarantee before it would build the line. Kimball & Cobb Stone company subscribed for the first telephone in the village. The other subscribers at this time were: Dr. G. Seim, Grand Trunk railroad, Robert Airey, Dr. R. L. James, Dr. J. S. Kauffman, Blue Island Lumber Co., Thomas Downey, Dr. Edw. Doepp, R. Newhouse, Dan Klein, L. Pipin, Robert Krueger, C. R. I. & P. Ry. freight house, Blue Island Livery (McCord.)

The first toll message was sent from Blue Island to Chicago on December 2, 1885, and the first long distance message was from Blue Island to Milwaukee, Wisconsin, on January 16, 1886.

In 1888 the exchange was moved to the second floor of a new building next to the drug store, at which time there were about 100 phones most of which were furnished to the Rock Island railroad whose yards were located at Blue Island. The present exchange building was built and common battery switchboard installed in December, 1905. There were then 516 phones in service.

Henry C. Piel was the first manager of the local exchange and Mrs. Piel was the first operator.

The growth of the exchange for the first ten years was thirty telephones.

Number of phones in service on:

January 31, 1901.....	142
December 31, 1906.....	581
March 31, 1935.....	3516

Miss Edith Young was the first chief operator.

Since Mr. Piel's time the following have been managers of the local exchange:

C. A. Lanestrem was appointed manager Oct. 1, 1898, and resigned in November, 1901.

E. S. Rushmore was manager, Dec. 1, 1901 to July, 1903.

A. H. White, July, 1903 to July, 1907.

A. C. Rhodes, Oct. 7, 1907 to Sept. 1, 1927.

D. A. Miller, Sept. 1, 1927 to Oct. 1, 1930.

A. T. Eddy, Oct. 1, 1930 to Jan. 31, 1933.

W. J. Ebert, Jan. 31, 1933 - still serving.

Traffic employees now number 40.

W. A. Swanson is the present district traffic manager.

The exchange is a very handsome modern building located on York street, next to the Carnegie Library.

* * *

BROOM FACTORY

Another industry which has vanished from Blue Island is the making of brooms. Joe Lewis started making brooms in the Jostes building on the west side of Western avenue, near the top of the hill, in 1890. He later moved to a location on James street, at the foot of Henry street. One of his brooms was named "Little Joe." Lewis left the community and the broom business died.

* * *

HIGHLAND IRON AND STEEL MILLS

The Highland Iron & Steel company erected a plant at 123rd street and Ashland avenue in 1910. This was a branch of the parent organization at Terre Haute, Ind. The company manufactured iron and steel rods, bars and plates and in normal times employed from 175 to 200 men. Mr. J. K. Mowry was the superintendent. The plant closed down in 1925 and during the following years was completely dismantled, most of the mechanical equipment being moved back to Terre Haute.

* * *

BALTIMORE AND OHIO C. T. RY.

The Baltimore and Ohio Chicago Terminal Railroad company—Incorporated Jan. 6, 1910. Organized Jan. 10, 1910, at Chicago. Acquired property of Chicago Terminal Transfer Railroad company, Jan. 10, 1910, which included all lines in the vicinity of Blue Island. At present owns and operates all lines.

Previous to the World War the B. & O. C.T. had a large commuter business into Chicago from Blue Island and vicinity, but does not now operate any passenger trains.

* * *

Chester Stanley was the first local representative of the Chicago Sanitary District.

CHURCHES

THERE are sixteen churches in Blue Island, thirteen Protestant and three Catholic. In addition there is a Mission and a Spiritualist center. A survey completed recently by the Research Department of the Chicago Theological Seminary gives the following interesting facts on church membership in Blue Island:

"From 1880 to 1930 the combined church membership has grown more rapidly than the population. For the decade from 1920 to 1930 the church growth lagged a little owing to the slackening of the Catholic growth. The Protestant churches kept up with the total population growth. During the period from 1930 to 1935 the churches maintained the same rate of growth.

"Some 65 per cent of the 12,418 adult population (1930) of Blue Island are members of some church (the average for Chicago is 60 per cent); 62.5 per cent are members of Blue Island churches. Of these 27.1 per cent are Catholic; 11.3 per cent British-American Protestants and 24.1 per cent Continental European Protestant. The churches and Sunday schools of Blue Island account for 65 per cent of the total population of 16,534 (1930 census). From these figures it is seen Blue Island has as large a proportion of its population in its churches as any area in metropolitan Chicago. Taking all churches, the average membership is 520."

Blue Island is proud of its churches and of its church membership. A stranger locating here is sure to find a church of his choice with which to affiliate.

CENTRAL METHODIST CHURCH

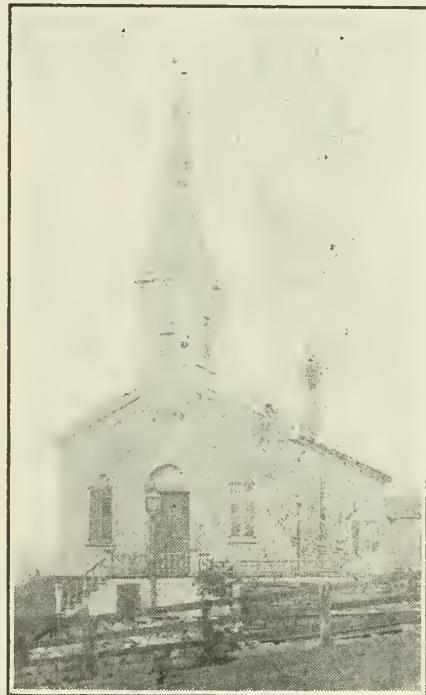
The German Methodist society dates its beginning in Blue Island to the year 1850, when the first religious meetings of a denominational character were held.

At that time the settlement consisted of a few houses widely scattered. There was no church building of any kind and no ordained pastor of any denomination living in the community. But when occasionally an itinerant preacher would visit the little hamlet the word was quickly passed around and everybody of whatever religious belief would gather at the little school-house and join in worship.

August Biederman, an ardent Methodist, located in Blue Island in 1850 and quickly gathered about him all who embraced Methodism. Meetings of this small group were held, sometimes in the school house, but more frequently in private homes. Many German people were locating in Blue Island and soon the little group had grown to a proportion when permanent organization could be effected.

So in 1854 the "Blue Island Mission District" was formed with Rev. Frederick Kopp in charge. This district included (besides Blue Island) Sandridge, Hickory Creek (now Frankfort) and Bremen (now Tinley Park). The first quarterly conference was held in the home of Simon Osterhagen, with the following present: Rev. G. L. Mulfinger, presiding elder; Frederick Kopp, the pastor; Simon Osterhagen, steward, and H. Karch and F. Kluckhohn, classleaders. On April 24, 1855, a lot was bought from John Engel-

hardt for \$180. This lot was located on the very brow of the hill on Henry street just south of Grove street. During the summer months a



First Church Built in Blue Island

German Methodist Church, erected in 1855, on Artesian (formerly Henry) street, on southern brow of the hill.

—Photo courtesy Mrs. J. Reichert.

church building and parsonage (combined) was built on December 2nd, of that year dedication



Central M. E. and Sandridge M. E. Churches

services were held. The total cost of lot and building was \$1250. The steeple and entrance lobby were added in 1874, at which time also a bell (the gift of Fr. Henke) was installed in the steeple.

This modest edifice was the forerunner of all the churches in Blue Island. It was still standing up to a few years ago.

In 1888, Detlef Heuer, one of the oldest members of the congregation died and bequeathed \$5000 for a new church. During the year 1891, the present handsome and substantial structure was erected on Vermont street with this money. Mrs. Catherine Henke donated the ground. On April 10, 1892, the new church was dedicated.

In the front of the building are two beautiful memorial windows of cathedral glass, one bearing the name of "Detlef Heuer" and the other the name of "Catherine Henke."

The total cost of the building, organ and other improvements was over \$8000.

In 1925, extensive improvements, additions and alterations were made in the building. A completely equipped kitchen was added, a new steam heating plant was installed and the whole building inside and outside was cleaned and decorated. Mr. and Mrs. Frank Popp, donated a splendid pipe organ, which was enriched with beautiful chimes the gift of Mr. and Mrs. Joseph Schwartz.

The successful conclusion of this elaborate program of expansion and beautification was the subject of a three day dedicatory celebration on Nov. 28, 29, and 30, 1926. At this time the new name "Central Methodist Episcopal Church" was adopted.

The practice of holding services in both the German and English languages was discontinued

in 1920 and since that time the English language has been used exclusively in the pulpit and all departments of church work.

The following pastors have served this congregation: Fr. Kopp, 1854-1856; L. Laas, 1865-1858; K. Schuler, 1858-1860; J. Bletsch, 1860-1862; H. Senn, 1862-1864; J. Schaefer, 1864-1865; K. Kluckhohn, 1865-1867; F. Feistkorn, 1867-1869; J. Dal, 1869-1870; C. F. Morf, 1870-1873; C. Weinreich, 1873-1876; S. F. Fritz, 1876-1879; B. Lampert, 1879-1881; C. Weinreich, 1881-1884; William Haas, 1884-1887; B. Becker, 1887-1892; Karl Keck, 1892-1897; William Roegge, 1897-1898; S. F. Fritz, 1898-; H. J. Peters, 1899-1903; C. H. Hedler, 1903-1907; H. J. Schmidt, 1907-1910; H. F. Mueller, 1910-1914; Jacob Schott, 1914-1921; C. F. Bohmfalk, 1921-1925; C. F. Schellhase, 1925-1929. Rev. Leopold Schneider, the present pastor, has had charge since 1929.

Affiliated church organizations are an active Ladies' Aid Society, the oldest organization of the kind in the city, Woman's Home Mission Society, Young Women's Home Mission Society, Senior and Junior Epworth League, Senior and Junior Queen Esther Societies, Home Guards, Mothers Jewels and a Men's Club.

* * *

FIRST EVANGELICAL LUTHERAN CHURCH

The history of the First Evangelical Lutheran church of Blue Island dates back to 1861, when from time to time small groups of this faith gathered in various homes for religious observances. Some time later, in 1862, Rev. W. Stubnatzi, who at that time was located at Cooper's Grove, assumed charge of these meetings and gathered about him quite a following

among the German speaking residents of the village.

At first these meetings were held in the home of Peter Engelland at the south village limits. Soon, however, these quarters became too small; then the Bauer brick house was used and occasionally meetings were held in the school house at Stone quarry.

As time went on the attendance at these meetings grew and finally a definite arrangement was made for space in Robinson's hall.

But even this arrangement proved unsatisfactory after a short time and at a meeting held on Jan. 23, 1863, definite steps were taken toward organizing a congregation of the Evangelical Lutheran faith. Frederick Sauerteig, Peter Engelland, Fr. Steinbach, Ferdinand Daemicke, Albert Koop and Ernst Uhlich were elected to serve as a board of directors. Plans for the building of a church were discussed and approved. Contract for the building was let on May 16, 1863, and on the following 26th of May, 1864, the cornerstone was laid, Rev. Hauptmann of Chicago and pastors of several other churches conducting the services.

The property at Grove and Ann streets, occupied at the present time by the First Evangelical Lutheran church and school, was bought for \$400. The stone used in the building came from the quarries about a mile south-west of the village and was supplied by Bernhard Knirsch at \$2.50 a "cord": various members of the congregation donated the hauling. The stone masonry was done by William Boening and the carpenter work by Christian Krueger. Since in those days all stone used in buildings was cut "on the job" more than a year passed before the edifice was ready for dedication. This service took place July 3, 1864, and was a matter of great rejoicing to the little band of religious enthusiasts, who for nearly two years had looked forward to the day when they should have their own place of worship.

The membership of the congregation, not all of whom were of strictly Lutheran faith, at that time numbered sixty-six, and was composed of those who in any way had contributed to past expenses and to the cost of the church and lot.

During the building period a man named Israel, had been appointed to the pastorate, but he served the congregation only nine months, when he was dismissed for non-Lutheran teachings.

Shortly before dedication of the new church Pastor A. Reinke, known as a staunch teacher of Lutheranism, was called and served the congregation faithfully seven years. During the period of his ministry the congregation was put

upon a solid foundation. A parsonage and the first school building were built during this time.

First Lutheran Church of Blue Island has an exceptional record among churches of the city by reason of the fact that during the seventy-two years of its existence only eight pastors have served the congregation. And of that number a father and two sons (Rev. J. H. Doermann and



First Evangelical Lutheran Church

sons Henry and Martin) served forty-eight of the seventy-two years.

Following is a list of the pastors who have served this congregation:

Rev. A. Reinke, 1864-1871.

Dr. H. Ernst, 1871-1879.

Rev. P. H. Duborg, 1879-1882.

Rev. J. C. Himmler, 1882-1883.

Rev. J. H. Doermann, 1883-1898.

Prof. H. K. G. Doermann, 1898-1906.

Rev. M. P. F. Doermann, 1906-1931.

Rev. W. J. Ferne, 1931-.

During the first years of the pastorate of Rev. J. H. Doermann the church building was enlarged by the addition of a ten-foot entrance hall which structure was surmounted by a beautiful steeple. The cost of this improvement approximated \$5,000. Three bells were installed in the steeple—the first bell, valued at \$600, was a gift from Henry Bose; the young people of the church paid for the second bell, and the congregation paid for the third bell.

Owing to ill health, Rev. J. H. Doermann was compelled, in the fall of 1898, to relinquish



Rev. J. H. Doermann and sons, Martin and Henry

his post here after a most successful period of service extending over fifteen years.

Prof. H. K. G. Doermann, then a professor in a seminary at Hickory, South Carolina, was chosen to succeed his father. During the latter's term of service additional property was bought on which was erected the present parsonage at Grove and Ann streets. The cost of this addition to the congregation's holdings amounted to approximately \$6000.00.

In the fall of 1905, Prof. Doermann received a call to the Lutheran Seminary at St. Paul. He accepted this call and left for his new position early the following year after having seen his brother, Rev. Martin Doermann, installed as his successor.

Rev. M. P. F. Doermann served the local congregation from 1906 to 1931—a period of twenty-five years, and a record for length of service not approached by any pastor of a Blue Island church at that time.

During his ministry the congregation experienced considerable growth and several important building projects were carried through. These consisted of the replacing of the old frame school building with a modern two-story brick building in 1921, and in 1925 the addition of a large auditorium, doubling the size of the original structure.

English church services in addition to the German, were also introduced during Rev. Martin

Doermann's time and the arrangement then decided on is still in effect, as follows 8:00 a. m., services in English; 9:30 a. m., services in German; 11:00 a. m., services in English.

Rev. Martin Doermann resigned from the pastorate of the church here in December, 1930, to accept the presidency of the Illinois District of the American Lutheran churches. His successor, Rev. W. J. Ferne, was installed on Jan. 25, 1931, and is the present pastor of the congregation.

Organizations in the church besides the choirs, are: Senior and Junior Luther Leagues, Men's Club, Lutheran Athletic Girls, Ladies' Aid Society and Women's Mission Society. A church bulletin, "The Lutheran Reminder," is issued monthly. The congregation has its own cemetery two miles west of Blue Island, on Burr Oak avenue.

First Evangelical Lutheran church has more than 1800 communicants and is the second largest congregation in the city.

* * *

FIRST METHODIST CHURCH

The following interesting history of the First Methodist Church of Blue Island was supplied by Mr. R. E. McCloy:

Blue Island, in the language of the pioneers, meant roughly, that territory which we now call "The Ridge."

The stage coach which had traversed this territory since the late thirties was discontinued when the Rock Island Railroad was completed in 1852.

The neighborhood at 95th street and Western avenue, was then known as "North Blue Island."

In 1853, Luke Lackore, a Methodist Exhorter, led the first gatherings for public worship, in North Blue Island, at the Peck House, 95th street and Western avenue, and when the school house on the north side of 95th street, about two blocks east of Western avenue was completed in 1856, Luke Lackore continued his religious leadership there.

In 1857, Rev. W. B. Slaughter, a Methodist Circuit Rider, conducted preaching services every two weeks in the school house at North Blue Island, and also preached at Lane's Island three or four miles west of the present City of Blue Island.

Rev. W. B. Slaughter, Pastor of Blue Island M. E. Church from 1894 to 1899, was a son of Rev. W. B. Slaughter, pioneer circuit rider; Bishop Bristol was his nephew.

Our oldest records show that the Hadley-Worth Circuit was in existence in 1857. The boundaries are not definitely indicated but roughly this Circuit seems to have included Methodism south of Chicago and north of Joliet. Various school houses are mentioned in which the classes met but at this date their location cannot always be determined.

A class met in the English settlement near Mokena, Illinois, in 1858. Another was founded February 20, 1859, at Bremen, now Tinley Park. Another at North Blue Island, Washington Heights neighborhood, in 1860. A Union Society, location not given, was organized in August, 1862. Also the Mahaffay Society in what is now the Palos Park neighborhood; the Lane's Island, or Wingate Society, met about four miles west of Blue Island.

The Blue Island Circuit was formerly a part of the Hadley-Worth Circuit. In October, 1866, a new charge was set off by conference and called Blue Island, consisting of two classes, North Blue Island and the Wingate Class on Lane's Island. In October, 1867, a new appointment was added called the Black Oak, now Oak Lawn, and Rev. Joseph Eames, (father of M. C. Eames) of Troy Conference, N. Y., was employed as a supply.

Up to this point in our narrative the name Blue Island has been used to designate a territory—not the Village of yesterday nor the City of today. The members of the Lane's Island, or Wingate Class, became the founders of Blue Island church.

The Methodist Episcopal Church of Blue Island was organized Sept. 1, 1873, by the formation of a class. The charter members were: Elijah F. Brayton, Helen P. Brayton, Charles Brayton, Frank Brayton, Fred Brayton, Nancy Alexander, Sarah J. Baldwin, Lucinda Eames, the Rev. Joseph Eames, John Green, Mary C. Green, Melville C. Eames, Olive W. Eames, William Egan, Cebo E. Egan, Oliver Emerson Eames, Alice J. Eames, Andrew J. Bird, Levina Bird, and Marian Webb, making twenty in all. Mrs. Van Laningham, now of Harvey, Illinois, adds the name of Mr. Wingate.

The annual session of Rock River Conference was held at Sterling, Illinois, Oct. 7, 1874. On Oct. 14, Rev. Frank Bristol was sent as a supply to this work and as South Chicago was connected with the Blue Island charge it became necessary to have another man associated with Bro. Bristol to carry out the program. So it was agreed that Bro. George Chase should continue his services among us. Sunday, Oct. 18, 1874, at 2:00 p. m., Rev. Frank Bristol commenced his pulpit work among us, that being our last service in the Congregational Church.

On Sunday, Oct. 25, 1874, our new church edifice was formally dedicated to the worship of God. There were three services on that day. The first was conducted by Rev. W. F. Stewart of Chicago at 10:30 a. m. At 3:00 p. m., Rev. W. C. Willing preached to a full house and the house was solemnly consecrated by Brother Willing to Divine Worship. In the evening Rev. Mrs. J. F. Willing delivered a very impressive discourse on the words: "Who then will consecrate this service to the Lord this day?"

After twenty-one years the Sunday School and Church had grown so large that they needed new quarters. On Feb. 12, 1895, plans were laid, under the leadership of Rev. W. B. Slaughter, pastor, for a building costing \$5,000 with a twenty-foot extension in the rear and ten feet added on each side and in front. The building is 60x80 feet, built of LaSalle buff pressed brick, and trimmed with Bedford stone. Messrs. M. C. Eames, A. N. Townsend and N. E. Trumble were the Building Committee. The masonry was done by L. R. Melvin; the painting and decorating by Samuel Dickerson & Son; the heating plant was installed by Farquahr & Sons; the cement work, walks and steps were laid by Rexford Bros.; the tinning was done by W. C. Vandenburg & Co. All work and materials were furnished by local firms. Bro. M. C. Eames requested that the two little windows in the Auditorium be allowed to remain when the church was rebuilt as they were in the plans of the first church building which Mrs. M. C.

Eames had helped to design. He wished them kept as a memorial of her. The building was finally completed for \$6,750.10 and was dedicated with appropriate ceremony on Sunday, Sept. 15, 1895.

When Rev. W. H. Ake was our pastor, from 1920 to 1923, there was much activity among the members of the church in planning for a new parsonage and an institutional building. The members of the Ladies' Aid Society were the leaders in this movement which took definite shape when Rev. P. R. McMahan was our pastor, from 1923 to 1926.

Subscriptions were taken, plans for a parsonage and an institutional building were submitted and actual work started and vigorously pushed. Only the foundation of the institutional build-

George Chase—appointed Aug. 9, 1874. Afterwards he founded and served Winter Street Church, Chicago, which is now Union Avenue Church. He was for several years superintendent of the Blue Island M. E. Sunday School.

F. M. Bristol—appointed Oct. 14, 1874. He was President McKinley's pastor and was a noted preacher and author. He was made a bishop in 1908. Died April 24, 1932, Upper Montclair, N. J.

C. W. Crall—October, 1877—A Pioneer. When his health failed here, he went to California. Later he returned to Blue Island for a year and then went back to California where he died of tuberculosis.

Jos. T. Ladd—here in October, 1878. Later



First Methodist Church, Burr Oak and Western Avenues.

ing was laid, but the parsonage was completed during Rev. McMahan's pastorate.

The institutional building was dedicated June 19, 1927, at 10:00 a. m., by Bishop Bristol, who was our first pastor. The speedy completion of the institutional building was due in no small degree to the untiring efforts of our pastor, Rev. O'Brien. The members and friends of the church subscribed liberally, but owing to the universal financial depression which soon followed much difficulty was experienced in financing the enterprises of the church.

The pastors who served our church were:

Duncan C. McGregor — appointed August, 1873. Went to Boston and after serving a church there, joined the Baptist denomination and became a successful pastor in Brooklyn, New York.

editor of the publications issued by D. C. Cook Publishing Co.

George Miller—March, 1879.

Watson Tranter.

O. C. Burt—Jan. 11, 1880.

P. H. Swift—Oct. 1, 1880-1882. Served numerous important charges in and around Chicago and in Baltimore, Md. Became district superintendent of Chicago southern district.

Osborn.

C. A. Bunker—Sept. 24, 1884.

C. W. Crall—Oct. 13, 1885.

W. O. Shepard—October, 1886-1888. Became district superintendent of the Chicago Northern District, and afterwards became a bishop of the M. E. Church. He died at his post Nov. 30, 1931, in Paris, France.

Fred H. Sheets—March 10, 1889 to October, 1890. Served as Presiding Elder of Western District, Chicago; was Assistant Secretary of the Missionary Society of the M. E. Church and has made several missionary world tours. He was an author and lecturer.

C. A. Place—October, 1890-1894.

W. B. Slaughter—October, 1894-1899. Has served numerous charges in Illinois and Ohio.

S. H. Wirshing—October, 1899-1901. Militant member of the Anti-Saloon League of the State of Illinois.

J. F. Clancy—October, 1901-1903. A member of the famous missionary family of that name; served numerous charges in and around Chicago.

H. G. Warren—1903-1905.

N. P. Tedrick—1905-1906.

J. C. Youker—1906-1909. Founder of Churches. Founded and built Garfield Park M. E., St. John's M. E., Granville Avenue M. E. Churches. Chicago and Euclid Avenue M. E. and Cuyler Avenue M. E., Oak Park. He was an expert court reporter and editor of numerous publications.

J. W. Hackley, 1909-1912. Church builder, prominent in Iowa Methodism. Our pipe organ was installed March 17, 1912, during his pastorate.

J. L. Albritton—1912-1915. Served churches in Kentucky, Ohio, Pennsylvania, Montana, Texas, Utah and Illinois. Was Presiding Elder while in Ohio and pastor to Ex-President Hayes. Served fifteen months in the Union army during the Civil War. He was Chaplain Department of Illinois G.A.R. at the time of his death, March 24, 1931.

John Williams—1915-1916. Traveler and lecturer.

E. N. Cantwell—1916 to May, 1917. First of our pastors to die in service here. Served charges in New York, Delaware, Maryland and Illinois.

W. H. Vance—May, 1917 to October, 1917. Presiding Elder and pastor in the Dakotas. Well known to Chicago Methodists as a strong preacher.

W. B. Grimes—October, 1917-1920. Founder of Missions. In addition to his pastoral work in Indiana and Illinois, and in and around Chicago, he founded the following Missions: Washington Heights, South Blue Island, Garden Homes, 87th street and Michigan avenues, Roseland Heights, 97th street and Forest avenue, and Midlothian.

W. H. Ake—October, 1920-1923. Has served numerous charges in Indiana and Illinois; had

remarkable success in winning, organizing and holding young people.

Percy R. McMahan—October, 1923-1926. Organized, projected and carried on a building campaign, resulting in the erection of our parsonage and the foundation of our institutional building.

Robert E. O'Brien—October, 1926-1929. A tactful, foreful, versatile, efficient executive who hastened to completion the Institutional Building planned by his predecessor.

J. Edward Snyder—October 1929-1932. He gave himself unreservedly and efficiently in attempting the solution of many difficult administrative problems created by the financial depression. His work with the Ladies' Aid Society and the Brotherhood Bible Class deserve special mention, also his efforts to beautify the church buildings and grounds.

Frank Hancock—October, 1932. Our present pastor; is an outstanding Bible expositor who strives earnestly to put first things first.

Note: Rev. Dustin Kimble and Rev. Joseph Coombs were both supply pastors for a brief period, but we have not the dates of their service.

* * *

CONGREGATIONAL CHURCH

The First Congregational Church of Blue Island dates its beginning to Jan. 22nd, 1860, when the Covenant and Articles of Faith were adopted by a small group of people representing several religious faiths. Those who signed and agreed to help build up the church were: Mr. and Mrs. J. P. Young and Mr. and Mrs. P. Atkinson of the Congregational faith; Mrs. Betsy Fox and Mrs. Elizabeth O. Sanders of the Presbyterian faith and Mrs. Sarah Funk of the Methodist Episcopal faith.

Earlier efforts of the English speaking folk of Blue Island had been made for regular preaching by some orthodox minister, but it was not until Oct. 16th, 1859, that any results toward that purpose were gained. On that date a Rev. Rankin, mentioned as a "Missionary on the Illinois Central Railroad" visited Blue Island and looked over the prospects for a church society. His report was favorable and the Rev. H. L. Hammond was sent to supply until the organization was effected.

The above facts, and what follows, is taken from a historical sketch written by Miss Cora Thompson, church clerk, on the occasion of the recent celebration of the church's seventy-fifth anniversary.

Congregational churches of Chicago (only a few then existing) and the Salem Congregational

Church of Cleveland, Ohio, were invited to organize the Church Council which was held Feb. 2nd, 1860. On Feb. 15th, the church was incorporated under the laws of Illinois.

The Atkinson family left Blue Island in the spring of that year and to use the words of the clerk writing the records at that time—"Preaching languished for a time and the church was almost destitute of preaching for a period of three years." However, the organization was maintained and occasional preaching was held in C. D. Robinson's hall.

As more people came to "The Blue Island" interest was revived and on April 1st, 1863, the Rev. Lemuel Foster was called as the first regular minister and with his wife, Mrs. Lydia Foster, labored faithfully until May 4th, 1869.

During the year 1863 the following joined the church: Mr. and Mrs. Hart Massey and daugh-



First Congregational Church, built in 1865

ters, Emeline and Anna; Mr. and Mrs. Samuel Auld; Catherine Ocker; Dr. Charles Allen and wife and John Fox. Our present pulpit is in memory of Hart and Emeline Massey.

Church services were held in C. D. Robinson's Hall until June 4th, 1865, when the first church building was dedicated.

In 1872 it was enlarged, church parlors were built later and an addition for a kitchen erected in 1890.

On April 14th, 1901, the old church having been moved back, which has now become our dining and social rooms and this present auditorium erected, the entire building as we use it today, was dedicated, the Rev. W. G. Souders, being the pastor.

The first marriage in the new church was that of Mr. and Mrs. F. A. Hegner.

In 1887 the present parsonage, to the west of the church, was built, John Kauffman, Blue Island's Civil War veteran, being the contractor.

The Rev. J. W. Larrimore was pastor from Aug. 3rd, 1869 to 1871.

The Rev. S. F. Dickinson became the pastor and served from 1871 to 1875. The records show that during this pastorate there was a decided growth in the membership. It was also under his leadership that the church was enlarged and repaired. Mr. Dickinson suffered the loss of his wife during the first year of his pastorate here.

The Rev. W. H. Brewster was called Oct. 1st, 1876, and remained until Oct. 1st, 1882. During his pastorate the church parlors were built and furnished.

The Rev. W. B. Millard served the church as pastor from March, 1883, for three years when the Rev. J. R. Reitzel became pastor Oct. 7th, 1886, and remained until March 1st, 1891. This seemed to be another period of great growth, twenty-three new members being added at one time.

It was during Mr. Reitzel's regime that the parsonage was built.

The Rev. W. L. Demorest became pastor May 17th, 1891, and only remained one year when the Rev. James Robert Smith began his duties, September, 1893. He was called to a larger field of service and the church accepted his resignation with deep regret, in 1895.

The Rev. W. C. Allen from Jan. 1st, 1896, until May 31st, 1897.

The Rev. J. A. Adams, Associate editor of the "Advance," the midwestern Congregational weekly, supplied the pulpit during the year 1898.

The Rev. W. G. Souders was called to the pastorate Jan. 9th, 1899, and continued until April 15th, 1901.

The present church building, was dedicated just before he left, and was largely the result of his untiring efforts in securing subscriptions and supervising the labor.

The Rev. Mr. Souders was killed in an auto accident in the fall of 1934 in New Jersey.

May 6th, 1901 the Rev. John J. G. Graham was called to the church and remained until 1904.

The Rev. W. N. Bessey began his ministry with the church Oct. 9th, 1904, and resigned October, 1907.

The Rev. Wilbur F. Atchison, a resident of Morgan Park, supplied the church for eight years, from 1908 to 1916.

It was finally decided that a permanent pastor



Congregational Church erected in 1901

should be called and on Nov. 1st, 1916, the Rev. Nirium P. Olmstead began a ministry which was terminated in October, 1919. Mr. and Mrs. Olmstead had the sad experience of losing their only daughter, Burnett, aged eighteen, while resident here.

The Rev. Thomas R. Egerton, Nov. 1st, 1919, to Feb. 15th, 1923.

The Rev. William Aitchison, May, 1923, to Jan. 31st, 1927.

The Rev. S. C. Benninger, May 1st, 1927, to May 1st, 1928.

The Rev. I. L. Mellott became the minister June 15th, 1928, and resigned Nov. 6th, 1932.

The Rev. Paul E. Thurlow came to the pastorate Nov. 13th, 1932, and resigned in July, 1934.

The Rev. John J. G. Graham again came to the church as supply pastor until the present minister, the Rev. Aylesworth B. Bell began his ministry Jan. 1st, 1935.

The Sunday School is invariably the fore-runner of the Church, so in Blue Island, the oldest religious body was a Sunday School.

In 1849, in a small log cabin which stood on the southwest corner of Western avenue and Grove street, Mrs. Benj. Sanders and Mrs. Carlton Wadhams, gathered together a few boys and girls for a Sunday School. As the village grew

so did the Sunday School until it was known as the "Union Sunday School" including in its roll all denominations.

One by one, churches organized and withdrew pupils of their own faith until in 1888 it became distinctively a Congregational Sunday School.

For many years, Superintendent J. E. Lemon was its faithful and efficient superintendent. At present the Sunday School has an enrollment of 175 under the fine leadership of Birt E. Frobish as superintendent.

The "Ladies' Social Union" is the oldest "Ladies Aid Society" of the Church, having been organized September, 1885. It is known now as "The Thimble Club," the name being changed some 25 years or more ago. Mrs. H. T. Fletcher is its present president. For many years the Missionary Society was a part of this group but in March of this year, 1935, the Pilgrim Guild was organized with Mrs. Aylesworth B. Bell as president.

The Goodfellowship Club, composed of both men and women with its meetings held on the last Friday evening of the month, was organized April, 1932, with Edward Edwards as its first president. John Runkle is now acting as its president.

The Men's Club was organized March, 1934, and Fred Peterson is its president.



ST. BENEDICT CATHOLIC CHURCH

St. Benedict parish was organized as a mission by the Benedictine Fathers of Chicago. The first services were held in the William Heckler building at the corner of Western avenue and York street, on the 13th of October, 1861, by Rev. Meinard, O.S.B. For the first few years services were held once a month. In those days Blue Island was a strictly German settlement. Some of the names of the early settlers and founders of St. Benedict church are as follows: William Heckler, Peter Lusson, Bernard Baumann, Nicholas Fritz, Andrew Rauwolf, Sr., Joseph Lechner, Sr., Gerhard Mulderink, John Steffes and John Ferrers.

June 25, 1862, Rev. Corbinian, O.S.B., took charge of the mission until Nov. 22, 1863. From this date until March 29, 1864, Reverends Francis Schlechter and Peter Fassbender attended. On June 26, 1862, the trustees of the parish purchased a lot from Benjamin Sanders and wife on the corner of York and Gregory streets for the consideration of \$125. Father Fassbender built the first church on this lot in the year 1864.

From March, 1864, until February, 1865, three Redemptorist Fathers had charge of the

Mission: Reverends Jacob Hagel, C.S.S.; Charles Hahn, C.S.S., and Albert Schoeffle, C.S.S.R.

From this date until February, 1904, the Benedictine Fathers attended. During these 39 years 18 different priests attended the parish in the order as follows: Reverends Meinrad, Corbinian, Leander, Suitbert, Dionysius, Dennis, Anselm, Benedict, Richard, Bruno, Suitbert, Otto, Bruno, Paul, Corbinian, Theodosius, Beda, Xavier, Bruno, Chrysotomus, William and Meinrad.

The first school, which also served as a sisters' dwelling, was erected by Father Bruno in 1880. At short periods the school was taught by lay teachers. Soon the School Sisters of Notre Dame took charge of the school and have been teaching here ever since. (See separate article under "Schools.")

The first rectory was built by Father Beda in the year 1884. It was a one-story building 20x30 feet. The lot on which church, school and rectory then stood was only 60x150. On returning to Blue Island for a third term Father Bruno purchased the adjoining 60-foot lot for a consideration of \$960, on which lot, in 1893, Father Chrysotomus built a two-story rectory.

The present church was built by Father William in the year 1895, at a cost of approximately \$30,000. The arrangement of the building at that time consisted of four school rooms on the lower floor with the church auditorium above. (Since the erection of the new school building these rooms were no longer needed for school purposes and have, within the past year, been transformed into a beautiful small chapel.)

One notable priest who deserves special mention is Father Meinrad, who organized the mission in 1861, and who was the last Benedictine Father to have charge of the parish. His last stay was from October, 1898, until February, 1904.

Rev. Francis Rempe, now monsignor, was appointed pastor in February, 1904. He remained until June, 1905. During his short administration the church was decorated and the school attendance increased considerably. Rev. Paul Halbmaier succeeded him and stayed until July, 1909. He built the present sisters' house at a cost of \$10,000, and changed the old sisters' house into a school.

In the early history of the parish the cemetery was located on the south side of Burr Oak avenue, just east of Western avenue, consisting of a tract of land of about two acres. In the year 1886 the parish sold this site and purchased 20 acres of land for cemetery purposes on 135th

street, four miles west of Blue Island. A section of this land was used for burials. During Father Halbmaier's time this section proved too small. He enlarged the cemetery and improved the grounds according to modern plans.

Rev. Paul Rosch was appointed pastor in July, 1909, and served until his death, March 11, 1917. During his term the six available rooms of the school were soon too crowded and Father Rosch was obliged to secure more room. He purchased the property in the rear of the church and built a modern rectory on it. He then changed the old rectory into a school, providing two more rooms. These rooms filled up so fast that the need of a large modern school was clear.

The present pastor, Rev. Theodore G. Gross, who previously had served here as assistant under Rev. Halbmaier, 1905 to 1910, was appointed pastor after the death of Rev. Paul Rosch.

By 1924 the school enrollment had grown to 502. Rev. Gross bought the balance of the property lying south of the church and extending to New street. Plans for the building of a modern school, which would care for the needs of the parish for a number of years, were soon under way and on June 7, 1925, the cornerstone for the present beautiful school was laid. Classes were resumed in the new building in January, 1926.

The present school is a three-story building of pressed brick and stone trim. It contains 14 standard class rooms, office, library, cloak rooms, sisters' rooms, etc. The entire third floor contains an auditorium and lodge room capable of seating 1000, with provisions for basketball and general gymnasium purposes, showers, dressing room, etc. The cost of the building was approximately \$150,000.

Among the church societies of the parish the oldest is the Rosary Society of the ladies. The Holy Name Societies, the Senior and Junior Men's Clubs, St. Agnes Young Ladies' Sodality, the Sacred Heart League, St. Aloysius Boys' and Girls' Society, all have large memberships. There is also a branch of the St. Vincent De Paul Society. Among the beneficiary societies the Wimmer Council, No. 407, of the Catholic Benevolent Legion is the oldest. Next in order of organization is the Catholic Order of Foresters, Williams Court, No. 1019; St. Scholastica Court, No. 581, Lady Foresters; Blue Island Council No. 1366, Knights of Columbus and Blue Island Court, No. 113, Catholic Daughters of America. All of these societies, which formerly held their meetings in the different lodge

halls of the city, now meet in their fine quarters in the new school building.

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SWEDISH LUTHERAN SILOA CHURCH

Organized October 18, 1889. Rev. George Youngdahl, then pastor of the Bethlehem Church, Englewood, was present and had charge of the meeting.

The Deacons chosen at this meeting were: J. G. Mossberg, Otto Olson and O. W. Fredrickson.

The Trustees chosen at this meeting were: O. W. Fredrickson, A. Danielson and Alfred Johnson.

Mr. O. W. Fredrickson was chosen Treasurer.

The present church was built in 1892 and dedicated in October the same year. The first regular ordained pastor was Rev. A. P. Martin, who took up the work in the fall of 1898, and labored among our people about five years, until in October, 1903.

In June, 1904, Rev. S. J. Sebelius arrived and took up the work, and served the church until 1908. During his time the corner lot, Collins street and Greenwood avenue, was purchased and a parsonage was built.

Rev. V. Setterdahl accepted a call and arrived in September, 1909. He served the church until his death February 19, 1914.

Student, C. E. Bergquist served the church for many months until September, 1915. During his services the basement was built.

English services were introduced in 1915.

In August, 1915, Rev. C. A. V. Lund came and took charge of the work.

During 1916 extensive repairs were carried out, the main auditorium was enlarged and pews bought. Rev. Lund left the field in 1918. The two following years Rev. O. O. Eckhardt was the pastor of the church.

The church was vacant for two years and in October, 1921, Rev. J. A. Hemborg had charge of the work. During his time the corner lot at Orchard street and Greenwood avenue was purchased and the new parsonage was erected in 1922.

In the later part of 1923, Rev. Hemborg left and moved to California, where he now resides. March 1st, 1924, the present pastor, *Edward Stark, arrived and is on the field at the present time. The church is without debt.

Among the activities of the church, we have the Dorcas Society, the Luther League, the Brotherhood and the Loyal Helpers.

The present Deacons are Alfred Anderson,

Harold Johnson, Carl Johnson, J. E. Bergquist and E. Sherman.

The present Trustees are John Engdahl, (treasurer), Harry Malm, Enger Anderson, Lester Gililand, Chas. Ahnell and Leif Johnson.

"Remember the days of old, consider the years of many generations; ask Thy Father, and He will show thee; thy elders, and they will tell thee." Deut. 32:7.

(*) Pastor Stark died Dec. 2, 1935.

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FULL GOSPEL MISSION

The Blue Island Full Gospel Mission is the outgrowth of prayer meetings held in various homes during the years 1921 and 1922. A spirit of revival was present and such interest was shown that in the summer of 1923 a large tent was erected on the site of the Krueger Funeral Home.

Pastor George Bauerlein, who was previously with Evangelist Paul Rader, worked together with Mr. Paul B. Fischer during the first years and became the first pastor when the Gospel Mission was established in the Luchtemeyer Building on Western avenue. Mr. Paul B. Fischer, who assisted in the work, is a Chicago attorney, residing with his family in Oak Park and is a nephew of the late Dr. Charles A. Blanchard, former President of Wheaton College.

About two years later the church moved to the corner of James street and Western avenue, where it continued under the leadership of Pastor Sylvester Egan, a graduate of the Newark, N. J., Bible School.

In 1928, Pastor Egan resigned. Mr. and Mrs. George W. Finnern of Chicago succeeded Pastor Egan in pastoring the flock. After four years of faithful work here, Pastor Finnern and his wife resigned and were succeeded by the present pastors, Mr. and Mrs. Floyd F. Pike, who reside at 2517 York street. During the ministry of Pastor Finnern, the location of the church was changed back to the Luchtemeyer Building, 13013 Western avenue, where it is at present. During the entire existence of the Mission, Mr. Paul B. Fischer has been deeply interested in the work, ministering faithfully in the pulpit and in various other ways.

In addition to the regular services, there is a Sunday School which is at the present time in charge of Miss Ruth Jackson.

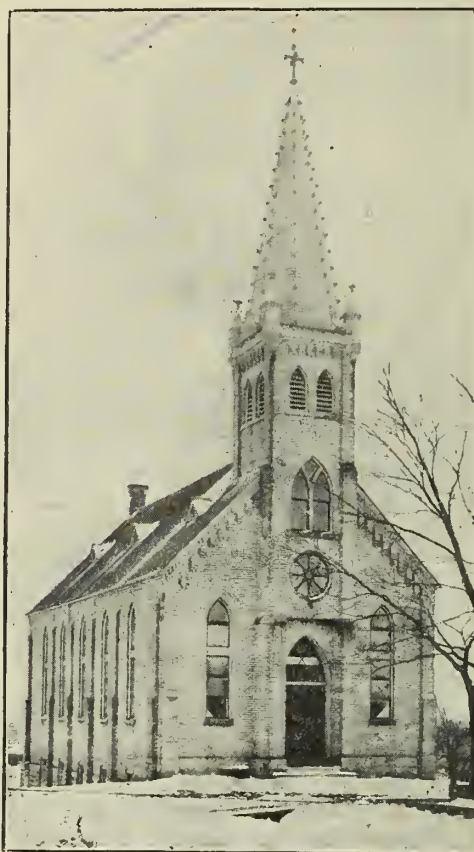
The local Mexican Pentecostal brethren have been holding services for several years in the same hall.

The Blue Island Full Gospel Mission is one in doctrine with the Pentecostal Movement which came into being about thirty years ago and now

has over one million members, with missionaries in practically every country in the world. According to the Literary Digest it has had a greater percentage of growth in recent years than any other denomination.

The Blue Island Full Gospel Mission is interested in the spiritual welfare of the people of Blue Island and desires to serve them.

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ST. PAUL EVANGELICAL CHURCH

St. Paul Evangelical church, located at Gregory and New streets, was organized June 11, 1893, under the name "Friedens" Evangelical church.

Shortly before its organization missionary work had been done here by members of the Committee for Home Missions of the Evangelical church, Rev. William Hattendorf and Rev. G. Koch, both of Chicago, and by the pastor, Rev. A. Niedergesaess, who took charge of the mission work. The first meeting prior to organization was held in the old Saenger Hall and short meetings in private homes.

Those signing as charter members were: Wm. F. Kirchner, Albert Schulz, George P. Meyer, Edward Sorgenfrei, William Schrage, John

Peters and August Schulz. The first officers were: William Sorgenfrei, president; William F. Kirchner, secretary; Dietrich Quade, treasurer. The organizer and first pastor of this church was Rev. A. Niedergesaess. His pastorate was a successful one covering a period of twenty-three years.

The first place of worship was an old church edifice that had been used until shortly before by the German Methodist congregation and stood on Henry street. Only one year after organization this building had become too small. The lots on the corner of Gregory and New streets were bought and soon the present church building was completed. The parsonage was built in 1900.

In 1916, Rev. Niedergesaess left Blue Island to take charge of the Eden Evangelical church at Jefferson Park, Chicago, and the Rev. John C. Voeks became the pastor.

Rev. Voeks served St. Paul's congregation until the end of August, 1921, when he accepted a call to the church in Palatine. Rev. Walter E. Uhrland of Indianapolis, Ind., succeeded him, remaining here three years, 1921 to 1924.

On Sunday, June 22, 1924, Rev. B. F. Freese, the present pastor, was inducted in the local pulpit and has had a successful ministry here covering the past 12 years. St. Paul's is one of the leading Protestant churches of Blue Island.

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EVANGELICAL COMMUNITY CHURCH

The Evangelical Community church now located at 120th and Gregory streets, was organized in December, 1923, under the auspices of the Chicago Church Federation. First services were held in a garage at 120th and Summit streets. This garage proved too small and services were held in the basements of several homes. The major work in the early life of the church was the building up of a Sunday school, which had its beginning on Easter of 1923.

In December, 1923, the church was organized with the following charter members: J. J. Braun, L. J. Hoefle, R. W. Williams, Anna Hilkenbaumer, Ella Dewar, C. A. Dewar, Fred Foss, Edward Vanderwall, Eric Luenser, and Albert Luenser.

The lot at 120th street was purchased and the garage moved to the rear of the lot where it was enlarged. This building answered the needs until 1926. It still stands there and is used for Sunday school sessions and organization meetings, etc.

Rev. Braun, the first pastor, came evenings to conduct services. He had a regular preaching circuit of three churches every Sunday—one near 79th street and Lake Michigan, one in the extreme north-west corner of Chicago, Edison Park, and the third here in Blue Island—a trip of nearly 75 miles every Sunday and many times during the week.

It wasn't long before the garage, though doubled in size, was inadequate to meet the needs and a larger building was immediately necessary. Plans were drawn up for a new building which was financed by the selling of 100 bonds at \$100 each. L. J. Hoefle, Frank Rettke, Wm. G. Ruthenberg and Rev. J. J. Braun constituted the building committee. In September of 1926, the new church, built outwardly like a bungalow, was dedicated.

The following pastors have served this congregation: Rev. J. J. Braun, December, 1923-June, 1926; Miss Anna Hilkenbaumer, Parish worker, 1923-1926; Rev. Wm. Rust, 1925; Rev. Richard Gadow, September, 1925-April, 1926; Rev. J. J. Braun, May, 1926-July, 1927; Rev. E. Helm who came here in August, 1927, is the present pastor.

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BLUE ISLAND CHURCH OF CHRIST

The history of the Blue Island Church of Christ dates back to 1914, when Mr. and Mrs. C. J. Pronger opened their home to religious services, following a survey to discover those of a like faith. Fourteen families were discovered and continued meeting in the Pronger home where they observed the Communion of the Lord's Supper every Lord's day. Rev. C. G. Kindred, minister of the Englewood Church, Chicago, met with this faithful group for several Sunday afternoon services but finally decided the cause was hopeless and recommended that the persons composing this group find fellowship in Morgan Park and Harvey Churches of Christ.

At this juncture Rev. C. M. Smithson, minister of the Harvey Church of Christ offered his services for Sunday afternoons and arrangements were made for the use of the German Methodist church. In a few weeks a church organization was formed with J. K. Coffey and C. J. Pronger as Elders and Geo. Cromwell, F. Nash and Walter Edmonson as Deacons, the latter also serving as treasurer and clerk. After six months of effort Rev. Smithson withdrew from the field and the work was disbanded, save

for the faithful women who banded together as a Ladies' Aid and continued to hold regular meetings and to work toward an adequate building fund. Mrs. C. J. Pronger and Mrs. Alice Heatley were two whose faith never faltered.

In 1924, Rev. Lafe Huff, then minister of the Harvey Church of Christ, learned of this loyal group of women and offered his services if a suitable meeting place could be found. The K. of P. hall on the third floor of the Grand Opera house was rented and a Bible school organized. The committee that made the above arrangements consisted of Rose Pronger, Elsie Engles and Alice Heatley. On Sunday, March 2, 1924, the first Bible school session was conducted in the K. of P. hall and despite handicaps and hardships it continued until on the 20th of July, 1924, another organization was effected with the following officers: President, Wm. A. Biege; Clerk, John Earl Jones; Chairman of the Board, Harold S. Baker; Treasurer, N. P. Engels. The lot on the Northwest corner of Burr Oak and Vincennes avenues was leased and a temporary tabernacle constructed and dedicated with C. G. Kindred as master of ceremonies. The Harvey church continued its support and cooperation by sending young men to supply the pulpit each Lord's day. With only a saw-dust floor, rough pine seats and stove heat, this structure became the mecca of the faithful.

In March, 1925, upon invitation of the Board of Elders, Rev. W. R. Macdowell of Chicago, answered an invitation to speak before the church, resulting in his continuing on a week-to-week basis. Following a two weeks evangelistic effort the church reported forty (40) members. Plans to purchase the lot on which the tabernacle stood were blocked. At this time the church secured the use of the basement of the Masonic Temple which was used until the present modern brick structure was ready for occupancy.

On April 27, 1930, the cornerstone of the present structure was laid and the work rushed on to completion. On Nov. 30, 1930, the dedication took place. Rev. Macdowell continued as minister until in February, 1932, when he resigned.

Various ministers served as supply among them being Rev. N. Ortman of Harvey, who served without salary until in August of 1932, when he was extended a formal call and assumed his task as minister. This connection was continued until in the spring of 1935, he resigned. Innumerable applicants appeared for the pulpit but it remained for the congregation

after careful investigation by delegations, to extended an unanimous call to the present minister. Rev. Glen Crawford. Under his wise and capable leadership the church has made marked progress and now stands upon the threshold of what seems to be its greatest development.

At the fifth anniversary of the dedication of the building, the Treasurer's report indicated that in 1935 almost \$4,000.00 had been paid on the building indebtedness and the local budget had been met and many old bills paid. Ambitious plans are being formulated including a Five Year Program of four-fold development, a Leadership Training school, a week of Lectures by a Nationally known minister-lecturer and a pre-Easter Evangelistic effort.

Evangelist W. C. Cole of Des Moines, Iowa, with the assistance of the Thomas' of Wabash, Indiana, conducted two Evangelistic campaigns in this church, one in January, 1934, followed by the last one in January, 1935.

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SALEM EVANGELICAL LUTHERAN CHURCH

Salem Evangelical Lutheran church was organized Sept. 29, 1909, by the late Rev. Sieners of Chicago. For a year services were held in the Congregational church on York street, until the present church building, at Maple avenue and High street, was completed. The dedication of this beautiful edifice took place Dec. 11, 1910. The Rev. R. R. Reinke was called shortly after the congregation was organized. He was installed on Dec. 12, 1910, and has been pastor of this congregation since that time, a continuous service in the one charge of twenty-five years. Rev. R. Reinke is a son of Rev. A. Reinke, who was the first pastor of the First Evangelical Lutheran church on Grove street in 1864-1871. A few of the charter members of Salem church: Louis Storz, John Wolz, Charles Schwartz, and William Siensen. The congregation celebrated its twenty-fifth anniversary Sept. 30, 1934.

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SLOVAK LUTHERAN CHURCH

St. Peter and Paul Slovak Lutheran church was organized in the fall of 1907 by 14 families. At first services were held in the First Lutheran Church School on Grove street, once every three months, or whenever a Slovak pastor was available. Some of the charter members were: Stephan Bastic, Andrew Jandura, John Dieska, George Lenco, Michael Kutlik, and Paul Busha.

In 1921, a lot was purchased on Greenwood avenue, from Mr. John Dieska for the sum of \$792.00, the present location of the church. An old church building located at High street and

Greenwood avenue, was purchased and moved to the then acquired property.

In 1928, a pastor was called who divided his time between here and Gary, Indiana. This was the Rev. George Billy, who served the congregation until 1934. With his resignation the congregation decided to call a full-time man and sent a call to the present pastor, Rev. James Sopka, who was formerly in Hatfield, Mass.

In 1931, the church purchased a beautiful pipe organ which is one of the best in the city.

In 1933, the church was brick veneered, which makes it a very attractive structure.

The Ladies' Guild, the Luther League and the Sunday School are all very active organizations in the church.

The church property is valued at \$15,000.00 all clear with the exception of \$1600.00.

The present Church Council is composed of the following:

Rev. James Sopko, Pastor.

John Dubcek, President.

Andrew Jandura, Treasurer.

John Bartos, Recording Secretary.

Michael Cech, Financial Secretary.

Paul Majtan, Paul Busha, Charles Bojkovsky, Finance Committee.

George Majtan, Andrew Vrsek, Sr., Michael Kutlik, Trustees.

Andrew Kutlik, Jr., Michael Lehotsky, Janitors; Anna Jandura, Organist.

* * *

ST. ISIDORE PARISH

St. Isidore's Polish Roman Catholic church is located at Burr Oak avenue and Wood street. In the year 1899, Peter Feliszak and John Hahn, Sr., made preliminary step to organize and build necessary buildings. They invited Rev. Father Kroll, then pastor of St. Florian parish at Hegewisch, to their assistance as adviser. A short time after, on account of poor health of Father Kroll, Rev. J. Kasprzcki, C.R., pastor of St. Stanislaus church, Chicago, was secured as adviser. In 1900 His Grace, Most Reverend Archbishop Feehan appointed Rev. Father Lange, pastor of St. Josaphat church, to investigate the conditions of the organizing parish. His Grace then appointed Rev. C. Gronkowski, then assistant to Rev. Lange, first pastor of the newly organized parish.

Meanwhile through the efforts of Peter Feliszak and John Hahn, Sr., the parishioners organized into a society called "The Polish Church and Building Society" under the protection of St. Isidore. The aim of this society was to raise necessary funds to build a church. With this aim in view the society gave a bazaar

at the Opera House in Blue Island, beginning Sunday, September 24 to October 4, 1899. This bazaar brought the parish \$1,200.00.

An architect was employed and in June, 1900, ground was broken for the erection of a two-story building which was to serve as a church and school. On Christmas Day, 1900, the church was dedicated by Rev. Wojtalewski from South Chicago and the first High Mass was celebrated by the pastor, Rev. C. Gronkowski.

Father Gronkowski remained pastor of the parish about two years. His successors were: Rev. F. Kroll, Rev. Koytek, Rev. S. Szcsygiel, Rev. P. H. Pyterek, who resided at St. Stanislaus church, Posen, and took care of both parishes. During that time school was opened and the following teachers and organists were engaged: Miss M. Stefanska, J. Wawrzyniak, Fr. Chyrnacki, J. Grudzinska, Frances Kosinska and L. Wawrzon.

The years 1911 and 1912 were eventful ones in St. Isidore parish. The pastor, Rev. Pyterek, with the good will of the parishioners, built up an addition to the church, thus enlarging the church and school. A residence for the pastor was also built. In March, 1911, Rev. Pyterek moved from Posen to St. Isidore parish to take up a steady residence there and take charge of St. Isidore solely. In 1912 a dwelling for Sisters was provided in the lower story of the church building and the Felecian Sisters took charge of the school and choir.

Rev. Pyterek was succeeded in June, 1913, by Rev. T. Czastka, who remained about a year, and in September, 1914, Rev. S. Doberstein was appointed pastor of St. Isidore Parish. Many improvements in the parish property were made during the fourteen years Rev. Doberstein was in charge. Two lots adjoining the church property were bought and the Sister's new home was built.

In 1928 Rev. T. Nowack became the pastor of St. Isidore's and served until August 1, 1935, when the present pastor, Rev. Joseph Dryzmala, came in charge of the parish.

* * *

ST. DONATUS PARISH

In the year 1908, some Italian families from the city of Ripacandida, in the Province of Potenza, Italy, settled in Blue Island. Here, wishing to preserve the faith of their forefathers, they established a small chapel, which they dedicated to Saint Donato, Bishop and Martyr. In order to perform the religious services on special occasion during the year, they secured the valuable help of Rev. D'Andrea,

pastor of the parish in the neighboring town, Kensington.

Owing to the gradual increase of the Italian families, it was soon deemed necessary to provide a larger place of worship for them. At that time the parish of St. Benedict had for sale a frame church. A committee of the Italians visited Archbishop Quigley and, as had been expected, received from him permission to purchase the frame building. So in due time the old church of St. Benedict parish was moved to the corner of Orange and Division street, near Burr Oak avenue, where it was placed on ground purchased for that purpose by Archbishop Quigley.

The building was considerably remodeled and decorated and soon the little congregation was able to hold their first Mass in their own church. Rev. J. Angeletti, who lived in Chicago, was put in charge. But since the church had no parish residence, nor had the church any means of building one, the pastor, was therefore compelled to stay in Chicago, whence he went to Blue Island every Sunday in order to say Mass for the people and administer the sacraments. This arrangement was continued for two years when the charge was ceded to the Rev. P. Renzullo, a priest living in Chicago Heights. This arrangement also proved unsatisfactory owing to the distance which Father Renzullo was obliged to travel every Sunday in order to fulfill his pastoral duties to the people of Blue Island. So in October of 1912 the Rev. Renzullo surrendered the care of St. Donatus parish to Rev. O. Papitto, formerly an assistant of the church of Our Lady of Pompei, Chicago. In 1917 after five years of strenuous work the first small wooden parish house, which then became the pastor's residence, was built.

Rev. Fr. Mondino came in charge of the parish in 1918, serving several years. He was succeeded by Fathers Caheli and Jeszinski, each of whom served for only short periods. In 1924, Father Mondino returned to the local parish and served until the late summer of 1928 when he was relieved by the present pastor, Rev. Fr. John Giambastiani. "Father John," as he is generally known, came here from St. Marcella parish in Chicago. Under his guidance the local parish has experienced wonderful growth and success. It was through his efforts the present beautiful church and school edifice at Division and Union streets was built. The dedication of this building took place in September, 1929, only slightly more than a year after Father John's arrival here. Within the past year extensive alterations and additions to the rectory

building have greatly enhanced the value of the parish property.

* * *

CENTRAL CHURCH OF CHRIST

The Central Church of Christ, Second Floor, Masonic Temple, is the outgrowth of a Prayer meeting held at the home of Mr. Lee Gorman, 2430 Prairie street on Feb. 19, 1935.

The Church was organized Feb. 26, 1935, at the home of Mr. B. P. Sipp, 2636 W. Cochran street; Elder, William A. Biege of the First Christian Church of Harvey, Illinois, presiding.

Mr. Herman Ludewig, Mr. Lee Gorman and Mr. Guy Fox were elected to serve the church as Elders. Mr. Cleland Gorman, Mr. James Liddell, Mr. Earl O'Leana and Mr. Paul Glasgow, as Deacons. For Trustees, Mr. Frank Stone, Mr. George O'Leana and Mr. A. W. Parker. For Bible School Supt., Mr. Paul Glasgow and for Church Clerk, Mrs. Fred W. Foote.

Rev. Nicholas Ortman, who served the Orchard Street Church of Christ for three years, was called to serve the Central Church of Christ and became its first pastor on March 24, 1935, and is now serving in that capacity.

* * *

ST. AIDAN'S EPISCOPAL CHURCH

The history of the work of the Episcopal Church in Blue Island takes us back about thirty-two years. The events connected with its beginnings are involved in considerable obscurity, but diligent inquiry has brought to light the following brief outline of the early history:

The first service was held at the home of Mr. and Mrs. Shaughnessy on Oak street. The service was conducted by a lay-reader from what was then known as Longwood, but is now Beverly Hills. The second meeting was held at the home of Mrs. Olson on Prairie street. The meetings were continued in these two homes for a time and were then held for a season in Jewel Hall. The Woman's Guild was organized at Mrs. Shaughnessy's home, she having changed her residence in the meantime to New street.

After a time the Rev. Mr. Wheeler, rector of the Church of the Mediator at Morgan Park, took charge, and the services were held in St. Paul's Evangelical Church in the afternoon. A vested choir was organized. Miss Helen Price, Librarian in the Public Library of Blue Island, was the first Choir Mother. Mrs. C. G. Davies took her place in 1904. Mr. Frank Clark led

the choir during this period, the rehearsals being at his residence on High street.

Some of the first members were Mrs. Edmund Watson, Mr. and Mrs. Shaughnessy, Mr. and Mrs. Blodgett, Mrs. Olson, Mrs. Snider, Miss Price, Mrs. A. F. Alm, Mr. Fred Davis, Mr. and Mrs. Wm. Roscoe, Mrs. Orville Green, Mrs. Minshull and Miss Jennie Minshull.

The Mission succeeded at this time in holding yearly Lenten services, chiefly in the homes of Mrs. Clark, Mrs. Huntington, and Mrs. Davies.

Among the priests who had the work in charge after the Rev. Mr. Wheeler gave it up, were Father Lodge, an English clergyman and a brother of the celebrated scientist, Sir Oliver Lodge, and Father Harrowell, now retired, and living in Chicago.

While the mission began with much promise of growth, the removal of several strong families of its supporters weakened it to such an extent that the work was discontinued after going on for three or four years, and the work of the Episcopal Church in Blue Island remained but a memory or a faint dream for about ten years. Of those who were active in this first mission, hardly any now remain except Mrs. A. F. Alm, Mrs. C. G. Davies, Mrs. Earl Davis, and Mr. John F. Jerue.

On Aug. 4, 1913, the Mission was re-opened by the Rev. W. D. McLean, rector of the Church of the Mediator, Morgan Park. Prominent among those assisting him was Mr. Ivan Benner, then teaching in the High School. Services were begun in Robert's Hall on Western avenue near Grove Street. At the first service four were present, and a Church School was organized with four members. After five months, the services were transferred to the Universalist Church, Greenwood avenue and High street, where they were continued for almost two years.

In October, 1920, Bishop S. M. Griswold purchased the Institutional Building and lots at the southeast corner of Greenwood avenue and Oak street, and turned it over to the Mission for church and parish purposes. The first service was held in the newly prepared chapel on Dec. 5, 1920. The Mission received the name Saint Aidan's from Bishop Charles P. Anderson in honor of the noble Bishop who came from Scotland to the north of England in the seventh century and did so much to establish Christianity in that barbarous and primitive region. On Jan. 11, 1921, Bishop Anderson gave his sanction to the organization of the Mission, and St. Aidan's became a recog-

nized, organized Mission of the Episcopal Diocese of Chicago.

On Dec. 1, 1922, Father McLean resigned as Rector of the Church of the Mediator, and in consequence his relation to the Mission was discontinued. Services were held at infrequent intervals until Nov. 25, 1923, when the Rev. M. B. Williams, recently ordained to the diaconate, took charge. He was ordained to the priesthood on Trinity Sunday, June 15, 1924, and continued as Priest in charge of the Church of the Incarnation, Chicago and of Saint Aidan's.

In May, 1927, Father Williams resigned to take charge of a parish in another diocese. He was succeeded by the Rev. John McKinney, an elderly priest who remained until his retirement from active service June 24, 1928. The present Priest in charge, the Rev. Wayne A. Garrard, took charge of St. Aidan's, July 1, 1928, one week after his ordination to the priesthood.

In July, 1931, ground was broken for the erection of a new church building which was completed in October and the first service in the new edifice was held on Oct. 18, 1931. The old building had also been remodeled for use as a parish house.

Since the re-organization of St. Aidan's in 1918, the Mission has enjoyed a slow but steady growth, and today has a congregation of about 160 members, 125 of whom are communicants.

Among those who have been active in the second period of St. Aidan's history are Mr. John Gilbert, Mr. A. M. Weaver, Mr. John Kent, Mr. John Jerue, Mr. A. F. Alm.

The present Executive Committee is composed of the following members: Mr. John Gilbert, Mr. Jonathan D. Hughes, Mr. John Jerue, Mr. John Kent, Mr. Robert Post, Mr. A. M. Weaver, and Mr. W. G. Wilson.

* * *

UNIVERSALIST CHURCH

Early in the sixties a small company of men and women of Blue Island and vicinity united in an organized congregation for the purpose of teaching and propagating the principles of the Christian religion according to the Universalist faith.

It was not until April 10, 1865, that any steps were taken to erect a church edifice. On that date J. P. Young, deeded the lot at the corner of Greenwood avenue and High street, for a church and parsonage valued at that time at \$250, to H. H. Massey for a consideration of

\$150.00. The property was then conveyed by Mr. Massey to the church. Measures were at once taken to build a church home and on Feb. 15, 1866, during the pastorate of the Rev. T. H. Tabor, the building was dedicated free of debt.

Going into the early history of religious worship in the community a pamphlet printed in 1895, says:

"The early settlers of Blue Island prior to 1860 were teaching the religion of Christ through



*The Old Universalist Church
Built in 1866*

the organized life of a Sunday school. The originators of this movement were Mrs. Benjamin Sanders and Mrs. Carlton Wadhams. The school was held in an old frame schoolhouse which stood just east of the present school on the north side of Vermont st. This building is now occupied as a dwelling house and stands on Greenwood avenue, between Grove and Vermont streets.

"Late in the fifties disagreement arose about certain library books on account of which the Universalists were left in possession of that part of the library which involved the principles of their faith.

"A few years subsequent to this division, or about 1858, H. H. Massey and C. B. Sammons were engaged in the grocery business in the building later occupied by Emil Boehl. The Universalists rented the hall in the second story from them and met there to worship.

"Among the early preachers to the Blue Is-

land Universalists were such men as the Rev. Mason, the Rev. Reiley, the Rev. Otis Skinner of Joliet, the Rev. J. M. Manley of St. Paul's, Chicago, the Rev. J. M. Day of Blue Island, the Rev. Chaplain and others. . . ."

Use of the church at High street and Greenwood avenue was abandoned by the Universalists about twenty years ago, and there is no congregation of that denomination in Blue Island at this time.

A few years later the Baptists occupied the building but soon abandoned it and it was then occupied by an Episcopalian mission.

In 1921, Wm. Klein bought the old church property and erected thereon his present beautiful home.

The old church was bought by the Slovak Lutherans and was moved by them to the very edge of the hill on the east side of Greenwood avenue, just south of Grove street. It was re-erected on a solid concrete basement foundation and veneered with brick, making it a very attractive structure.

* * *

SWEDISH MISSION COVENANT CHURCH

The Swedish Mission Covenant Church, was organized in February, 1884, in a little building located between Lewis and Cochran streets, near Greenwood avenue. A few years later the present church fronting on Greenwood avenue, near Cochran street, was built. Rev. J. A. Gustafson was the first regular pastor, serving the congregation eight years. He was succeeded by the Rev. Carl Johnson. During the last five years Rev. J. E. Mehlan was the pastor, leaving in August, 1935, to take charge of the First Mission Covenant Church in Kewanee. Prof. P. Pierson of Chicago then substituted for several months until the Rev. Herbert F. Sunden was chosen to fill the pulpit. The organizations within the congregation consist of Ladies' Aid, Brotherhood Society, Young Peoples' Society, Dorcas Society, Junior League, and there is a flourishing Sunday School with a regular attendance of about 200 scholars. During the past five years the membership of the church has nearly doubled.

* * *

SOCIETY OF FRIENDS

During the late nineties, when the Farquhar Heating company's plant was in operation at Wireton, quite a number of Quakers were employed there. A Society of Friends was organized, with Rev. Wm. S. Wooton, formerly a pastor in Des Moines, Ia., preacher in charge.

SCHOOLS



Blue Island Community High School

In the United States, the public schools have been from the early days of the republic a vital part of the history of any community. When our forefathers established this nation for the unheard of purpose of forming "a more perfect union, establish justice, secure domestic tranquility, provide common defense, promote general welfare, and secure the blessing of liberty," they felt that free public schools must be established in order that these ideas might be kept fresh in the minds of the coming generations. Washington, Jefferson, Adams, Madison, Franklin and others expressed their determination in words to this effect, that schools must be established to teach citizenship in a democracy, to enlighten public opinion, to discharge with credit the great duties of citizens, etc. The new form of government then demanded a new kind of school. People in a democracy must be taught not only how to vote but how to live in "a government by the people and for the people." The citizens of the new republic had come from Europe, where kings and queens ruled, where the common people never had a chance to vote. But in America, where it was the duty of every man twenty-one years of age to vote, it was a different matter.

And so, school houses sprang up in every community even the smallest, throughout the land, and schools became an integral part of the community. When Blue Island was made a village one hundred years ago, a school was one of the first considerations. No records of that first school have been found, in fact, there seem to be no school records previous to the year 1854,

and from that time to the year 1885 they were very meager. About the year 1854, a small section of the old Whittier school was built, consisting of two rooms, one above the other. The upper room was reached by steps from the outside of the building.

Some of our older residents still remember this old two room building with its primitive equipment. It had stove heat and on cold days the pupils moved their box-like seats and desks to within a few feet of this "central heating plant" to keep warm.

Among the teachers who taught at that time were Mrs. Everett Rexford, then Sally Robinson, Ella Massey Dickenson and Bessie Huntington Sutherland.

During all of these years and up to the year of 1887 the schools were under a Board of Directors of three members, a president, a secretary, and one member without office. In the year 1885 the members of the Board were Thomas Lewis, president; Jacob Thoeming, secretary, and Asa Farnam, member. The Board seemed to have no regular place of meeting, but often met at the "Thoeming house," "Farnam's office," or "Eichoff's store."

The record shows there was a frequent change in principals, many of whom remained as head of the schools for one year only, fewer for two years and a very few for three years. There was one principal, however, who remained about six years,

Mr. Seymour, still most kindly remembered by many of his old pupils, in whose honor

the Seymour school later was named. The first graduation exercises were held in June, 1877, during the administration of Mr. Seymour. There were six graduates of whom five names have been found, Nellie Fuller, Maggie Hulett, Victie Pepper, Anne Purer and Grace Roche. In June of the following year there were two graduates, William Black and Addie Diefenbach. There were graduating classes each year until about the year 1890. During a few years at about this time some pupils attended a Chicago high school and there seemed to be no high school in Blue Island. In August, 1885, the site for the DeWitt school was purchased, and later the contract for the erection of the building was awarded to Christian Krueger at \$2,231.00. This building contained four school rooms, and was situated on Canal street. Later the school and grounds were sold and the Lincoln school took its place.

On the 16th day of April, 1887, an election was held for a Board of Education of six members. The following members were elected: A. C. Boeber, Asa Farnam, Charles Lochow, E. H. Rexford, Ferdinand Schapper, and W. H. Weber. The officers of the first Board of Education were: Ferdinand Schapper, president, and W. H. Weber, secretary.

As the city increased in population, there were additions made to the old Whittier building until it contained nine school rooms. The Seymour school with eight rooms was erected during the year 1892. There were then three school houses in the city, the old Whittier, the DeWitt and the Seymour. In June of 1894, Mr. J. E. Lemon from Bay City, Michigan, was elected superintendent for the following school year. At that time the members of the Board of Education were: Mr. Henry Biroth, president; Mr. W. H. Weber, secretary; Mr. L. P. Voorhees, Mr. Louis Luchtemeyer, Mr. Charles Lochow, Mr. C. C. Claussen, and Mr. A. M. Weinhardt. There were twenty teachers in the system that year, two of whom, Miss Alice Grey and Miss Margaret Smith, taught in the high school. The high school occupied two rooms on the second floor and one room on the first floor of the old Whittier school. There were only thirty-one pupils in the high school at this time, nine in the tenth grade and twenty-two in the ninth grade. During that school year the Greenwood ave. school was erected, consisting of four rooms, and was ready for occupancy in September, 1895. During the summer of 1896 the third story was added to the Seymour school and in September the high school occupied the four added rooms.

In the year 1897 the Worth Township high school was established. Mr. J. L. Zacharias was

chosen president of the Township high school Board of Education for the first year and Louis Wirtz was made secretary. In June of 1897 the first class since 1890 was graduated. There were eight graduates. In that same year Superintendent Lemon was instructed by the Board of Education to invite representatives from the University of Illinois, Northwestern University, University of Chicago and the University of Michigan to inspect our high school with a view of placing it upon the diploma list of these Universities. This was accomplished the following year. The next year, 1899, our high school was placed upon the list of accepted schools of the North Central Association of Colleges and Secondary Schools. In spite of the lack of funds, during these past five years, which has brought about crowded conditions and a very heavy teacher's load, the instruction has been of such a high quality that our school has met the requirements of this association and is still on its accredited list.

Opposition later developed against the Township high school which finally resulted in taking the matter to court and in May, 1900, through a technicality in the procedure of establishing the school, the court ordered that it be discontinued. The high school then was taken over by the Board of Education of District 130, and became again a part of the city school system.

In the year 1900, the Sanders school was erected and was ready for occupancy in September of that year.

About the beginning of the new century, Dr. John Dewey, formerly of the University of Chicago, and later of Columbia University, brought out a new philosophy of education. He said that "the virtues of the old school were the colorless, negative virtues of obedience, docility, and submission." Discipline was rigid and often unreasonable. The ideals of the forefathers had faded out. Dr. Dewey believed that social efficiency and not knowledge is the object of the modern progressive school. His philosophy was similar in some respects to that of the forefathers. Our teachers, as did progressive teachers generally, early accepted the teachings of Dr. Dewey and the result has been a better, happier, more democratic, and more socialized education. The Board of Education has selected our teachers not only for their scholastic standing and training, but also for their progressive, humane, and appreciative attitude towards the difficulties of children.

In 1903 a high school district, separate from District 130, was voted, according to a law that had recently passed the state legislature. This

*Whittier School*

district included all of District 130 and a small piece of land which was occupied as a cemetery. The law required that the districts must not be identical. From that time there have been two Boards of Education, but one man was president of both Boards, and one superintendent has had charge of both the grades and the high school. The number of this high school district was 213.

In writing the history of school systems, it is highly proper to say that the progress of the schools does not depend upon the Superintendent, and teachers alone, but a great share of the responsibility rests upon the school sentiment in the community and upon the Board of Educa-

schools but by helpful conference and moral support of the superintendent. The Blue Island schools have been unusually fortunate in the presidents of their Boards of Education for many years. Mr. W. H. Weber was president from 1895 to 1906, eleven years, and he was followed by Dr. R. L. James who held the office from 1906 to 1922, sixteen years, when Mr. A. C. Seyfarth followed from 1922 to 1934, twelve years. It is indeed a remarkable situation that three such capable men, deeply interested in the welfare of the children of the community, free from any desire for personal ambition, progressive, public spirited and men of vision and

*Greenwood Junior High*

tion as well, and especially upon the President of the Board. If he be a man of good judgment, clear vision, and liberal mind, he can be invaluable to the schools, not only in carrying through progressive and liberal policies of running the

understanding, should have held this most important office for so many years. Being a member of the Board of Education, especially being president, is no enviable position. Though very busy men with their own affairs, yet they give

freely of their time, their best thought and effort for the benefit of the schools, without compensation except their own consciousness of a service well done.

The number of pupils and teachers gradually increased. In 1916 there were 250 pupils located on the third floor and two rooms on the second floor of the Seymour school. In that year steps were taken to secure a new high school building which was erected and ready for occupation in September of 1917. In the year of 1927 there were 428 pupils in the high school. The new building was built to accommodate about 200 or 250 pupils at most. In 1928 and 1929 an addition was erected. Plans and specifications had been accepted for a much larger addition, including a cafeteria, a gymnasium, an auditorium, an art room, music room, a small theater of about 200 capacity for coaching plays and smaller gatherings and a swimming pool. Lack of funds prevented the carrying out of these plans. In the year 1929 there were two Junior high schools one located in the Seymour school and the other in the new Junior high school on 123rd st., each consisting of seventh, eighth and ninth grades.

In August, 1927, the Blue Island Community High School, District No. 218, was established.

At an election in September of the same year the following members of the Board of Education were chosen: Mr. A. C. Seyfarth, Mr. L. E. Pipin, Mr. L. Biedenkopf, Mr. John Aregood, and Mr. Emil Blatt. The same policy that had been maintained formerly was still carried out, and Mr. A. C. Seyfarth who was president of the Grade Board was also chosen as president of the High School Board and Mr. Lemon was still superintendent of both schools.

The old Whittier school was torn down and a new Whittier school was erected on the same grounds in the year 1925. The Paul Revere school and the Community Junior high schools were erected in 1929. In both senior high school and junior high schools shop work, domestic science, music and drawing and gym work were taught by excellent teachers. That year there were ninety-three teachers in the public schools of Blue Island. When the depression came it was necessary to curtail expenses and in 1931, the above subjects were dropped from the schools. Gym work in all the grade schools was also dropped.

At the school election in April, 1934, Mr. Frank Van Overstraeten was elected president of the Grade Board and Mr. J. C. Joens was elected president of the High School Board. In July of that year, Mr. Walter Eggert was elected

superintendent of the Grade School and Mr. Lemon remaining superintendent of the High School. In June of 1935, Mr. Lemon resigned his position as superintendent of the High School and later Mr. H. L. Richards was elected to fill the vacancy.



Old Whittier School

Number of pupils enrolled in the Blue Island Community High School, District No. 218, since its establishment in 1927:

1927	428
1928	462
1929	500
1930	579
1931	746
1932	886
1933	1,039
1934	1,156
1935	1,209

Two hundred thirty-nine graduated from the Community High School in 1935.

Twenty-four teachers are employed in the High School.

Number of pupils enrolled and number of teachers employed in the Elementary Schools of District No. 130:

	Teachers	Pupils
Whittier	10	306
Lincoln	6	153
Sanders	4	136
Greenwood Jr. H. S.	7	130
Paul Revere	7	223
Greenwood	10	285
Seymour Jr. H. S.	9	288
	<hr/> 50	<hr/> 1521

The tax rate for the Grade schools is \$2.04 on the \$100 and for the High School \$1.46.



Lutheran Parochial School

The first school building of the Lutheran congregation was erected in 1871, and consisted of a two-story frame structure with a single large class room on the second floor, reached by an outside stairway. Before that time classes were held in the Bauer brick building on Western avenue, near the creek.

There was at first only one teacher, who taught all grades. The children were ranged at long wooden desks and benches, the smaller children in front and the larger ones in the rear of the room, girls on one side and boys on the other with an aisle between. A Mr. Habermehl was the first teacher. Later classes were also held in a room on the lower floor, Miss Dorothy Fischer and Miss Emma Seyfarth taking the smaller children.

This frame school building served its purpose for forty years.

The present school building, which was erected in 1912, at a cost of \$25,000, is a modern two-story brick containing four classrooms and assembly hall. A large auditorium added in 1925 is equipped for basketball games and contains a bowling alley. The furniture and equipment in school and auditorium is of the best.

The school activities include male and female choirs, a mixed choir, junior choir and glee club. There is also a strong P.-T. A.

There are at present about 150 pupils attending school here. A full eight-grade course is now given, four teachers being employed. Those

teaching at the present time are: Mr. Paul Danrow, Mrs. Spohmer, Miss Clara Damm and Miss Gertrude Meyer.



The Old Lutheran Parochial School, Erected in 1871.
—Photo Courtesy Archie Ely.

Others who taught in the earlier years were: Mr. Habermehl (1864-65); Mr. Packebusch

(1865-68); J. L. List (1868-79); Paul Appelt (1879-84); William Schmidt (1884-85); A. W. T. Doermann (1885-1902); H. Feuchter (1886-1898); S. A. Stein (1902-04); F. Ganschou (1904-16); F. Wichert (1906-08); H. Amelung;

Miss Dorothy Fischer, Miss Emma Seyfarth, Miss Clara Doermann, Miss Olga Hennigs, Miss Louise Damm, Miss Minna Sonnenschein, Miss Dorothea Meyer, Miss Eleanor Meyer, Miss Clara Hermann.



St. Benedict Catholic School

This mission, dedicated to the Sorrowful Mother, was opened in September, 1879, when Sister Pachomia, the superior, came from Milwaukee with two sisters and a candidate.

On June 21, 1889, the Sisters conducted graduation exercises for the first time and six pupils received their diplomas. At that time the enrollment of the school had risen to 250.

On June 26, 1904, thirty-three children received their First Holy Communion, thirteen graduated from the eighth grade, and the enrollment that year was 290.

The Sisters moved into their present home on March 17, 1906. The first Holy Mass was read in the little chapel on the Feast of St. Paul by Rev. Paul Halbmaier.

School opened with an enrollment of 502 in 1924, so that the enlargement of the Sisters' home was imperative. The work on the annex began in May, 1925, and in September the first Mass was said in the beautiful new chapel by the Rev. Theo. G. Gross.

The cornerstone of the new St. Benedict school was laid on June 7, 1925. In January, 1926, classes were resumed in the new building.

The large number of pupils made it an absolute necessity to have a supervisor which was

effected in 1928. The band, which was begun in 1929 and is now under the direction of Mr. Sarvello, is an asset to the school. The year 1929, proved a sad one when Sister Rosalie had to undergo an operation which proved fatal. She died March 17, 1929. Sorrow oppressed the Sisters' and those of all who had known the dear departed. At the end of that year fifty-four were in the class to receive their diplomas. Sister Victor after an absence of eight years was reappointed Superior. The 1935 graduation class numbering 60, was the largest in the history of St. Benedict school.

The enrollment for the past thirty years averages 396.

* * *

The School Boards

The members of the board of education, Community High School District No. 218 are: John C. Joens, president; Emil Blatt, secretary; Allen C. Knirsch, Louis Biedenkopf and Clifford Aulwurm.

The members of the board of education, Grade School, District 130, are: Frank J. Van Overstraeten, president; Julius Pahlke, secretary; John Uehrke, Walter Andersen, Burtie S. Watt, Fred Hohmann and Edgar C. Rice.



MOTHER OF SORROWS INSTITUTE

Mother of Sorrows Institute located on South Western avenue, and conducted by the Mantellate Sisters, Servants of Mary, is a school Blue Island is proud to have in its vicinity.

The land was purchased from Fred Bauer about ten years ago, with the intention of erecting a building to be used as a boarding school for children. The place at the time was nothing but a residence and a field of farm crops. Under the diligent care of the Sisters it is today one of Blue Island's most beautiful places.

The new building was completed in 1928 and a grade school established. Up to that time it

was just a primary and kindergarten school. It is an ideal home and school for girls and boys. The entire building is furnished with modern equipment both in the dormitories and class rooms.

The whole place has a healthful atmosphere and playground equipment and wading pool afford much enjoyable recreation.

Children of all nationalities are accepted. Every effort is put forth by the Sisters in charge to safeguard the child in play and the children are under competent supervision.

Blue Island Public Schools

Blue Island High School—H. L. Richards, superintendent, Maple avenue and Union street; Grade Schools: Walter A. Eggert, superintendent; Seymour-Whittier school, Maple avenue and Vermont street; Greenwood school, Greenwood avenue and Grunewald street; Lincoln school, 2150 Broadway; Paul Revere school, 12333 Gregory street; Sanders school, Division and York streets.

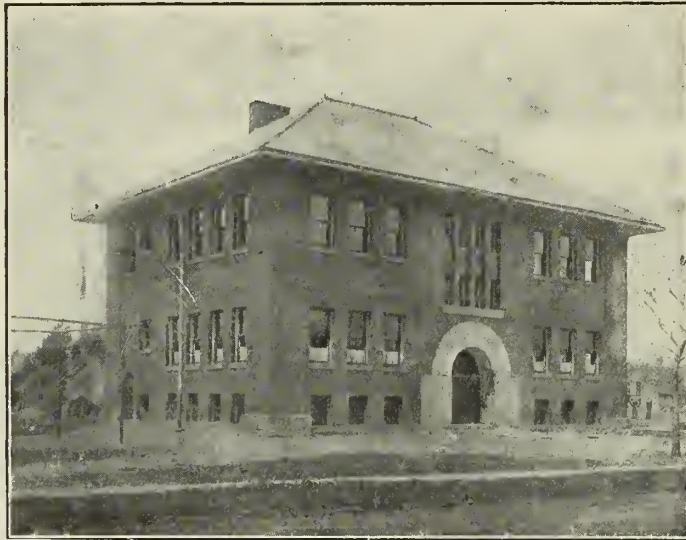
* * *

The parochial school of St. Isidore is under the direction of Sister Superior M. Semphoria. The enrollment of pupils during 1935 was 191.

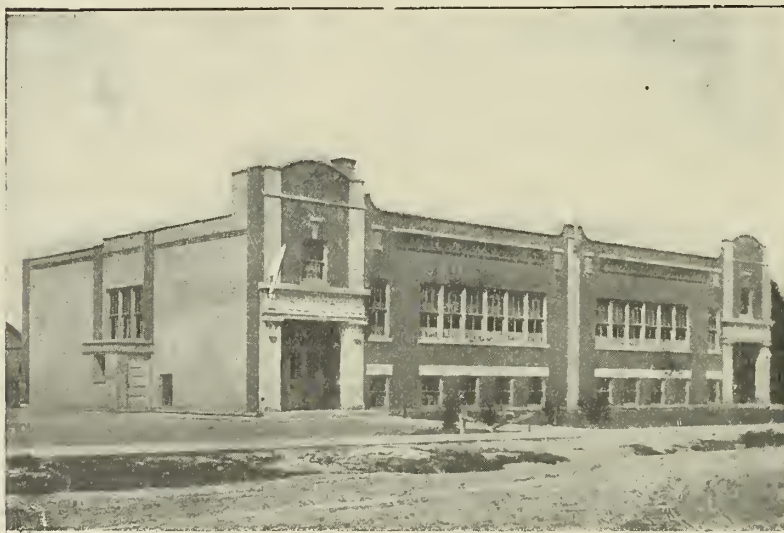
Schools Dental Clinic

The Blue Island Schools Dental Clinic, open to pupils in both public and parochial schools, was inaugurated here in May, 1935. The clinic was established through the efforts and under the sponsorship of the Blue Island Parent-Teacher Council and is unique in the history of the state. Several local dentists have volunteered their services for this work which is free to children of school age who are unable to pay for regular dental service. The clinic is held in a room of the Seymour school.

East Side and South Side Public Schools



Sanders School
13010 South Division Street (East Side)



Lincoln School
2140 West Broadway (South Side)

CLUBS AND SOCIETIES

BLUE ISLAND LIONS CLUB

The Blue Island Lions Club, which since its organization has filled the dual capacity of a chamber of commerce as well as a businessmen's luncheon club, was chartered on Dec. 18, 1922, with the following members: Dr. F. W. Tracy, Peter W. Heintz, Paul W. Rohe, Patrick Hallinan, Dr. Ralph C. Aiken, Homer B. Clemmons, Thomas R. Edgerton, Fred L. Zacharias, Dr. LeRoy T. Rowland, George O. Sutton, Dr. Alvin B. Snider, H. C. C. Stadle, Anthony Jaeger, Albert Stolz, W. Otto Wielgorecki, William C. Hake, Harry Engstrom, C. H. Hannagan, Elmer L. Spencer, Matt C. Witt, Arthur G. Carlson, E. Biedenkopf, A. W. Schreiber, Wm. Anderson.

The presidents of the organization and the year they took office follows:

Dr. Frank W. Tracy, 1922; Albert Stolz, 1923; Charles Hannagan, 1924; Homer B. Clemmons, 1925; John E. Steinhart, 1926; Millard A. Rauehoff, 1927; August W. Schreiber, 1928; Peter W. Heintz, 1929; Harold C. Volp, 1930; S. M. Wilson, 1931-1932; J. Floyd Smith, 1933-1934; Henry G. Baumann, 1935-.

The Lions club's influence in the civic welfare of the community was the major phenomena of the community's civic life during the decade following the establishment of the club and at the beginning of the second decade this influence is more firmly entrenched than ever before.

A mere recital of a few of the club's major activities from 1922-1936 reveals just what part the club played in the existence of Blue Island's civic scheme of things:

It was largely through the effort of the Lions club that the playground and recreation system was established in Blue Island; that a large part of the city was provided with an ornamental system of street lighting; that public sentiment for a new city hall was aroused, making that building a possibility; that the Community High school district was established; that postal receipts were increased to such an extent that the rating of the Blue Island office was made Class No. 1; that the park board's expansion was carried out; that the observance of the Centennial of Blue Island in 1935 was carried through.

The original funds for that purpose were raised by the Lions club largely by means of a WLS-Prairie Farmer Home Talent barn-dance show given at the Whittier auditorium, March 7, 8, 9, 1935, and netted several hundred dollars. This fund was loaned to the Centennial association, an organization formed through the nur-

turing of the Lions club and containing Lions club members exclusively. Incidentally the popularity of the WLS-Prairie Farmer show of that spring was so great a similar show was another profitable venture on Dec. 11, 12, 13, 14, 1935.

Among festivals sponsored by the Lions club for the benefit of merchants and manufacturers in the first decade of the club's existence were the following:

Blue Island Booster Week, September, 1925; Merchants and Manufacturers Exhibit, March, 1926; Own Your Own Home Exposition at Coliseum in 1926 had co-operation of the Blue Island Lions club;; Pageant of Progress Exhibit, April, 1927; Trade Show and Outdoor Festival, September, 1928.

Among large social events within the Lions club organization was the Fifth Anniversary celebration, Jan. 25, 1928, which drew a crowd in excess of 250 at a banquet and dance and the International President's Night, held on Oct. 15, 1934, when the club received recognition from Vincent Hascall of Omaha, International president. The club at that time had increased its membership to such an extent that it won outstanding national and district honors.

The club played its part in boosting Chicago during the two years of A Century of Progress exposition and raised funds in 1932 for a special booklet to be distributed to prospective visitors.

This was only one of several booklets put out since the club's organization boosting Blue Island and Blue Island products.

The membership of the club as of Dec. 15, 1935, included:

Clifford Aulwurm, Emil Blatt, Henry Baumann, C. J. Bell, L. Blum, Don Boughner, R. W. Bronson, A. P. Charest, Thomas Costello, Dr. L. C. Damm, William Doering, Henry L. Duff, B. L. DuVal, E. Edwards, A. E. Engelland, Walter W. Eggert, Milton Esche, Dr. C. E. Folkers, Henry J. Goesel, Chas. Habich, William F. Habich, R. B. Hammond, William O. Hankey, Wm. Harding, R. F. Heitman, Wm. Hennig, Walter C. Hofer, Frank Kasten, Ed. Kelly, Fred J. Koehn, Walter Koehler, C. A. Komada, John Littler, H. B. Lund, Joseph Lentz, L. I. McCord, Henry Marks, H. A. Mayberry, Thomas McInerney, Joseph Norbeck, Earle J. W. Pronger, M. R. Ramser, Lewis W. Rauch, Fred A. Rice, Frank C. Rogers, William Roll, Gilbert A. Roll, Lewis F. Schwartz, J. A. Simmerling, J. Floyd Smith, Kenneth J. Smith, J. E. Steinhart, Martin Stephen, John F. Stuebe, Paul Thurlow, Dr. F.

W. Tracy, John H. Volp, W. Otto Wielgorecki, S. M. Wilson, Albert Stolz, H. L. Richards, W. L. Bielfeldt, Rev. A. B. Bell, H. B. Clemmons, Hill Lakin, Rev. Ferne.

Officers besides President, Baumann, were: Dr. C. E. Folkers, first vice-president; R. W. Bronson, second vice-president; Dr. Earle J. Pronger, third vice-president; Arthur E. Engelland, secretary-treasurer, and trustees: J. F. Smith, R. B. Hammond, R. F. Heitman, E. E. Edwards, G. Oetjen.

* * *

THE BLUE ISLAND WOMAN'S CLUB

By Bertha S. Morrill

The Blue Island Woman's Club was organized in the fall of 1890 under the title of "The Current Topic Club." The first meeting was held at the home of Mrs. Harry B. Robinson, on Greenwood avenue near High street. A partial list of the charter members follows:

Mrs. H. B. Robinson, temporary chairman; Miss Emily Roche, Mrs. Grace E. Holland, Mrs. Henrietta B. McGrath, Mrs. Ann C. Fuller, Mrs. Nelson A. Cool, Mrs. Charles Young, Mrs. Cyrus H. Morrill, Mrs. Perry Fletcher, Mrs. Frank Young, Mrs. Jay Kauffman, Mrs. Lydia M. Small, Mrs. Barton Rexford, Mrs. Irvin, Mrs. Henry Massey, Mrs. M. M. Rudd, Mrs. Willis Rudd, Mrs. Fred Kile, Mrs. Everett Rexford, Mrs. Harriett Bushnell Fletcher, Mrs. Gilbert Bacon, Mrs. Frank Dunning, Mrs. Ferdinand Schapper.

For eight years the club met only at the homes of the members. The hostess was the "Temporary Chairman", and was responsible for the program and entertainment of the Club members.

There were no regular officers elected until 1898. The "Temporary Chairman" could ask assistance from Club members.

At roll call each member responded with an interesting topic of the day, which often led to lively discussion. This feature of responding to roll call by a topic, is still kept as a valuable feature of the club.

Books on travel were read and discussed; papers were prepared and read on Art, Music, Literature and the Drama.

A music section was formed the "Chorus Club" being led by Miss Lou Robinson, niece of Mr. H. B. Robinson.

Because of the fact that the Club met at the houses of the members during these early years, a limited membership was imperative.

In 1898, the basement of the Public Library was chosen as the meeting place. Following the lead of the Chicago Woman's Club a president

and other officers were elected for a term of one year.

The first president was Mrs. Henrietta B. McGrath, who served for three consecutive years. Mrs. McGrath thereafter served the Club ably as Parliamentarian, and for several years has been a life member of the Blue Island Woman's Club, the highest honor within the gift of the Club.

In 1925, during the presidency of Mrs. Ada B. Kallum, the Club was reorganized under the name of "The Blue Island Woman's Club," and through her untiring efforts moved to its present quarters, the Elks club rooms.

There were two purposes in these changes:—

First—the members felt the club must have quarters large enough to accommodate the many new members who would join as soon as the limit of forty members was removed.

Second—the name, "Blue Island Woman's Club" was an invitation to every woman in Blue Island to become a member of this progressive Club.

This Club is the third oldest club in the Chicago District. It has been outstanding in its ideals.

Mrs. Borman, President for the past four years says:

"I should say the outstanding characteristics of our Club are the friendly and loyal spirit of its members and its freedom from politics."

Affiliations: The Third District Federation of Women's Clubs, Illinois Federation of Women's Clubs, General Federation of Women's Clubs, and Conference of Club Presidents and Club Chairmen.

Pledge to the Club: "Holding my membership in the Blue Island Woman's Club as something worthy of unfailing loyalty, I will sustain the Club in its good work, and guard its reputation."

Following is a roster of Club Presidents, and the years in which they served:

Mrs. Henrietta B. McGrath—1898, 1899, 1900.

Mrs. Grace E. Holland—1901, 1902.

Mrs. Jennie L. Blodgett—1903.

Mrs. Henrietta B. McGrath—1904.

Mrs. Ann C. Fuller.

Mrs. Elizabeth P. Sammons—1905.

Mrs. Alice E. Young—1906, 1907.

Mrs. Lydia M. Small—1908, 1909.

Mrs. Grace E. Holland—1910.

Mrs. Julia M. Rudd—1911, 1912.

Mrs. Mary I. Rexford—1913, 1914.

Mrs. Katherine McGrath Stoll—1915, 1916.

Mrs. Olive Foster Seyfarth—1917.

Mrs. Harriet B. Longacre—1918, 1919.

Mrs. Sadie M. Napier—1920, 1921.

Mrs. Ada B. Wolff—1922

Mrs. Ada Kallum—1925.

Mrs. Lena D. Price—1926.

Mrs. Helen Seyfarth Runkle—1927, 1928.

Mrs. Jennie Cordt Johnson—1929, 1930.

Mrs. Harriet Cool Borman—1931, 1932, 1933, 1934.

Mrs. Hope Hewitt—1935.

Several Past-Presidents have told what, in their opinions, were the outstanding accomplishments during the time they were in office.

Mrs. Olive Seyfarth, 1917—"War work by members who had to drop the ordinary Club programs. Time was devoted to Red Cross work under the leadership of Mrs. John McColl. Also the sale of Liberty bonds, war gardens and food conservation."

Mrs. Harriet Longacre, 1918, 1919—"Little real club work was attempted. Red Cross work, Service club formed to help in caring for returned veterans and a card party to raise funds are among the outstanding activities during my term of office."

Mrs. Sadie Napier, 1920, 1921—"The gift of the memorial stone and tree to the Public Library grounds in honor of our boys who gave their lives in the World War" are the outstanding events during my term of office.

Mrs. Helen Seyfarth Runkle, 1927, 1928—"Bringing the work of the Third District and State Federation home to the Club. Initiating the idea of the Junior Woman's Club which was sponsored by our Club. Raising \$800.00 by giving a Charity Ball sponsored by the Club. which was donated to the Welfare work."

Mrs. Jennie Cordt Johnson—"The outstanding achievement of the Woman's Club during the years from 1929 to 1931, the Depression Years, was the aid given the newly organized Welfare Bureau. To raise funds for this purpose, the Club gave a Charity Ball both years, and an evening play produced by members of the Drama group. The fund thus raised enabled us to give to the Welfare \$429.00 the first year and \$625.00 the second year. Next to the Elks this contribution was the largest donated to the Welfare by any organization in Blue Island. In December, 1929, the Blue Island Woman's Club was hostess to the Third District Federation. This was very largely attended and made our Club Federation-minded. Later, the same Club year, we joined the General Federation. In the spring of 1931, the Club had its first exhibit at the Sherman Hotel when the Illinois Garden Club held its show. Our poster won a ribbon,

our bud and bark exhibit the \$15.00 prize. We donated \$25.00 to the Blue Island Garden Club to be used in beautifying the grounds around the Rock Island station."

Mrs. Harriet Cool Borman, 1931, 1932, 1933, 1934—"My term of office from 1931 to 1935 was through the so-called Depression Years, but not Depression Years in our Club. Our membership increased each year, drawing from every part of our city. During the last two years our Club bought and paid for a baby grand piano. I wish everyone could know the loyalty and good-will which reigns in our Club."

Mrs. Lena D. Price, 1926—"The outstanding event in my term of office was a Membership Drive which doubled the number of members. Also the Board of Directors were given more power and new by-laws were adopted, greatly enlarging the scope of the Club's activities."

Many past presidents could not be reached because of absence.

A Year Book is printed each year, giving names of officers, affiliations, programs for the year, and names and addresses of members.

It also has a list of those members who have passed on to their reward.

IN MEMORIAM

"To live in hearts we leave behind, is not to die."

Grace Roche Holland, Grace Love Seyfarth, Louise Krueger Seyfarth, Margaret Napier Bonnell, Florence Airey Koenecke, Elizabeth R. Robinson, Minnie Klein, Barbara Brackman, Anna Kough, Katherine McGrath Stoll.

FINIS

*"Not enjoyment and not sorrow,
Is our destined end or way;
But to act that each tomorrow,
Finds us farther than today."*

—LONGFELLOW.

* * *

THE BLUE ISLAND JUNIOR WOMAN'S CLUB

The Blue Island Junior Woman's Club was organized on Nov. 4, 1929, at a meeting held at the Elks club of young women of Blue Island who were desirous of forming a new club under the auspices of the Blue Island Woman's Club.

After Mrs. John Runkle explained the purpose of the proposed club, the girls voted to form such an organization. Mrs. Runkle has continued to serve as sponsor.

The first duly elected officers were: President, Ruth Hegner; First Vice-President, Dorothy Munter; Second Vice-President, Bernice Verhulst; Record Secretary, Marie Nicholl; Corresponding Secretary, Minnie Rio; Treasurer, Ruth Andersen. Two members of the Executive

Board, Sybil Anderson, Frances Breed.

In 1930, the Club had enrolled forty-three members; there are now eighty-two in 1935.

The purposes of the Club are threefold: social, cultural, and charitable. There are nine departments: Literature, Drama, Music, Art, Homemakers, Community Service, International Relations, American Citizenship, and Indian Welfare. Each department has a chairman.

At every meeting there is a chairman who arranges the program and there are hostesses who serve.

Every meeting offers cultural fare; sometimes aesthetic, often mentally invigorating. A social hour follows the regular program and business affairs.

Established annual affairs are: Charity Bridge party, Christmas party, Spring Luncheon, Rummage or Bake Sale, Dinner for Veterans at Oak Forest, also dances.

In 1934-35 the Club contributed \$25.00 to the Blue Island Community Fund and paid \$20.00 for Christmas Baskets for deserving families and gave \$35.00 to other charitable purposes.

The officers for the year 1935-1936, are:

President—Helen Stoll.

First Vice-President—Lucille Synder.

Second Vice-President—Martha Brummer.

Recording Secretary—Ruth Helen Chamberlain.

Corresponding Secretary—Mary Nelson.

Treasurer—Anita Hupe.

Members of Executive Board—Margaret Hilt, Dorothy Draeger.

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THE BLUE ISLAND GARDEN CLUB

by Mrs. R. A. Napier

The Blue Island Garden Club was organized September 21st, 1928, at the home of Mrs. Richard A. Napier, with twelve charter members, whose names follow:

Mr. James Ocker, Mrs. Minnie Schmitt, Mrs. Morris Nielson, Mrs. Christian Nelson, Mrs. D. W. Longacre, Mrs. Charles C. Day, Mrs. J. B. Ewing, Mrs. George Gobet, Mrs. Benjamin Hogan, Mrs. Charles Meyers, Mrs. Alice Knickerbocker, Mrs. Richard A. Napier.

The following officers were elected to serve one year:

President—Mrs. R. A. Napier.

Vice-President—Mrs. Minnie Schmitt.

Secretary—Mrs. D. W. Longacre.

Treasurer—Mr. James Ocker.

The object of the club was for the advancement of gardening, development of the home grounds, civic beautification, aiding in the protection of forests, wild flowers and birds. Monthly

meetings were held, civic improvement being the keynote for discussion, some projects having been carried out. The landscaping of the grounds adjacent to the Rock Island station at Prairie street and the planting of thirty trees at 119th street, was done by the Garden Club. The Club also planted and marked three Vase Elm trees in Central Park during the George Washington Centennial, April, 1932.

A yard and garden contest was sponsored by the Club assisted by the Lions Club and the Sun-Standard. The entire city was canvassed—over two hundred entries were secured. The Club also participated in the splendid work of the Chicago Plant, Flower and Fruit Guild, as well as sending flowers to our local hospital.

The Club has held three annual local flower shows with entries numbering from 300 to 500; has entered exhibits in the Illinois Garden Club shows held at Navy Pier and elsewhere; has been awarded blue ribbons on a "Before and After Garden," in 1929; "Garden Retreat," in 1931, and the Junior Garden Club of the Greenwood school was awarded a blue ribbon and silver medal for a "Boys' Hunting and Fishing Camp," in 1933. A Junior show held in Whittier gymnasium in June, 1934, under the able direction of Mrs. John Rampke, chairman, showed a wealth of work accomplished by the Junior Garden Clubs.

The Garden Club is now considering opening a Garden Center.

Officers for 1934-5, are:

President—Mrs. R. A. Napier.

First Vice-President—Mrs. R. B. Hammond.

Second Vice-President—Mrs. John Rampke.

Recording Secretary—Mrs. Wm. Sigtenhorst.

Corresponding Secretary—Mrs. Frank Mosher.

Treasurer—Mrs. George Roll.

Chairman, Junior Clubs—Mrs. John Rampke.

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PUBLIC SCHOOL'S MEN'S CLUB

A club with the above name is a recent organization in Blue Island. Its object is to interest and familiarize men of the city, especially those who have children in the schools, with the management and progress of our public educational institutions. All men interested in schools and the education of children are eligible to membership. The club is not affiliated with the Parent-Teacher association. Meetings are held the second and fourth Monday evenings in the Seymour-Whittier school, Vermont and Maple. The officers are: Albert Tyler, President; M. W. Hummel, Vice President; Allen Knirsch, secretary; Chester Kauffman, Treasurer.

Types of Modern Blue Island Homes



Home of Mr. and Mrs. Wm. F. Klein, High and Greenwood



A Highland Square Home

Blue Island Council of Parents and Teachers

by Mrs. Allen B. Hope Knirsch

In 1912, just twenty-three years ago the first Parent-Teacher association in Blue Island was organized, known as the Central Parent-Teacher association, later changed to the Whittier Parent-Teacher association. Mrs. R. A. Napier was the president. Soon after in 1914, the Greenwood Parent-Teacher association was organized and in 1916 the Sanders Parent-Teacher association and after that the Lincoln Parent-Teacher association. The officers of these organizations were the pioneers in Parent-Teacher association work. At present there are eleven Parent-Teacher associations in membership with the National and Illinois Congresses of Parents and Teachers, namely, Whittier, Greenwood, Sanders, Lincoln, Seymour, St. Benedict, Garfield, Paul Revere, Calumet, St. Isidore and St. Donatus. These organizations have a total membership of over 1000.

On April 7th, 1928, the Blue Island Council of Parents and Teachers was organized with Greenwood, St. Benedict, Sanders, Lincoln, Calumet and Garfield Parent-Teacher associations as charter members. Mrs. William Vought was elected President; Mrs. George Willer, Vice-President; Mrs. Fred Denker, Secretary and Treasurer. The above eleven associations are members at present of the Parent Council. Present officers are Mrs. Allen B. Knirsch, President; Mrs. Henry Kott, Vice-President; Mrs. Wm. Kruse, Secretary and Treasurer. Newly elected officers who will take office in June, are Mrs. Harold Morin, President; Mrs. Glenn Reeder, Vice-President; Mrs. Otto Kasch, Secretary and Mrs. Wm. Kruse, Treasurer.

* * *

First Ballot Box

The original ballot box, used at the first election when the question of incorporation as a village was voted on, in 1872, is still in existence.

It is a very ordinary looking box 15 inches long, 8½ inches wide and 6 inches deep. There is a slot 3½ inches long and ½ inch wide cut in the middle of the lid where the ballots were deposited. The lid is provided with a common chest lock. The entire box is made of walnut.

This ballot box has been preserved in the family of Hart Massey, who was one of the judges at that election. It was recently sent here from California by Mrs. Laura Rexford Pettijohn and is now in the custody of Miss Denton at the public library where it may be seen.

War Work by Women

Mrs. John C. McColl, formerly of Blue Island, now living in Midlothian, contributed the following reminiscences of the work done during the World War by Blue Island women:

"The Universalist Ladies' Aid sponsored the Red Cross activities during the war, although nearly every member of that organization was also a member of the Current Topic Club.

"They paid for instructions for Emma Stein and myself—in bandage and gauze work. We started in the High School before it was finished. Then we were given the upper floor of the Post-office building, with the exception of one room, which was used by the exemption board.

"I was chairman, Mrs. Napier, secretary; Mrs. F. McGregor in charge of knitting, Miss E. Stein in charge of gauze room, Mrs. R. L. James in charge of bed garments, Mrs. H. Massey assisting in office and gauze room, Miss McCormick assisting in sewing room, Dorothy Seim giving out yarn. A score of workers from all walks of life worked day after day throughout the war.

"Soon after we entered the war, the Elks club asked me to be chairman of a bazaar, which I did with Mrs. F. McGregor as vice-chairman, Mrs. Napier as secretary. It lasted one week and cleared \$4,000.00, to buy materials for our work. When we had used \$1,000.00 we turned the balance over to the Red Cross and they furnished us with materials from then on. I wish I could tell you how many thousands of knitted things, bed garments and bandages we made and Mr. Fred Rexford took to Chicago for us. The comfort kits were made by Mrs. John Bowman and assistants and there was never a train too early or too late for her to go and give the boys, who had not received one of their kits.

"Later on Mr. Harry Massey was asked to act as president to meet with officers at headquarters in Chicago. At the close of the war, we were given First Aid instruction by the Red Cross and at this time Mrs. Fred Nichols was given the work of looking after disabled soldiers and their families and later the Tubercular patients at Oak Forest, which she continues to do.

"The Red Cross gave us \$100.00 to equip an emergency hospital in the south side school during the flu epidemic—the worst we have ever had."

* * *

Blue Island women exercised their franchise of the ballot for the first time at the township elections on April 7, 1914. The second occasion was the school election April 18, and the third occasion the city election April 21, 1914.



BLUE ISLAND PUBLIC LIBRARY

An institution known as the Blue Island Public Library was functioning in a small way under private management in the early 1870's. This was located for a time in a frame building on the south-west corner of Western avenue and New street and had available for circulation less than 200 volumes.

This venture was carried on more or less spasmodically, and under many handicaps, until 1890, when the then newly formed Current Topic Club (predecessor of the Blue Island Woman's Club) took an active interest in the library's development. The efforts of these public spirited women was of the practical kind. Through a series of entertainments and public subscriptions a sum of approximately \$6,000 was raised for the purpose. With this money more suitable quarters were rented and a number of new books and current magazines purchased. Individuals also responded liberally with donations of books and soon the number of volumes exceeded 1500.

On July 23, 1891, the institution was incorporated under the laws of the state as the "Blue

Island Library Association." The first officers were: President, Charles Young; Vice-President, Mrs. C. C. Massey; Treasurer, Frank Dunning; Secretary, Harry B. Robinson; Directors, O. W. Bourke, W. N. Rudd, Henry Biroth, C. S. Young, Mrs. H. H. Massey, Mrs. M. M. Rudd, Mrs. A. C. Fuller. Mrs. A. D. Cummings was employed as librarian.

Rooms were rented over Ed Seyfarth's hardware store, corner Western avenue and Grove street. The reading room was free to the public and was open daily, except Sunday, from 2 p. m. to 9:30 p. m. In order to meet operating expenses the directors decided to make a charge of \$1.00 per year, payable six months in advance, to those wishing to draw books. This charge was made to all except members of the association. The reading room soon became a popular place and the circulating department was well patronized.

When the fire of May 16, 1896, devastated the greater part of three blocks in the central business section of Blue Island, it wiped out the 1700 volumes and entire properties of the asso-

ciation with the exception of 84 books, those in the hands of subscribers at the time. It was a severe loss, but with indomitable courage and renewed energy the Board of Directors opened within a few days a new reading room in the Brayton home at 235 High street. The people of the village rose to the call for books, funds and equipment and soon the library was again functioning.

On March 1, 1897, a petition signed by numerous property owners was submitted to the Village Board setting forth the necessity of a free public library and requesting that an ordinance be passed levying an assessment of two mills on the dollar and that the question be submitted to the voters at the next regular election. On motion of Trustee Rexford the petition was accepted and approved by a unanimous vote.

The question of the two mill tax on the dollar for maintenance of a free public library was submitted to the voters on April 16, 1897, and carried by a vote of 557 for and 253 against.

Nearly 1000 votes were cast for directors of the public library, Mrs. A. C. Fuller and Mrs. Henrietta B. McGrath being elected for the three year term; H. B. Robinson and Joseph P. Eames for the two year term, and Henry Biroth and F. T. E. Kallum for the one year term.

All the books, furniture and equipment owned by the Blue Island Library Association were turned over to the new board.

The quarters on the ground floor of the village hall, which heretofore had been used by Fire Co. No. 1, were remodeled for use of the public library.

In this large, well lighted room the library became a popular and well patronized institution. It continued in this location until 1903, when the new library building, a gift from Andrew Carnegie, was completed.

Under the Village law, which was in effect until 1901, the members of the library board were elected at the regular village elections. When, however, the city form of government was adopted in 1901, the office of director of the public library became appointive by the mayor. The first library board appointed by the new mayor, John L. Zacharias, was as follows: Henry Biroth and Mrs. H. B. McGrath, first ward; John W. Reiner, second ward; F. T. E. Kallum and Mrs. Myrtle Murphy, third ward; H. B. Robinson and Mrs. A. C. Fuller, fourth ward; Joseph P. Eames and George Warren, fifth ward.

In January of 1902 the Library Board wrote Mr. Carnegie asking his consideration of the

needs of Blue Island for a library building. February brought from him a request for further information and in March came his generous offer of \$15,000 for a building, on condition the city provide and pay for a site and appropriate \$1500 per year for maintenance. The latter sum the tax voted was already yielding. His offer was promptly and gratefully accepted. A site was quickly selected, the cost certified to the city council and by them ratified and included in the tax levy. The property located on the south side of York street, was purchased from J. P. Young.

No time was wasted in pushing construction of the building. Mr. W. A. Otis, a noted architect of Chicago, was employed to plan and supervise, and F. X. Rauwolf, local builder, was awarded the general contract. Construction was begun in August and on Monday, May 25, 1903, Blue Island's new Public Library was thrown open for inspection by the public.

The following brief description of the building is taken from the Blue Island Sun under date of May 23, 1903:

"The exterior on all sides is of the best buff Bedford stone such as is used in the Chicago Art Institute. The architectural treatment is extremely simple, in the rather severe lines of the Italian Renaissance. It depends for its enduring qualities upon fine and carefully studied proportion and upon the delicacy and refinement of its mouldings.

"The building is 62 feet long and 34 feet deep—has a high basement and main floor. The entrance is through a vestibule with mosaic floor, marble base and oak panelled walls. The main reading rooms cover all the upper floor, without partitions, except for a librarian's room. The children's room is on the West, delivery desk in center, main reading room to the East. Books are shelved along the rear wall. The woodwork is oak elegantly wrought and beautifully finished. The lower floor has a men's room, a large center hall, a director's room and work-room. No detail seems to have been overlooked.

"The general reading room is a comfort. Light and convenient, with the shelves open and books easy of access, and with everything new and beautiful it adds to the allurements a library of good reading already possesses. The building is heated by steam from the city plant.

"The library now has in excess of 3,200 volumes, besides a large number of unbound periodicals."

The Library Directors through whose efforts the Carnegie gift was secured, and who served throughout the construction and at the dedication of the new building were: Joseph P. Eames,

president; H. B. Robinson, secretary; Wm. A. Blodgett, Fred T. Kallum, Myrtle M. Murphy, Ann C. Fuller, Henrietta B. McGrath, John W. Reiner, George A. Warren. Miss Helen L. Price was the librarian.

Mrs. Rena M. Barickman succeeded Miss Price as librarian in 1904 and continued in the service until 1908, when Miss Ida Ludlow took her place.

Blue Island's present popular librarian, Miss Louise Denton, came in 1916 and holds the record for length of service with the local institution—twenty years. During that time she has seen the library develop from about 5000 books until now there are 12,846 volumes, about equally divided between fiction and non-fiction. The annual circulation averages 61,000 and there are 5,800 registered borrowers.

Back in 1928, Architect Otis, who planned the original structure, drew plans for an addition 23x60 feet in size, which, together with all equipment, would cost \$35,000. This addition would increase the size of the present structure about one-third. The library has long outgrown its present quarters and additional space is sorely needed. But funds for the purpose are lacking and until these can be provided the proposed improvement must wait.

The following constitute the present library board:

John C. Joens, President; Mrs. H. B. Clemmons, Secretary; Mrs. Robert Berry, Mrs. Emil Schmitt, Mrs. Florence D. Smith, Mrs. George Borman, Don Boughner, J. C. Uehrke, F. X. Rauwolf. Louise Denton, Librarian; Bertha E. Lietzau, Assistant.

* * *

Parks and Playgrounds

The year 1936 finds the Blue Island Park district at the threshold of its greatest period of usefulness to the residents of the territory it serves. Organization of the board was completed Aug. 24, 1909, when the first meeting was held with Joseph Eames acting as temporary secretary. Since that beginning progress has marked the steps of the board until the summer of 1935 the board acquired through floating of two bond issues the East side playground of 8½ acres and 24 lots on Walnut street and Highland avenue to round out Memorial Park to 11 acres. The original park, Central park, contains 9 acres making a total acreage of 28½ acres.

Late in the summer of 1935 work began on landscaping and development of Memorial Park, which will eventually contain a huge circular,

outdoor swimming pool, two outdoor stadiums and a fieldhouse.

The history of the district dates back to its formation as the Central Park district with its tax levying territory contiguous to the then limits of the City of Blue Island. The original Park, Central Park, is composed of the property of the old Sanders Homestead, at Gregory street, between Union and High, and was acquired as being the most suitable in a total of five sites. The purchase including certain improvements ran to \$17,000 and was completed Jan. 2, 1912.

The first board included: F. T. E. Kallum, elected president—chosen first for a four year term as member of the board; Nelson A. Cool, one year term; Charles H. Eidam, two years; Harry Rohrbach, five years; Julius Wessel, three years. Orville C. Green was named permanent secretary and Andrew L. McCord named treasurer. Mr. McCord is still treasurer.

Gradually, Central Park was developed. The Benjamin Sanders house was remodeled to form a spacious reception room, boardroom and living quarters for the park superintendent. A swimming pool was developed and tennis courts erected. Playground apparatus was installed for the children and wading pool constructed. These and other improvements at Central Park were carried out year by year, the board always following the policy of keeping up the property at the highest standard.

Through the generosity of patriotic citizens headed by Paul T. Kleink, Christian Krueger and W. N. Rudd, and as a move having the backing of the Blue Island Post No. 50, American Legion, five acres of land adjacent to the old Blue Island cemetery was bought and turned over to the Park board to administer and develop into a Memorial Park.

The expansion of this park met with the opposition of a few descendants of the handful of pioneers not yet removed from Blue Island cemetery to more permanent resting places.

However, with tact and understanding, the Park board through the years gradually persuaded those interested there to evacuate the graves and remove the bodies at the board's expense as the cemetery had outgrown its usefulness and the ground was badly needed to complete the west side park project.

At a meeting of the Blue Island Lions club on Tuesday, Dec. 10, 1935, Edward Maroney, president of the Park board, declared a huge monument would be erected by the board honoring all pioneers buried in the park. Thus, would their memory be even better perpetuated than by



Veranda of Park House, Central Park

individual stones in the old, crumbling cemetery.

In the summer of 1934 land began to be cleared for the erection of a large outdoor stadium and athletic field. The work was done through the co-operation of the "alphabet agencies" of the federal government.

In June, 1935, 24 lots owned privately by Charles Hanley, Charles J. Pronger, R. A. Napier and John South, situated on Walnut street and Highland avenue, with south and east frontages, were acquired for the sum of \$17,600 through the floating of a bond issue dated June 15, 1935, of \$30,000 for that purpose of its development. This increased Memorial Park to approximately 11 acres.

In August, 1935, the Park board acquired the East Side Playground park of 8½ acres from the trustees of the East Side Improvement association for \$11,500 through the floating of bond issue of \$15,000 dated Aug. 15, 1935, for payment of land and further development of the site.

Also in the summer of 1935 approval was given by federal authorities for a grant of \$98,000 for the landscaping and improvement of Memorial park. With \$24,000 actually appropriated by the federal government with \$25,000 available from the Park board work began on Wednesday, Nov. 27, 1935.

Eventually, a fieldhouse fully equipped will be erected; an outdoor swimming pool and two stadiums constructed as part of this program. The two stadiums will seat 2500 and 1000 respectively.

The site of the Blue Island Park district, as originally voted, was contiguous to the city limits

then. Later with the city's expansion in 1933 the district by public referendum acquired additional territory to the east and in the southwest portions of the city.

The 1934 tax rate was 14 cents per \$100 valuation. The 1935 valuation of the district was \$6,500,000.

The members and officers of the Board as of Jan. 1, 1936, include:

Edward C. Maroney—term expires 1937.

James Wainwright—expires 1937.

Adolph Helquist—expires 1939.

Henry Schreiber—expires 1941.

Rudolph F. Heitman—expires 1941.

President of the board, Edward Maroney; treasurer, Andrew C. McCord; attorney, Paul T. Klenk, and secretary since May 7, 1913, Alderman, Joseph W. Lentz.

* * *

Playground and Recreation Commission

Blue Island's Playground and Recreation Commission was authorized by a popular vote of the people at an election held on Tuesday, April 15, 1924. The vote on the proposition was almost four to one in favor of the establishment of the commission, which is supported by an annual tax of one and three-tenths of a mill on every \$100 of assessed valuation. Mayor Paul T. Klenk on May 5, 1924, appointed the following members of the first board: Dr. F. W. Tracy, Arthur Seyfarth, Mrs. J. P. Postweiler, Harry Schlemmer and Frank Kasten. This commission has jurisdiction over all public playgrounds and recreational activities in the city. The present members of the board are: John Over, chairman; Dr. F. W. Tracy, Richard Seyfarth, Clifford Witherspoon and Miss Jessie Piper, secretary.

FRATERNAL ORDERS

Blue Island in former years was known as a "good lodge town." Nearly every man belonged to at least two or three fraternal orders and many belonged to six or eight. Lodge organizers found this town a profitable field for their operations. In a recent check-up the writer found that in 1920 there were thirty-four fraternal orders doing business in Blue Island, not counting the patriotic orders, such as G.A.R., W.R.C. or the more recently organized American Legion. George B. Abbott Camp, Sons of Veterans, organized in 1917, disbanded a year ago owing to non-support of members. During the past four or five years all lodges and organizations suffered heavy losses in membership, principally on account of the depression. The automobile, the radio, and the many other forms of diversion now so common have also had the effect of discouraging lodge attendance.

The Loyal Order of Moose once had a strong and active lodge here. So did the North American Union, the Ancient Order of United Workmen, the Independent Order Good Templars, the Improved Order of Red Men, the Knights of the Maccabees, the Ladies of the Maccabees, the Royal League, the Fraternal Tribunes, the Modern Woodmen, Royal Arcanum. Some of these lodges are no longer in existence here, others again are inactive and the few members left on the rolls have been transferred to similar lodges in Chicago or nearby towns. The Order of Mutual Protection was absorbed by and consolidated with the Royal League, but the few members that were left of Delta Council No. 113, Royal League, have been transferred to Beverly Hills Council No. 407, which meets in Washington Heights.

Three orders own their own homes—the Odd Fellows, Masons and the Eagles. The Elks bought a fine piece of property on Western avenue, north of Burr Oak, a few years ago, but the depression coming on stopped the building program. The property has a frontage, north and south on Western avenue of 223 feet, and 150 feet east and west on Olive street. The lodge at that time had a membership of 750. It has less than 500 now.

In the spring of 1918, when the hall of the Blue Island Liederkranz was destroyed by fire, Blue Island Aerie No. 1332, Fraternal Order of Eagles, organized an Eagles Home Building Corporation and bought the property from the singers. Shares were sold at \$10 each and from the funds raised through this and other means

a new building costing, with equipment, approximately \$80,000.00, was erected.

The building has a measurement of 65x158 feet over all, two floors and basement. The dance floor, on main level, is 63x100 feet and is the largest this side of Sixty-third street. The stage on this floor measures 24x36 feet. The lodge room on the second floor has a dance floor 40x48 feet and has the usual anterooms.

Calumet Lodge No. 716, A. F. & A. M., has a fine three-story home located in a very prominent spot in the city at Oak street and Western avenue. The building is 71 by 77 feet in size, with stores in front on the ground floor, an auditorium seating 600 on the main floor and a fully equipped kitchen and dining hall in the basement. Its cost was approximately \$165,000. Ground for this building was broken Sept. 27, 1921; the cornerstone was laid Nov. 5, the same year, and was dedicated with imposing ceremonies Nov. 22, 1922.

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ODD FELLOWS

Harmonize Lodge No. 2, Independent Order of Odd Fellows, as now constituted, is a consolidation of Walhalla Lodge No. 54, formerly known as the "German Odd Fellows," which was organized in 1875, and Blue Island Lodge No. 326, organized June 26, 1891. The consolidation was effected on March 10, 1916, at which time the present name was adopted. The charter members of Walhalla Lodge were: Charles Dilg, Nicholas Stoll, August Ennis, Edward Stege, August Kantzler and John Clausen. The men who signed the charter for Blue Island Lodge No. 326, were: George R. Boyer, J. D. Cryder, E. B. Burke, Wm. H. Swett, Thomas Evans, G. W. Wells, Henry E. Guest, J. W. Kane and James Stevenson. In 1908, Blue Island Lodge bought the three-story Christian Krueger building located at the corner of Western avenue and New street. This was remodeled with a new front and the interior arrangement of the second and third floors changed into more comfortable club rooms and meeting halls. Harmonize Lodge No. 2 is one of the strongest and most active of Blue Island's fraternal orders. The officers are: A. Peetz, Noble Grand; H. Tieman, Vice Grand; A. Banderob, Recording Secretary; A. Soltow, Financial Secretary; J. P. Wiessner, Treasurer; H. Shipman, A. Olson, G. Willer, R. Zahniser, F. A. Rice, Trustees.

BENEVOLENT PROTECTIVE ORDER OF ELKS

Blue Island Lodge No. 1331, Benevolent and Protective Order of Elks, was instituted in the old Masonic Hall, Western avenue and Grove street, on March 16, 1916, with a charter list of 62 members, as follows: Harry Rohrbach, P. R. Fletcher, Fred H. Andres, Wm. H. Frasor, Robert Lamphere, Alden Klein, R. J. James, G. Seim, James Hackett, Phil C. Johnson, L. Rosenfeld, Alfred Alexander, L. E. Pipin, John L. Zacharias, Sr., Robert Krueger, Sr., Wm. H. Werner, Ernest Luscombe, Emil Schmitt, John H. Volp, Robert Berry, Judd H. Matthews, Alex W. Tate, L. L. Weber, Andrew L. McCord, Joseph Schroth, Louis G. Koch, Alfred Koenecke, J. W. Lentz, E. B. Bronson, Henry F. Klein, William Weber, Dr. Edw. A. Doepp, Frank M. King, D. A. Murphy, Wm. J. Langenbach, Chas. M. Lobaugh, Henry C. Aulwurm, Ernst Uhlich, Jr., Geo. J. Roll, Harry G. Dare, Louis Staffel, C. A. Seyfarth, Theo. Montague, Wm. G. Morstrom, John C. Klein, Christine Krueger, Harvey F. C. Stadle, John L. Beer, Herbert Hammond, Geo. E. Davidson, Emery Pronger, A. C. Rhoades, Dr. J. R. Kauffman, Fred S. Heinrichs, W. H. Schroth, L. P. Vorhees, James A. Noble, Jerry Jones, A. F. Roemisch, Harry S. Guest, Harry A. Massey, B. C. Sammons. The first officers were: Perry R. Fletcher, Exalted Ruler; Harry Rohrbach, Leading Knight; Fred H. Andrews, Loyal Knight; Wm. M. Frasor, Lecturing Knight; Robert Lamphere, Secretary; Fred S. Heinrichs, Treasurer; W. H. Schroth, Tyler; Henry F. Klein, Wm. H. Weber, Dr. Edw. A. Doepp, trustees. Blue Island Lodge No. 131, now has a membership exceeding 400 and is one of the most active of Blue Island's fraternal organizations. Meetings were held every Thursday evening except during the months of July and August. The officers 1935-36 are: C. R. Sundstrom, Exalted Ruler; George W. Fleischmann, Leading Knight; C. G. Mangold, Loyal Knight; R. J. Hilt, Lecturing Knight; E. L. Kruse, Secretary; Enoch Carlson, Treasurer; Gus Termunde, D. H. Chapman, Edw. H. Kay, trustees.

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CALUMET LODGE No. 716, A.F. & A.M.

Calumet Lodge No. 716, Ancient Free and Accepted Masons, was chartered Oct. 7, 1874, with the following named charter members: John Seidel, Harry B. Robinson, Alden P. Peirce, Henry Bertrand, Mathias Helbreg, Charles F. Eidam, Henry W. Schmitt, Christian Rinkenberger, Frederick Hohmann, George Luchtemeyer, Orville E. Atwood, John Roll, Robert C. Auld, Frederick G. Diefenbach, Herman Bose, Edward P. Han-

son, John W. Wolff, Edward Seyfarth, Joseph G. Gasser, George Kuhn, William W. Watson, F. Fehrenkamp, Louis Luchtemeyer, Ira M. McCord, Albert Crandall, Christian Andres, Frederick L. Gurrad and J. Howard Waldo. The lodge owns its own home since 1922, at 12757 Western avenue, where meetings are held the first and third Tuesdays of each month. The officers for 1935: Chas. E. Haehnlein, Worshipful Master; Arthur Jaun, Senior Warden; Harris J. Nelson, Junior Warden; Elmer T. Johnson and Fred Dohrmann, each served one-half term as Treasurer; Robert Post, Secretary; F. T. Anderson, Senior Deacon; Richard S. Freeman, Junior Deacon; Lewis H. Bender, Senior Sewart; Ivan W. Vonburg, Junior Stewart; Stanley W. Biedenkopf, Marshal; Wm. J. Meyer, Organist; Grover C. Cole, Tyler.

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ROYAL ARCH MASONS

Calumet Chapter No. 203, R. A. M., meets second and fourth Tuesdays at Masonic Temple, 12757 Western avenue. High Priest, Warren Macauley; King, Elmer Johnson; Scribe, James Bronson; Secretary, Otto Kasch; Treasurer, Warren S. Hildebrand; Captain of the Host, James Lewis; Principal Sojourner, Lewellyn Hollinger; Royal Arch Captain, Frank Powell; Master of the First Veil, A. J. Myers; Master of the Second Veil, Wm. Hartzell; Master of the Third Veil, Merrill Weaver; Organist, W. J. Meyer; Sentinel, Fred A. Hohmann.

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SONS AND DAUGHTERS OF LIBERTY

Sons and Daughters of Liberty meet the third Thursday of each month. Officers (1935) are: Jr. Ex-Counselor, Anna James; Jr. Ex-Associate Counselor, Emma Deisher; Counselor, Fern Nelson; Asso. Counselor, Vida Mills; Vice-Counselor, Charlotte Blake; Asso. Vice-Counselor, Gustave Brunke; Recording Secretary, Myrtle Kurschner; Asso. Recording Secretary, Elvina Wilcke; Financial Secretary, Paddy Draeger; Treasurer, Helen Draeger; Guide, Theresa Martzell; Inner Guard, Emma Kurschner; Outer Guard, Margaret Kreinbrink; Trustees, Mamie Groskopf, Theresa Marshall, Margaret Kreinbrink; Musician, Minnie Groskopf; Deputy, Rose Moore.

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AMERICAN LEGION AUXILIARY

The Ladies' Auxiliary to Blue Island Post No. 50, American Legion, was organized Monday, Feb. 8, 1920. The first officers were: Mrs. M. Renfro, Commander; Mrs. John H. Volp, Vice

Commander; Mrs. Byford, Adjutant; Mrs. R. L. James, Finance Officer. The Auxiliary meets in the Legion rooms, second floor, City Hall, the first Monday afternoons and third Thursday evenings. The officers for 1935-36, are: President, Ruth Kennedy; First Vice President, Julia Hollister; Second Vice President, Leora Burkhardt; Chaplain, Lizzie Stiver; Historian, Lena Leitzow; Sergeant at Arms, Anna Sopko; Recording Secretary, Wilma Zacher; Financial Secretary, Nellie Ballard; Musician, Lorraine Stiver; Treasurer, Darlene Sheets; Right Color Bearer, Ida Renfro; Left Color Bearer, Etta Juby; Junior Past President, Myra Winters.

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FRATERNAL ORDER OF EAGLES

Blue Island Aerie No. 1332, Fraternal Order of Eagles was instituted on March 1, 1906, with 70 charter members. Following are some of the names appearing on the charter roll: John Lentz, George Landgraf, Fred Voigt, John F. Kreinbrink, H. Consoer, H. Frentz, Albert Hanks, Wm. Bohmer, T. F. Downey, M. Heim, Jerry Jones, R. Ostendorf, M. J. O'Donnell, Otto Wilcke, Gus Wilcke, Andrew Link, Charles Schultz. The present officers are: President, Ed. Kreis; Vice President, Alec Paul; Chaplain, Fred Walker; Junior Past President, James Hazlett; Secretary, Otto Gerdes; Treasurer, Ed. Gibson; Conductor, Felix Puttkammer. The lodge meets every Friday night at Eagles Hall.

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REBEKAH LODGE NO. 300

Prior to 1920 there were two Rebekah lodges in Blue Island, viz: Calumet Rebekah Lodge No. 350, and Amanda Rebekah Lodge No. 252. On Oct. 1, 1920, these lodges consolidated under the name Blue Island Rebekah Lodge No. 300. The first officers elected under this consolidation were: Noble Grand, Maida Meyer; Vice Noble Grand, Mollie Ames; Recording Secretary, Meta Muffler; Financial Secretary, Mary Wagner; Treasurer, Margaret Kreinbrink; Chaplain, Amy Hammond; Warden, Ellen Raines; Conductor, Helen Rickhoff; Inside Guard, Esther Brockman; Outside Guard, Edna Fenton; Pianist, Lillian Sundquist. Blue Island Rebekah Lodge is a flourishing organization. Meetings are held the first and third Friday evenings of the month in Odd Fellow Hall, 13033 Western avenue.

The present officers are: Noble Grand, Miss Ann Baer; Vice Grand, Mrs. Daisy McMillan; Recording Secretary, Mrs. Louise Willer; Financial Secretary, Mrs. Emily Shipman; Treasurer, Mrs. Neva Spencer.

KNIGHTS OF COLUMBUS

Blue Island Council, No. 1366, of the Knights of Columbus, was instituted on Sunday, Dec. 6, 1908, under the direction of District Deputy, Francis J. Houlihan. The Council had a charter membership roll of seventy-seven. It has enjoyed a steady increase in membership until it now has four hundred and fifty members on its roll. The present officers are: Grand Knight, Rudy R. Racine; Deputy Grand Knight, John A. Reuss; Chaplain, Rev. Theo. G. Gross; Chancellor, Dr. Henry Runde; Recording Secretary, Thomas Parsons; Financial Secretary, William A. Creighton; Treasurer, Joseph Lentz; Lecturer, Frank Daly, Jr.; Advocate, Richard Seyfarth; Warden, Edward Watrobka; Inside Guard, Robert Wagner; Outside Guard, Joseph Labodz; Trustees, Herman Jauchzer, Joseph Tragnitz, Richard Walsh.

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WOODMEN CIRCLE

Burr Oak Grove No. 80, Woodmen Circle, auxiliary to the Woodmen of the World, was instituted Dec. 10, 1913, with the following officers and charter members: Ella Heide, guardian; Ida M. Boening, adviser; Sophia Scuffham, clerk; Alice Bohnstengel, banker; Sylvia Scuffham, attendant; Evelyn Crossland, chaplain; Bertha Renfro, inner sentinel; Catherine Martin, outer sentinel; Nellie C. Burgan, Anna D. Haas, Lulu F. Anderson, managers; Jesse Kauffman, physician. The present officers (1935) are: Cornelia Myers, guardian; *Ida M. Keeley, clerk and banker; Mrs. Blevins, chaplain; Eathia Holliday, past guardian; Mrs. Broukal, inside guardian; Mary Miller, advisor.

*Mrs. Keeley died Sept. 14, 1935.

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CATHOLIC DAUGHTERS OF AMERICA

Blue Island Court No. 113, Catholic Daughters of America, was organized July 11, 1909, with the following charter membership list: Mrs. A. Clancy, Mrs. F. Coggins, May McKivitt, Joe Einhorn, Mrs. Mary Berry, Mrs. M. Pearson, Mrs. Delia Heckler, Mrs. A. Boyd, Mrs. A. O'Neil, Frances Heckler, Mrs. Rose Caraher, Mrs. A. McKivitt, Maud Heckler, Mrs. G. Conlan, E. Pearson, Mayme Frasar, Mrs. M. Mulderink, Mrs. N. Turley, Mrs. Nell Frasar, Mrs. E. Cannon, Eva Lentz, Mrs. Agnes Heckler, Miss Rose Clancy, Mrs. Mayme Grey, Mrs. C. Lentz, Mrs. Rose Gordon, Mrs. M. Martzel, Mrs. W. Gallagher, Mrs. Sue Murphy, Mrs. Ellen Frasar, M. McGahn, M. Mertes, Mrs. Nell Martens, Mrs. B. Earner, Mrs. K. Kennelly.

The first set of officers were: Mrs. Nell Martens, Grand Regent; Miss Frances Heckler, Vice Grand Regent; Mrs. Rose Caraher, Prophetess; Miss Eva Lentz, Historian; Mrs. Sue Murphy, Financial Secretary; Mrs. Mayme Grey, Treasurer; Mrs. Nell Frasor, Organist; Mrs. Gertrude Conlan, Lecturer; Miss Eva Pearson, Inside Sentinel; Miss May McKivitt, Monitor; Miss Rose Clancy, Miss M. McGahn, Mrs. Ellen Frasor, Mrs. Kate Kennelley, Mrs. Margaret Mulderink, Mrs. Agnes Heckler, Trustees.

The officers (1935) are as follows: Agnes Heckler, Grand Regent; Cornelia Heckler, Vice Grand Regent; Mary Vail, Prophetess; Veronica Morin, Monitor; Alma Oulette, Treasurer; Marie Kovelesky, Financial Secretary; Helen Goodspeed, Historian; Beatrice Reardon, Lecturer; Mrs. Weisenberger, Sentinel; Mary O'Connor, Organist; Nell Martens, Margaret Noble, Elizabeth Creighton, Silverine Karg, Barbara Seidel, Mary Marchessault, Trustees.

Blue Island Court has a present membership of 210. The Catholic Daughters are organized in 45 states, Porto Rico, Panama and Canada with a total membership of 200,000 and there are over 45,000 Juniors over the various states.

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PLATTDEUTSCHE GILDE

Plattdeutsche Gilde Germania No. 37, was organized in 1895 with the following charter members: Henry Lempke, F. Kreinbrink, Otto Wilcke, Adolph Wilcke, Louis Streu, Chas. Schippel, Henry Willer, Chas. Schultz, Ferdinand Jaehnke, Thies Reuss. The present officers are: President, John Kreinbrink; Financial Secretary, George Weseloh; Treasurer, John Harms; Recording Secretary, Carl Bahr; Trustees (including the foregoing officers): Fred Labahn, Charles Sieg, Andrew Florey. The lodge meets the third Wednesday of each month in Eagles Hall.

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WOODMEN OF THE WORLD

Oak Camp No. 245, Woodmen of the World, was instituted on Friday, Sept. 13, 1912, with a charter list of 92 members. The first officers elected were: Consul Commander, Nicholas Crossland; Advisory Lieutenant, George Bohnstengel; Banker, C. H. Lobaugh; Clerk, C. Scuffham; Assistant Clerk, A. E. Thomas; Escort, E. Anderson; Watchman, B. C. Saylor; Sentry, Walter Evans; Physician, Jesse Kauffman; Managers, Clyde Errett, A. C. Rohe, M. G. Morstrom. Owing to a falling off in membership the Camp is no longer holding stated meetings. Harold C. Volp is the present clerk.

WOMAN'S RELIEF CORPS

Blue Island Woman's Relief Corps, an auxiliary to the Grand Army of the Republic, No. 315, was organized in August, 1889, with the following charter members: Mary C. Green, Sarah E. Rexford, Laura K. Bacon, Hattie E. K. Peirce, Elizabeth Bishop, Helen Gilson, Mary A. Mahaffay, Cornelia C. Phelps, Angelina McClaughry, Alice J. Eames, Hattie L. Melvin, Almira C. Rexford, Harriet Albee, Catherine McCord, Harriet B. Fletcher, Mary E. Betts, Maria Claussen, Elvira Townsend, Helen C. Campbell, Mary Hinman, Lydia Stinson, Mary Freeman, Mary Van Lanningham, Emily Fisher, Martha Breckenridge, Emily P. Birch, Elizabeth McNabb.

Blue Island Corps, No. 315, meets the second and fourth Fridays at K. of P. Hall. The present officers are: Martha Renfro, president; Sarah Smith, senior vice president; Alvina Wilcke, junior vice-president; Elizabeth Shields, chaplain; Gertrude Sterling, conductor; Lorraine Stiver, assistant conductor; Leona Richards, guard; Anna Mentz, patriotic instructor; Vinnie Goulding, recording secretary; Theresa Marshall, treasurer.

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GRAND ARMY OF THE REPUBLIC

There was here at one time a large and flourishing post of the Grand Army of the Republic. But with the passing of the years one after the other of the boys in blue has answered the roll call beyond and today, of all that once proud and gallant company, there is but a single survivor. John S. Kauffman, now well past 91 years of age, for many years commander and always one of its most active members, is the patriarch of Post 473, G.A.R. During the Rebellion he served in the Twentieth Pennsylvania Cavalry, devoting nearly three years of his life to the Union cause. A long life, a busy and active one, he now lives in well-earned retirement at the home of his daughter, Mrs. R. R. Pronger, 2306 Collins street.

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DAUGHTERS OF VETERANS

Eliza Rexford Tent No. 45, Daughters of Veterans, was organized in 1918, the year of the World War. As its name implies it is a patriotic organization and membership is limited strictly to daughters of veterans. The Tent has a present membership of twenty-eight. The officers are: President, Loretta Dittmars; Senior Vice, Fannie Melvin; Junior Vice, Margaret Isler; Chaplain, Nellie Olmstead; Council Members, Lila Michael, Alva Strelow, Bernice Beard; Treasurer, Sylvia Weaver.



*Masonic Temple, built in 1921
Oak Street and Western Avenue*



*Eagle Hall, built in 1920
Corner Grove Street and Artesian Avenue*

FIDELITY LIFE ASSOCIATION

Blue Island Lodge No. 369, Mystic Workers of the World, was organized in Blue Island in the year 1900. The charter members were: Gottlieb Jaun, Herman Koehler, John Krech, Dr. J. S. Kauffman, Dr. R. L. James, Gustave Volkman, Frank Tesmar, August Werner, Fred Werner, Andrew Kordewick, John Nieman, Oscar Boermel, Henry Hofeldt and Jacob Kranich.

The first officers were: Gottlieb Jaun, Prefect; Herman Koehler, Secretary; (17 years) August Werner, Banker. The meetings were held at K. of P. hall then called Opera House. One year later, women were also taken into membership.

Sept. 1, 1931, the name of the order was changed from Mystic Workers to Fidelity Life Association. The Association has a large and active membership and there is also a large Juvenile membership. The officers (1936) of Lodge No. 369 are: Otto Albrecht, Prefect; Martha Gau, Correspondent, (4 years) by appointment from Grand Lodge; Clara Berger, Banker. Meetings are held monthly in Odd Fellows Hall.

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JUSTICE LODGE No. 1243, F. L. A.

Justice Lodge No. 1243, Fidelity Life Association, formerly known as Mystic Workers, was organized December 8, 1914, by District Supreme Master, Wm. H. Witt, and received its charter May 3, 1915. The first officers were: Prefect, Charles F. Volp; Monitor, Cora Eversole; Secretary, Christ Dickelman; Banker, John H. Volp; Conductor, Edmund Clausen; Sentinel, Walter Meyer; Picket, Robert Schultz; Managers, Wm. Schmidt, Sophia Meyer, Olga Ladwig. Dr. J. H. Kauffman was the physician and Judd Matthews attorney. There were 61 charter members. Some of those listed were: Walter and Mary Glancy; William and Gertrude Witt; Oscar, Caroline and Louise Boermel; Evelyn Crossland; Anna Haas; Mary Scott; Henry Wolff; William and Lottie Schmidt; Maida Rosenquist; Lena, William, Ella and Emma Freese; Stanley Volp; Harold C. Volp; Charles and Henrietta Volp; Mary, Wm. and Ida Boening; Sophia Scuffham; Henry, Rose, Alice and Edna Hofeldt; Emily Warren; Henrietta and William Baumbach. Regular meeting night second Tuesday in the month. The present officers are: Prefect, Christ Dickelman; Monitor, Anna Haas; Secretary, Mabel Madden; Banker, John H. Volp; Supervisors, Viola Volp, Emma Bahnke.

BLUE ISLAND CHAPTER EASTERN STARS

Blue Island Chapter No. 739, Order of the Eastern Star, meets in Masonic Temple, 12757 Western avenue. Following are the officers for 1936: Worthy Matron, Minnie Wickett; Worthy Patron, Christian Hochheimer; Associate Matron, Kathleen D. Walker; Associate Patron, Joel Hibbard; Secretary, Hattie Wright; Treasurer, Eva Kenny; Conductress, Alice Cole; Associate Conductress, Maude Jorden; Chaplain, Elizabeth Hochheimer; Marshal, Agnes Hinrich.

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BROTHERHOOD LOCOMOTIVE ENGINEERS

By Chas. T. Hodge, Secretary

The local Division 815, of the Brotherhood of Locomotive Engineers, was originally organized in the early 70's in Chicago, Illinois. During the early days of this organization, it was a joint division, composed of Rock Island, Lake Shore & Michigan Southern, Erie, Monon, and other railroads terminating around 47th street, Chicago.

In 1892 the Rock Island begun work on building their yards at Blue Island for their freight terminal, which made it necessary for the majority of the men in train service to move to Blue Island.

Our local organization at that time was known as Eclipse Division, No. 111, B. of L. E., with the following officers: T. B. Twombly, C.E.; Peter Kilduff, F.E.; H. Broadbent, S.A.E.; John Enderly, S.E.; J. J. McCormick, F.A.E.; A. Lund, T.A.E.; George Enderly, Guide; Sam Dickerman, Chaplain; John Brislen, L.C., and Peter Kilduff, Delegate to G.I.D.

This local division moved to Blue Island in August, 1893, continuing to function until September, 1911, when a reorganization took place under the name and number of W. S. Tinsman Division 815, being named after the general manager of the Rock Island and a former resident of Blue Island, when employed as Trainmaster on the Illinois Division. The following officers were elected with the new organization: Frank J. Boyd, C.E.; Harry Fox, F.E.; Fred Johnston, S.E.; Wm. Leyda, Secretary-treasurer; Thos. F. McKeone, T.E.; Wm. T. Davis, Guide; Wm. T. Davis, Ins. Secretary; O. M. Peasley, Chaplain; F. J. Boyd, Delegate to G.I.D.; F. J. Boyd, Local Chairman; Ben F. Hogan and S. P. Travis, Local committee; James A. Culp and H. L. Fischer, Legislative Representatives.

The Brotherhood of Locomotive Engineers has endeavored to cooperate with other organizations and societies in the upbuilding of Blue

Island. The B. of L. E. cooperated with other railroad crafts in helping to make the Centennial Celebration of Blue Island on Labor Day, September 2, 1935, a success.

The present officers are: Wm. Corey, C.E.; E. A. Lutzow, F.E.; Wm. Crist, S.E.; Chas. T. Hodge, S.T.; E. A. Lutzow, alternate S.T.; C. R. Gunkle, T.E.; L. V. McWilliams, Guide; Daniel Ahern, Chaplain; J. F. Jerue, C. A. Travis, L. V. Williams, Trustees; Chas. T. Hodge, Ins. Secretary; E. A. Lutzow, Alternate Ins. Secretary; Chas. T. Hodge, delegate to G.I.D.; alternate Delegate to G.I.D., F. Mankowsky; J. M. Dwyer, Local Chairman and Chairman Local Committee; L. V. McWilliams and J. E. Firebough, Members Local Committee; J. R. Jerue, A. R. Boysen, Legislative Representative.

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LADIES' AUXILIARY, B. OF L. E.

Calumet Division No. 40, Ladies' Auxiliary to Brotherhood No. 111, Locomotive Engineers, was organized in Blue Island, April 16, 1909, the following Grand Officers officiating: Mrs. W. A. Murdock, Grand President; Mrs. Mary E. Cassell, Grand Vice President; Mrs. H. St. Clair, Grand Secretary. The following were charter members: Mesdames McGregor, Decker, Lamore, Ruthrauf, Schugt, Mavity, Logman, Coggins, Fairman, Poole, Bryant, Northrup, Tuomey, J. Stephens, Parsons, Keck, O'Grady, D. M. Smith, Burno, Berry, Davidson, Roggeveen, Leyda, Wood, Boyd, Davis, Edmunds, Pearson, Burke, J. M. Smith, Crist, Heckler, Foster, Slater, Gordon, Wallace, S. F. Baker, Majors, Porter, R. S. Scott, Riddle, Fischer, Fullerton, Maroney, Burgan, Picard, Wm. Berry, Donovan, Schulz, McKeone, Ehrhart, Brewer, Hill, Fox, Tate, Morris, Smith, S. H. Stinson, Coble, Ostendorf, Hawthorne, Kough, Cannon, Hansed, McKevitt, Watson, Nickerson, Dickerman, Lund, Geo. Enderly, Peter Kilduff.

Present Officers: President, Mae Jors; Vice President, Cecile Crossett; Secretary, Mary Firebaugh; Treasurer, Caroline Dwyer; Relief Secretary, Sadie Fischer; Chaplain, Mary Boysen; Guide, Hannah Diltz; Sentinel, Catherine Ostendorf; Crescent Marshal, Edith Bennett; Star Marshal, Stella Proper; Pillars—Anna Mear, "Sobriety"; Daisy McMillan, "Truth"; Caroline Jerue, "Justice"; Rose Gordon, "Morality." Leone Rogers, Musician; Mable Witherspoon, Flag Bearer.

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LADIES' AUXILIARY B. OF R. T.

Royal Neighbor Lodge No. 97, Ladies' Auxiliary to the Brotherhood of Railway Trainmen, was organized in Blue Island, April 7, 1896.

Meetings are held on the second Friday evening of the month in Odd Fellow hall. The present officers are: President, Fern Williams; Vice President, Helen Syke; Secretary, Ruth Lambertson; Treasurer, Myrtle Zohfeld; Conductress, Selina Redinour; Chaplain, Mary Hopkinson; Warder, Dorothea Carlson; Inner Guard, Myrtle James; Outer Guard, Ann Coburn; Pianist, Laura Dittmars. Only one charter member of the lodge is now living. She is Elizabeth Hoff, 7160 South Chicago avenue. The lodge will celebrate its fortieth anniversary on April 19, 1936.

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LADIES' AUXILIARY B. OF L. F. & E.

Blue Island Lodge No. 294, Ladies' Auxiliary of the Brotherhood of Locomotive Firemen and Enginemen celebrated the twenty-fifth anniversary of its organization in September. The officers (1935) are: President, Vivian Briggs; Vice President, Christine Joss; Past President, Ethel Boyd; Secretary, Irene Durringer; Treasurer, Lora Stubblebine; Collector, Ethel Boyd; Warden, Lora Keenum; Conductor, Anna Klopp; Inner Guard, Martha Morton; Outer Guard, Florence Howland; Chaplain, Henrietta Travis; Delegate, Ethel Boyd; Alternate Delegate, Vivian Briggs; Trustees, Irene Durringer, Christine Joss, Henrietta Travis; Musician, Alice Baker; Flag Bearer, Anna Travis; Correspondent, Ethel Boyd.

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THETA RHO CLUB

The Theta Rho Club, an auxiliary to Rebekah Lodge No. 300, was organized in January, 1935, and received its charter Nov. 9, 1935. The club is composed of girls between the ages of 12 and 18 years who will automatically be eligible to enter the Rebekah Lodge when reaching the proper age. The officers are: Ruth Spencer, president; Virginia Matz, vice president; Marleen Schoeneck, financial secretary; Ruth Van Winkle, corresponding secretary; Ruth Marshall, treasurer. The club meets the first and third Saturdays of the month in Odd Fellow hall.

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WOMEN'S BENEFIT ASSOCIATION

The Women's Benefit Association had its birth in a little basement office in Port Huron, Michigan, on Oct. 1, 1892. A young woman, Miss Bina M. West, a school teacher, was the founder and organizer of the order which since that day has become the largest fraternal benefit society in the world managed by women. West Review No. 2, of Blue Island, was organized Jan. 27,

1893, and was the second lodge or Review to be organized in Illinois. The charter members were: Laura E. Booher, Frances O. Day, Margaret Dickerman, Lucretia A. Fellows, Anna Gray, Emma L. Geltch, Martha M. Godwin, Lizzie J. Heinecke, Georgia Lawrence, Sarah E. Luscombe, Caroline Luscombe, Ellen J. Lee, Freda M. Jostes, Lovice C. Rathburn, Louisa Smith, Linda J. Swanson, Ida F. Stephens, Mary J. Turner, Lydia W. Wingate, Mary J. Wadsworth; Sarah E. Webster, Mary E. Williams, Ida M. Wick, Nellie Warren, Ellen Scott Wass.

Officers for 1936: President, Cicely Hodge; Vice President, Sophia Marshall; Acting Past President, Amy Hammond; Secretary-Treasurer, Ida Boughner; Financial Secretary, Ida Boughner; Chaplain, Jennie Hall; Lady of Ceremonies, Frances Faber; Sergeant-at-Arms, Theresa Hauter; Inner Hostess, Ida Stephens; Outer Hostess, Sadie Nelson; Junior Supervisor, Iona J. Boughner; Musician, Mayme Groskopf; Press Correspondent, Cicely Hodge.

The lodge meets second Tuesday of each month, at 7:30 p. m., in Odd Fellow Hall. 13035 Western avenue.

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MACCABEES

American Tent No. 20, Knights of the Maccabees of the World, was organized in October, 1890, with eighteen charter members. Some of the men active in the early history of the local Maccabees were: George Cruley, William Doolittle, Thomas M. Doig, Charles Wick, Nicholas Crossland, N. Luscombe, Herman Heinecke, George Boyer. The order is no longer active here and those who still held membership were transferred to an Englewood lodge.

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LETTERCARRIERS' ASSOCIATION

Blue Island Lettercarriers' Association, Branch No. 846 of the National Association of Lettercarriers, was organized March 12, 1902. The officers are: Claude Colebourn, president; George Cope, vice president; Archie Allen, Secretary; John Q. McDonald, treasurer; Ezra Warren, sergeant-at-arms. Monthly meetings are held in the Carriers' swing room, post office building.

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INDEPENDENT ORDER OF FORESTERS

Blue Island Court of the Independent Order of Foresters was organized September 26, 1882. The charter members were: Henry Dohrman,

Nicholas Stoll, Christian Zacher, William Kirchner, Hans Peetz, Herman Koehler, Frederick Koenecke and Henry Heiden.

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PHYTHIAN SISTERS

Blue Island Temple No. 25, Pythian Sisters, was instituted July 21, 1908, with the following charter members: Addie Farnum, Kate Jameson, Elsie Faber, Emma Heimbach, Laura Ruthrauff, Lillie Conway, Lizzie Johler, Bertha Rosenquist, Christine Rosenquist. The first officers were: Past Chief, Christine Rosenquist; Most Exalted Chief, Addie Farnum; Exalted Senior, Emma Heimbach; Exalted Junior, Lizzie Johler; Manager, Kate Jameson; M. of R. and C., Laura Ruthrauff; Trustees, Clara Lahman, Kittie Watt, Minnie Dunning.

The present officers (1936) are: P.C., Rose Breckenridge; M.E.C., Bertha Warren; Ex. Sr., Elsie Walker; Ex. Jr., Christine Friske; Manager, Ruth Roemisch, M. of R.C., Vinnie Goulding; M. of F., Nellie Barr; Protector, Emma Deischer; Guard, Catherine Shiveler; Pianist, Hattie Draeger; Representatives, Bertha Fisher, Vida Mills; Trustees, Elsie Faber, Elizabeth Johler, Bertha Fisher. Temple 29, Pythian Sisters, meets on the third Monday evening of the month in Grand Theatre hall.

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N. A. L. C. AUXILIARY

The officers of the Ladies Auxiliary No. 453, National Association of Lettercarriers, are as follows: Mrs. Roscoe Zahniser, president; Mrs. Al Joens, vice president; Mrs. Fred Wicherts, secretary; Mrs. Archie Allen, treasurer; Mrs. Tom McKeone, color bearer; Mrs. J. Q. McDonald, mistress-at-arms; Mrs. Claude Colebourn, chaplain. The auxiliary meets at the homes of its members.

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SONS OF ITALY

Prince Umberto di Savoia Chapter of the Sons of Italy was organized in Blue Island in March, 1933, with 90 members. The following named were the first officers of the local chapter: Pasquale Alamprese, president; Mike Mirebella, first vice president; Joe Sinise, second vice president; Dan Cialdella, orator; Nick Malanga, secretary; Angelo Esposito, treasurer. Trustees: Donato LaMorte, Theodore Manna, Luigi Sassone, Dan Minette, Dan Geoiosa. Delegates: Nick Guglielmucci, Mike Esposito, Mike Gabrione, Pat Signore. Sergeant-at-arms, Caneco Geoiosa and Joe Martino. Sentinel, Mike Sinise.

ROYAL NEIGHBORS OF AMERICA

Sunshine Camp, No. 3761, Royal Neighbors of America, was organized in May, 1904, by Mrs. Lettice Rice with 32 charter members of whom 16 are still living. These are: Lettice Rice, Fred Rice, Alice Davidson, Amelia Lietzau, Harriet Parsons, Christina Rosenquist, Sophia Schuffham, Clara Lehman, Catherine Mitchell, Annie Miller, Annie Meyer, Mattie Berndt, Katherine Jaiser, Mary Gebert, Lena Frese, W. P. Wiessner. There are 22 Past Oracles living. Emma Deischer was receiver for 20 years and M. E. Kreinbrink, Recorder for 16 years. There are at present 208 adult beneficial and social members and 19 juveniles.

Officers of Sunshine Camp No. 3761, Royal Neighbors of America. (1936), Oracle, Laurell Kauffman; Vice-Oracle, Nellie Rettke; Past Oracle, Amelia Lietzau; Chancellor, Elizabeth Shields; Recorder, Margaret Kreinbrink; Receiver, Emma Deischer; Marshal, Ruth Kennedy; Assistant Marshal, Ann Baer; Inner Sentinel, Marian Rettke; Outer Sentinel, Mary Bentson; Faith, Amelia Rickoff, Courage; Mary Warner; Modesty, Anna James; Unselfishness, Katherine Schiveler; Endurance, Mabel Witherspoon; Musician, Mayme Groskopf. Flag Bearer, Emily Sterling; Manager, Anna Wright.

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SPANISH WAR VETERANS

Theodore Roosevelt Camp No. 129, United Spanish War Veterans, was organized on April 13, 1932. Kenneth Mathieson was the organizer. The first officers, serving the 1932-33 period, were: Commander, Kenneth Mathieson; Senior Vice Commander, Walter Edmondson; Junior Vice Commander, Clyde Frack; Adjutant, William Hendershot; Quartermaster, Ed Rossner; Officer of the Day, Peter Jensen; Officer of the Guard, Frank Jankowski. Regular meetings of the camp are on the first Thursday evening of the month in Knights of Pythias hall, Grand Theatre. The present officers are: Commander, Alvin Myers; Senior Vice Commander, Charles Wernecke; Junior Vice Commander, John Street, Jr.; Adjutant Quartermaster, Edward Rossner, Officer of the Day, Peter Jensen; Officer of the Guard, Frank Jankowski; Trustee, Kenneth Mathieson; Color Sergeant, Herbert Dennison, Sergeant Major, Frank Britt; Historian, Emil Faber; Patriotic Instructor, Walter Edmondson.

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SONS OF S. W. VETERANS

A charter was granted on March 14, 1936, for the organization of a camp of Sons of

United Spanish War Veterans. The camp will be instituted Thursday, April 2, in Knights of Pythias hall, Grand Theatre building. Kenneth Mathieson was the organizer.

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ROOSEVELT AUXILIARY U. S. W. V.

Roosevelt Auxiliary No. 95, was organized by Edna Herbert and installed Nov. 12, 1932, by Past Department President, Josephine Benson. The first officers were: President, Frances Faber; Senior Vice President, Eva Schultz; Junior Vice President, Stella Edmondson; Treasurer, Lillian McGoogan; Secretary, Bernice Merkelbach. There were twenty-seven charter members. The officers for 1936 are: President, Lillian McGoogan; Senior Vice President, Frances Jensen; Junior Vice President, Cornelia Myers; Secretary, Loretta Dittmars; Treasurer, Ruth Schulz. Regular meetings are the first Thursday evening in the month in Knights of Pythias hall.

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KNIGHTS OF PYTHIAS

Blue Island Lodge No. 463, Knights of Pythias, was instituted April 23, 1894, with the following charter members: John A. Diegan, George Furlong, Ferdinand Baumbach, Thos. Cain, Thos. Moran, C. H. Geist, J. H. Bowers, Thos. Sheehan, F. Hoffman, M. J. Cain, M. Vanderpoel, Wm. Brosso, P. Watson, D. H. Krog, P. Hunt, J. Farnam, Wm. Cullington, Chas. A. Farren, Emil Friske, Wm. Swing, T. Madden, John Breslin, M. Hurley, John Gaynor, A. C. Rinkenberger, H. Rohrbach, H. Heimbach, T. Tucker, E. Pohlson, F. O'Connell, J. W. Lewis, Jas. Burke, H. M. Schrieber, E. J. Cooney, J. Mervin, Ed. Garver, John Lynch, Fred Farnam, W. F. Cordt, F. Schneider, B. F. Carl, J. T. Cook, Geo. Hodge, O. W. Bourke, C. Griswold, J. Grettenkort, Jr., Emil Boehl, F. S. Tarbill, C. Farnam, Nathaniel T. Galloway, John Keegan, Fred Hohmann, C. E. Johnson, P. Hallinan, J. T. McMahon, Henry Breckenridge, Michael Heim. Charter was issued Oct. 17, 1895.

The present officers are, Consul Commander, Max Gese; Vice Consul Commander, Dean Goulding; Keeper of Records and Seal, Perry Hoak; Master of Finance, E. Friske; Master of Exchequer, A. R. Deischer; Chaplain, George Warren; Master at Arms, Fred Hohman; Master of Work, N. Frederickson; Inner Guard, Fred Wilder; Outer Guard, Gus Flynn. Regular meetings of the lodge are the last Thursday evening of the month, Grand Theatre building.

THEATRES AND PICTURE HOUSES



*Blue Island Opera House
Erected on site of the old Zacharias Hall destroyed in the great fire of 1896.*

The Lyric theatre, a motion picture house, and the Grand theatre, now undergoing extensive remodeling after which it will be devoted to vaudeville and pictures, are the local play-houses. Both are owned by the Publix-Great States corporation. The Lyric occupies its own handsome premises at 12952 Western avenue, built in 1917, while the Grand, at 13116 Western avenue, is under long term lease from the Zacharias estate.

Blue Island boasted of a theatre as far back as 1853, when a group of German players gave weekly dramatic performances in a building erected especially for their use on Vermont street, just east of the alley from where the Central M. E. church now stands. The project was short lived and ended when about two years later the hall was destroyed by fire.

After that time occasional shows and entertainments were given in the old Robinson hall (later known as Zacharias hall) which stood on the site of the present Grand theatre. This old hall was destroyed in the great fire of 1896.

On July 10, 1891, O. W. Bourke announced that he had leased the Saenger hall, on Grove street, and would open it as a show house. He made extensive interior alterations, installed electric lights and renamed it Bourke's Opera House. His opening announcement as printed in the Standard of that date stated that "only first-class entertainments will be given; no Jim Crow or barnstormers will be tolerated." The venture proved unprofitable. This hall also was destroyed in the 1896 fire.

Following the great fire already mentioned John L. Zacharias erected the beautiful three story building on Western avenue now known as the Grand theatre. It was at first known as the Blue Island Opera House and for many years presented vaudeville and repertoire shows.

In 1908, Tom Flynn, of Chicago Heights, secured control of the theatre and renamed it Grand theatre. Ben Snyder, also of Chicago Heights, became his manager.

Motion pictures were becoming the rage. About 1909, E. J. Miller of Hammond, associa-

ted with Kenneth Fitzpatrick, leased the new Baumbach building adjoining the Grand, remodeled it for moving picture shows and opened it under the name Lyric theatre. This house was destined to become the second in the great chain of moving picture houses once controlled by the Fitzpatrick-McElroy corporation.

Early in December, 1913, Tom Flynn disposed of his interests in the Grand theatre to Fitzpatrick & McElroy and this house also became a link in the ever-growing chain of their enterprises. Ben Snyder, who was Mr. Flynn's manager of the Grand continued in charge of that house and also became manager of the Lyric.

Operation of the Grand as a show house was discontinued several years ago, but the lease

that time was "Lower Berth 13", which he said, was a disgrace and must not be shown before a respectable audience. "The songs are smutty," he said, "and the action is worse." The censorship job died with the ending of Mayor Wessel's term of office.

\$25,000 Fire at Grand Theatre

From the Blue Island Sun-Standard, March 22, 1923: "The second and third stories of the Grand Theatre building, 250 Western avenue (now 13114), Blue Island, were ravaged by fire starting at 2:30 o'clock, Thursday morning, March 22, 1923. The damage will amount to about \$25,000.

"The Eagles hall, third floor, is completely ruined. The entire roof was burned off. Insurance to the extent of \$1500. was carried by the



Lyric Theatre, 12952 S. Western Avenue

rights have been maintained by the Fitzpatrick-McElroy corporation and their successors.

The Princess theatre, a 5 cent show, or so-called "nickleodeon," was operated under the management of L. Templeton at Western avenue and Walnut street, in 1909, and later a Mr. Ricker, who featured "two-reel thrillers," had charge.

Movie Censor

It may be interesting to recall that at one time Blue Island had a censor of shows and moving pictures.

In March of 1913, Mayor Wessel appointed Miss Kate Corlett, a teacher in the Blue Island public schools, censor of songs and films at local show houses. She was provided with a policeman's star and all the powers of a policeman. She served without compensation. The particular show which roused the mayor's ire at

lodge. It was the meeting place of the Lady Eagles, the Brickmakers Local, Mystic Workers and North American Union. Records and paraphernalia of these orders were destroyed.

"On the second floor were the living quarters of Mrs. Nellie Raymond and the quarters of the Anchor Pleasure club. The Anchor club carried insurance of \$1500.

"On the main floor the millinery shop of Mrs. J. Burnside, the Western Union Telegraph Co. offices and the Union Fish company suffered heavy damages from water. The Grand Theatre itself, suffered water damage in the offices only. The theatre auditorium was unharmed.

"The building is owned by J. L. Zacharias, president of the Commercial Bank, but is under a 30-year lease to the Fitzpatrick-McElroy Theatrical Circuit. The theatrical company carried insurance, so local manager, F. Brinken, said."

FINANCIAL

SAVINGS AND LOAN ASSOCIATION

Blue Island is justly proud of its banks and financial institutions, among which the Blue Island Savings and Loan Association, 2429 West Vermont street, holds a prominent place. It was the first financial institution of any kind to be started in the community.

This institution had its beginning in 1887, when the Cottage Building and Loan Association was organized by a group of local men. The incorporators were: John M. Green, president; Ferdinand Schapper, vice-president; F. G. Diefenbach, treasurer; F. D. Day, secretary; Jacob F. Rehm, Henry Bertrand, John S. Kauffman, Ferdinand Schapper, John L. Zacharias, Charles Wick, John M. Green, F. G. Diefenbach, F. D. Day, directors. The authorized capital was \$5,000,000.00.

The object of the association, as stated in an early prospectus, was "to provide the citizens an opportunity for safe and profitable investment of funds and to offer all people paying rent an opportunity to secure a home at a cost of little more than their monthly rent."

At the annual meeting in July, 1920, the name of the association was changed to "Blue Island Savings and Loan Association." The 1935-36 officers and directors are: Asmus Miller, president; Peter H. Krick, vice president; Emil J. Blatt, treasurer; Arthur G. Olson, secretary; Robert H. Gilson, attorney; Carl Groskopf, Albert J. Eiserstedt, Reynold V. Zacher, John A. Lentz.

Now entering the 50th year of its existence finds the association in excellent financial condition. The office is located at 2429 Vermont street.

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CALUMET STATE BANK

This was the first bank to be started in Blue Island. It commenced business on June 12, 1890, with a capital of \$25,000. The officers and incorporators were: Col. W. A. Ray, president; W. G. Press, vice president; Wm. H. Werner, cashier; Ferdinand Schapper, M. Helbreg, Edward Seyfarth, H. B. Robinson, Edward Eichhoff, H. C. Kuech, Emil Boehl. C. D. Young, Monroe Frank, Wm. Brayton, Frank O. Young, M. C. Eames, J. P. Eames, G. H. Hausburg, Henry Biroth, E. W. Gilson and Wm. D. Henke, all of Blue Island. This bank was a valuable addition to the business institutions of the village and filled a need which had long been

apparent. Its officers and stockholders were among the most prominent men in the village and the prospects for the success of the institution were bright.

In the summer of 1896, William Werner, one of the incorporators, resigned his position as cashier and in company with John L. Zacharias and Oliver Bourke founded a private bank under the name Zacharias, Bourke and Company. Jerry Jones, afterward mayor of Blue Island, then became cashier at the Calumet State Bank.

The withdrawal of Werner from the older institution carried with it also the withdrawal of several substantial accounts of friends of Mr. Werner.

The year 1896 was the period of the money panic and funds of the bank were being rapidly withdrawn. Officials of the institution were unable to obtain additional funds and soon found themselves in difficulties which they could not surmount.

On the day before Christmas, Dec. 24, 1896, the bank failed to reopen its doors. Heavy withdrawals the day before had left but \$86 in cash on hand. Deposits amounted to something less than \$200,000.00, with assets nearly double that amount.

M. C. Eames was appointed receiver of the closed institution and Joseph P. Eames was the attorney. Dividends totalling 73 per cent were ultimately paid the bank's depositors.

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FIRST NATIONAL BANK

The First National Bank of Blue Island dates its beginning to June 1, 1896, when it was organized as a private bank by John L. Zacharias, William H. Werner and Oliver W. Bourke. It was then known as Zacharias, Bourke and Company.

In 1898, Ira McCord bought the interest of Oliver W. Bourke and the bank continued as a private bank doing business as Zacharias, McCord and Company.

In the year 1905, the organization became a State Bank under the name Commercial Bank of Blue Island, with a capital stock of \$50,000.00.

Several declarations of stock dividends were made without cost to the stockholders and on Jan. 20, 1923, the capital stock of the bank had increased to \$200,000.00.

On July 1, 1925, the bank was converted from a State bank to a National bank, under



First National Bank Building

the name First National Bank of Blue Island, thus coming under the supervision of the Federal Government, and has continued to the present time as a National bank. The capital stock of the bank is now \$300,000.00 with surplus of \$300,000.00.

The business of the bank ever since its organization in 1896, has been conducted in the building owned by the bank at the north-east corner of Western avenue and Vermont street.

During the entire history of the bank John L. Zacharias, one of the founders, was the commanding figure. He became president when it was organized as a State bank and continued in that capacity until the year 1928, when he became chairman of the Board of Directors and Christian Krueger became president.

William H. Werner, who was one of the organizers and cashier of the private bank in 1896, became the cashier of the State bank in 1905 and continued in that capacity until 1915, at which time he resigned and moved to California. Christian Krueger bought Mr. Werner's stock and became cashier upon Mr. Werner's resignation and continued as such until 1928 when he became president.

The death of John L. Zacharias on Dec. 3, 1934, was a severe blow to all his associates and a distinct loss to the bank and the entire community. The stability and growth of the bank were due largely to the integrity and business acumen of Mr. Zacharias.

The First National Bank of Blue Island is an "Honor Roll Bank" and is considered one of the strongest financial institutions in the county. That it deserved this confidence was fully demonstrated during the so-called "bank holiday," or moratorium, when many of the banks closed during that period failed to reopen.

The First National Bank is a distinctively Blue Island institution. It was organized by Blue Island men and financed by Blue Island capital. During all of the 40 years of its existence its official personnel has been 100 per cent Blue Island citizens.

At the annual meeting of stockholders and directors held in January, 1935, the following were elected: President, Christian Krueger; Vice President, Henry F. Klein; Cashier, Fred L. Zacharias; Assistant Cashiers, John L. Zacharias, Jr., Frank A. Vincent, Philip W. Seyfarth, Wm. J. Mangold; Trust officer, Edward C. Maroney; Assistant Trust officer, Leslie O. McCord; Directors, Christian Krueger, William H. Weber, Henry F. Klein, John C. Klein, Fred L. Zacharias, Andrew L. McCord, John L. Zacharias, Jr., Edward C. Maroney.

In March, 1935, William H. Weber succeeded Christian Krueger as president of the bank and Mr. Krueger was elected chairman of the board of directors. Shortly thereafter, however, Mr. Krueger resigned his position with the bank and entered the real estate business for himself.

The financial statement of the bank at the close of business Dec. 31, 1935, showed total assets of \$3,765,508.01.

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BLUE ISLAND STATE BANK

The Blue Island State Bank was founded by J. M. Lobaugh in 1912 with a capital of \$100,000.00 and surplus of \$10,000. Banking quarters were opened in a new building erected especially for the institution by Mr. Lobaugh at the northwest corner of Western avenue and High street. Mr. Lobaugh was assisted in the bank by his sons Cummings and Charles. Later Dr.

Edward Doepp identified himself prominently with the institution and became vice president. The advent of Blue Island State Bank gave this community its second banking institution. However, within a few years it had acquired a very satisfactory clientele, with deposits of three-quarters of a million dollars.

Then in 1926, with opening of the third Blue Island bank, the Blue Island Trust and Savings Bank, many of the depositors in the Blue Island State Bank switched their accounts to the newer and larger institution. On June 18, 1928, a merger of the Blue Island State Bank and Blue Island Trust and Savings Bank was effected, the latter institution taking over all the cash, bonds and securities covering the liability of Blue Island State Bank to its customers. Cummings H. Lobaugh, cashier, and several other employes of Blue Island State Bank were also taken into the personnel of the Blue Island Trust and Savings. The last official statement published by the Blue Island State Bank before the consolidation showed total resources of \$903,077.36; time deposits \$575,602.34 and demand deposits \$208,599.93.

Upon retiring from the banking business Mr. Lobaugh organized the Lobaugh Securities Corporation and continued use of the former bank quarters. This corporation discontinued business here several years before Mr. Lobaugh's death, which occurred in October, 1935.

* * *

BLUE ISLAND WIMSETT FINANCE COMPANY

Blue Island Wimsett Finance Co. was granted a charter of incorporation by the Secretary of State, November 8, 1927, and opened for business December 10, 1927, at 252 (Now 2411) Vermont street. The company is a strictly local organization, financed and operated by well-known local people. It was organized for the purpose of making character loans to worthy people in amounts ranging from \$100 to \$500 on easy terms of repayment and at interest rates less than half that usually charged by small loan companies; also to handle mortgages and to finance installment paper taken by dealers in the sale of oil burners, refrigerators, washing machines, radios, automobiles, etc. Under the provisions of its charter the company has, within certain limitations, all the powers of a bank, except that it may not receive deposits of money or do a checking business. The authorized capital is \$75,000.00, all represented by common stock. The incorporators were: John E. Steinhart, Arthur Olson and John H. Volp. The first board of directors consisted of eleven members, as follows: John H. Volp, Harry

Rohrbach, Arthur Olson, John E. Steinhart, Roy Massena, R. V. Zacher, Elmer Rohe, S. M. Wilson, C. H. Hannagan, Albert Stolz, Louis Rauch. The first officers were: John H. Volp, president and chairman of the board; Albert Stolz, 1st vice-president; C. H. Hannagan, 2nd vice-president; John E. Steinhart, secretary; Arthur Olson, treasurer.

Blue Island Wimsett Finance Company occupies an important niche among the community's financial institutions. It has been of great help to many people in need of ready funds; it has financed surgical operations and hospital bills, paid taxes, and in many other ways been helpful where cash was needed quickly. Three years ago the annual stockholders meeting voted to reduce the number of directors to seven. Those now serving on the board are: John E. Steinhart, S. M. Wilson, John H. Volp, R. V. Zacher, Wm. Hennig, Joseph Benzing, Wm. Versteeg. The present officers are: John H. Volp, president; S. M. Wilson, 1st vice-president; Joseph Benzing, 2nd vice president; John E. Steinhart, secretary and treasurer.

* * *

BLUE ISLAND TRUST AND SAVINGS BANK

Blue Island Trust and Savings Bank was incorporated March 8, 1926, and opened its doors for business March 20, 1926, with capital of \$150,000.00 and surplus of \$37,500.00. The first officers and directors were: Fred C. Brincken, president; Jacob Thoeming, vice president; Arthur E. Fordtran, cashier. Directors: Joseph Benzing, Fred C. Brincken, H. F. Brueggeman, Joseph P. Eames, Arthur E. Fordtran, Charles Haas, Charles Habich, Patrick J. Hallinan, Charles H. Hannagan, Joseph Jezisik, Harry A. Johnson, Michael Maisel.

Owing to the prominence of the local men behind the enterprise advance subscriptions for stock showed that the authorized capital had been oversubscribed by nearly 1,000 shares. Sumptuous quarters were provided in the beautiful new building erected especially for the bank at the south-west corner of Vermont street and Western avenue. Elaborate dedicatory services, in which the local Lions Club participated, marked the opening of the new bank. Hundreds of visitors, among them many bankers from surrounding communities, inspected the beautiful home of the Blue Island Trust and Savings Bank and extended congratulations and best wishes. It is doubtful if any local business enterprise was ever launched under more auspicious circumstances.

The bank prospered from the beginning and during the succeeding months showed a steady

gain in business. The official statement published January 9, 1930, showed total resources of \$1,684,088.37. Time deposits amounted to \$787,720.10 and demand deposits \$637,031.55.

Suddenly on January 10, 1930, the officers and directors of the bank were shocked and stunned by the news that Gavin Blair McElroy, chairman of the board of directors, had been found dead, a suicide, in the untenanted home of a friend at 6452 Ellis avenue, Chicago. The deed had, according to subsequent evidence, been committed twenty-four hours earlier.

A hurried meeting of the directors was called at which it was decided to close the institution pending a thorough inspection of the assets and accounts of the bank by State Auditor, Oscar Nelson. This examination extended over a period of several weeks. Although a considerable quantity of paper of doubtful value was found, the institution as a whole was declared fundamentally sound. Steps for reorganization were advised and soon taken. One hundred thousand dollars of new capital was provided and early in March the new organization was ready to function. . * * *

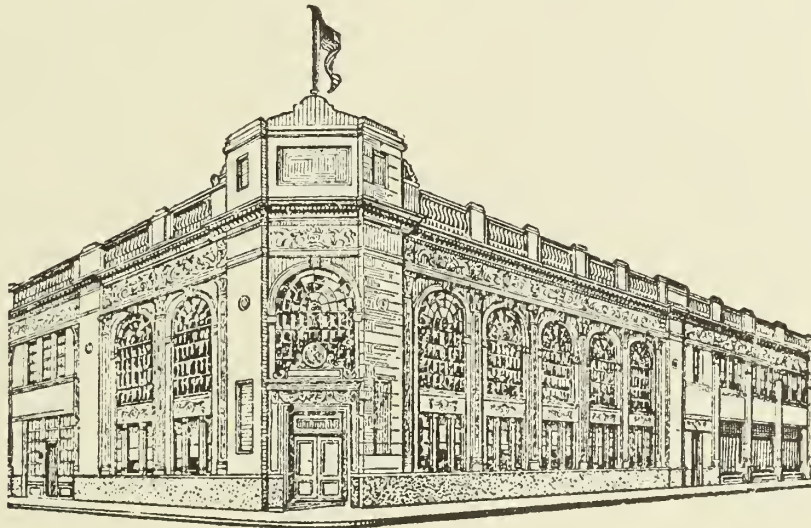
STATE BANK OF BLUE ISLAND

State Bank of Blue Island, to succeed Blue Island Trust and Savings Bank, was incorporated

Vermont street. Management of the bank was entrusted to a newly formed board of directors and to a new advisory committee. The advisory committee consisted of: Joseph E. Lindquist, chairman; E. R. Brigham, T. W. Evans, Joseph M. Lobaugh, W. H. Burns, Ralph G. Hutchins, Patrick T. Hallinan. Directors: A. R. Floreen, chairman; William Schlake, Samuel M. Havens, Cummings H. Lobaugh, C. B. Hutchins, Charles Habich, Walter R. Werner, Jacob Thoeming, Henry F. Brueggeman, Joseph P. Eames, Frank C. Mayne. Officers: A. R. Floreen, president; Cummings Lobaugh, vice president; Frank C. Mayne, vice president and cashier; Henry L. Duff, assistant cashier and trust officer; Esther Steinbach, assistant cashier.

When the critical financial situation all over the country in March, 1933, caused the calling of a "bank holiday" both local banks conformed with the President's order. This order was later extended to include the entire following week.

The First National Bank of Blue Island, a member bank of the Federal Reserve, reopened on Wednesday, March 15, 1933, but the State Bank remained closed awaiting orders from State Auditor Barrett. Belief that the bank would soon again be open was general. In the meantime the business affairs of the bank were being inspected.



State Bank of Blue Island

under the banking laws of Illinois, and opened for business Monday morning, March 3, 1930, with a capital of \$200,000.00, surplus of \$40,000.00 and a reserve fund of \$35,000.00. The new bank took over the business and deposit liability of the Blue Island Trust and Savings Bank and announced that it would continue to use the banking quarters at Western avenue and

In July, State Auditor Barrett announced that he had taken charge of the bank's affairs and on August 7, 1933, official notice of receivership was posted by William L. O'Connell. N. W. Edwards was named deputy receiver. Admission to the safety vaults was open to holders of boxes from 10 a. m. to 3 p. m.

The bank at this time had assets of \$646,000

and deposits of approximately \$320,000. Bills payable amounted to \$91,000.

The receivership continued throughout the year 1934, during which time plans were devised for reopening and reorganization. Sixty thousand dollars of new money was raised by a 30 per cent assessment on the stockholders and the voluntary agreement of depositors was obtained to freeze 60 per cent of their deposits for an indefinite time.

On Wednesday afternoon, January 2, 1935. Circuit Judge G. Fred Rush, entered an order approving the reorganization of the State Bank of Blue Island and discharged the receiver, N. W. Edwards. Although in effect the bank was in existence from that date on the official opening did not take place until Wednesday morning, January 16, 1935, having been closed since the moratorium of March, 1933.

Under the new setup the capitalization consisted of \$100,000 and \$30,000 surplus and contingent fund, including \$60,000 of new money. Restricted deposits amounted to about \$148,000. The opening was accomplished without a loan of any kind. New deposits were unrestricted as to the 60 per cent clause.

The following board of directors was announced: Charles Habich of Habich Bros. Motor Sales; C. B. Hutchins of Hutchins Lumber Company; Samuel Havens of Ingalls-Shepard Division of Wyman-Gordon Co. of Harvey; Jacob Thoeming, wholesale grocer; Dr. Frank W. Tracy, dentist; Rudolph Heitman, retired retail grocer; John L. Synakiewicz, coal and ice dealer; Robert Dillman, general manager Libby, McNeill and Libby; Frank J. Van Overstraeten and Walter Bielfeldt. Officers: C. B. Hutchins, president; Walter C. Bielfeldt, vice president and cashier; Henry L. Duff, assistant cashier and trust officer; Esther Steinbach, assistant cashier.

* * *

Poultry Fanciers' Association

During the years 1902 to 1915 Blue Island was the headquarters of the North-Eastern Illinois Fanciers' Association. This association was composed of fanciers and breeders of high-class exhibition poultry, pigeons and pet stock.

The annual exhibitions, or shows, held in Saenger hall attracted many exhibitors and large attendance from a wide surrounding territory and from other states. The "Blue Island Show," as it was generally known among poultry breeders, ranked next in importance to the National Fanciers Show held annually in Chicago, and many of the breeders who exhibited

there also showed their birds and pet stock at Blue Island.

The breaking out of the war in Europe had the effect of lessening interest in fanciers' hobbies and no more shows were held here after that time. Some of the local men who held membership, and took active part in the affairs of the North-Eastern Illinois Fanciers' Association were: John C. and Wm. Klein, F. Lambrechts, A. W. T. Doermann and his brother Rev. M. P. F. Doermann, Albert Koch, John H. Volp, C. D. Van Antwerp, Joseph Gerdes, C. C. Day, Fred Bauer, H. Dreischerf, Louis Rauch, Charles Volp, Robert Schuemann, Martin Schippel, Otto Sorgenfrei, Robert Seyfarth. Charles Blake, Wilson Brooks and Charles Bohn of Morgan Park also were members.

* * *

Truck Farming

Adjoining closely, and to the west, south and east of Blue Island, are extensive truck farms where tomatoes, cabbage, onions and many other varieties of vegetables are grown. These farms are in a high state of cultivation and are owned and operated by men who have made their line of business a scientific study. The finest and earliest vegetables to reach the Chicago market are grown here at Blue Island. These growers maintain a live organization with a membership of more than a hundred known as Cook County Truck Gardeners and Farmers Association, Local No. 21. The present officers are: President, Gus Termunde; Secretary, John W. Belt; Treasurer, Jacob Ouwenga.

A branch of the Cook County Farm Bureau is located at 2414-16 Grove street. M. E. Tascher, assistant county agent, is in charge.

* * *

Real Estate Board

Blue Island has a real estate board composed of the licensed firms and individuals engaged in the real estate and renting business in Blue Island. The officers are: John Steinhart, president; Peter W. Heintz, first vice president; Ed. Martens, second vice president; Philip Seyfarth, secretary; Arthur Olson, treasurer; Robert Gilson, attorney. Meetings are held twice a month.

* * *

"Cutting through the dam in the river near Roll avenue, a CWA crew struck the original log dam put in 60 years ago there. The old dam was made of heavy logs fastened together by wooden pins. The logs were used in constructing squares in the center of which were put rocks."—Suburban Star. Dec. 22, 1933.



ST. FRANCIS HOSPITAL

This hospital, which fulfills all the qualifications required by the American College of Surgeons, had its beginning here, in 1905, in the old Uhlich home at Gregory and High streets.

Father F. A. Rempe, who at that time was pastor of St. Benedict church, conceived the idea of a hospital for Blue Island.

The need of such an institution had been felt for some years and local surgeons, especially Drs. Edward Doepp and R. L. James, were quick to support Father Rempe's proposal.

After some investigation the Sisters of St. Mary, who in the course of a little better than a quarter of a century had established quite an enviable name for themselves as hospital workers, consented to come to Blue Island and take charge of the proposed institution.

The Uhlich home, the nucleus around which the present beautiful hospital has been built, was purchased for \$30,000 and alterations suitable for its new use were begun at once. Sister M. Alexia, as superior, and Sisters Margaret Mary, M. Columba, Lioba and Sylveria arrived on Nov. 29, 1904.

Many alterations, including the installation of a new steam heating plant, had to be made, but by March 25, 1905, these had been completed and Reverend F. A. Rempe blessed the new St. Francis Hospital. On the following Sunday the hospital was opened up for public inspection and the first patient came in that evening. Every-

one was highly elated and congratulated the good sisters on having filled a long-felt want in the community.

Within a few weeks the necessity of an operating room became evident. Plans were drawn and work on it was begun at once. In the fall several rooms and a laundry were added to the building. From twenty-five to thirty patients could then be accommodated.

The nursing of the sick was carried on in this building for the next ten years. But because they could no longer accommodate all the patients requiring admission, the erection of a large modern hospital could no longer be postponed. Plans were drawn in 1914, and the boiler house and laundry built the same year. On March 19, 1915, ground was broken for the hospital. The cornerstone was laid on May 3rd by the Rev. Paul Rosch. About a year later on Memorial Day, May 30, 1916, the new St. Francis hospital was dedicated with appropriate and imposing ceremonies by the Most Reverend George W. Mundelein, D.D., Archbishop of Chicago. Right Reverend Monsignor F. A. Rempe, former pastor of St. Benedict parish, to whom was due the establishment of the hospital, delivered the dedication sermon.

The hospital is a modern structure of four stories and ground floor. Its equipment is complete in every detail. It contains 100 rooms, about thirty of which were furnished by societies

and by families in memory of some beloved deceased member of the family.

The hospital celebrated its silver jubilee May 14, 1930. with solemn high mass in the hospital chapel at 10 a. m., and at 8 p. m., with a program at which Mayor Frank Kasten, and Dr. Edward Doepp, senior member of the staff of surgeons, made addresses.

During the thirty years of its existence, St. Francis hospital has continued its merciful task



The Former Uhlich Home

Used for ten years as a hospital, now the home of the Sisters of St. Mary operating St. Francis Hospital

of ministering to those afflicted. The steady increase in the number of its patients is ample proof of the efficient and satisfactory care that is maintained as the standard of this hospital. The entire community of Blue Island and its surrounding districts, regardless of religious affiliations, benefit by the self-sacrificing efforts of the Sisters of St. Mary.

During the years of its existence the following Sisters have acted as Superiors:

- Sister M. Alexia—1905-1911.
- Sister M. Columba—1911-1920.
- Sister M. Salesia—1920-1921.
- Sister M. Marcella—1921-1927.
- Sister M. Ludmilla—1927-1930.
- Sister M. Bernardine—1930-1932.
- Sister M. Alexia—1932-.

At present there are nineteen Sisters engaged in the hospital.

Boy Scouts

Troop No. 780, organized October, 1918, has a membership of 38 scouts. C. B. Price was the first scoutmaster, M. W. Hummel is now in charge. Paul W. Rohe, John C. Uehrke, George Warren, J. C. Joens, Lewellyn Hollinger and Rev. A. B. Bell constitute the committee. The Troop is sponsored by the First Congregational Church.

Troop No. 782 was organized in November, 1933, by W. A. Hartwell and now has a membership of 19. W. E. Murphy is the present scoutmaster. The Troop is sponsored by the Church of Christ. Rev. Glenn Crawford, Henry Quade and W. T. Hanify, Jr., constitute the Troop committee.

Troop 783 was organized in March, 1925, by E. W. Kluger, who was its first scoutmaster. The Troop has a present membership of 29 scouts. E. F. Kurschner was scoutmaster until recently, but is now inactive, and has been succeeded by Robert Haas, who is now in full charge. The Troop is sponsored by American Legion Post No. 50, Wm. J. Langenbach, C. A. Roesner and Guy Fox constitute the committee.

Troop No. 787 was organized in February, 1926, by Eric Luenser, who was its first scoutmaster. There are at present nine scouts in the Troop. D. Kaufman is now in charge of the Troop, which is sponsored by the Evangelical Community Church. Ira G. Vanderpoel, James N. McDougall and Emil Helm are the Troop Committee.

Troop No. 788, which is sponsored by St. Benedict Church, was organized by W. J. Gaboriault in March, 1926, and he has been the scoutmaster continuously during the entire ten year period. C. F. Heckler, Thos. Parsons and Henry B. Runde constitute the Troop Committee.

The former executive committee was composed of Fred Schroeder, Bruce Smyth, W. A. Hartwell, Martin Forry and Dr. A. C. Aiken. Mayor Fred Rice and Joseph Lentz are present members of the South Shore Executive Committee. Richard L. Van Horn is District Executive of the South Shore District.

* * *

"On Wednesday, September 5, 1923, 2700 customers of the Sanitary District, were cut over from that service to the lines of the Public Service Co. of Northern Illinois. This was the commercial business, the city continuing use of the Sanitary District juice for street lighting."—Sun-Standard.

NEWSPAPER HISTORY

[NOTE—My connection with the newspaper and printing business of Blue Island covers all but the first nine years since Feistkorn issued the first copy of his Weekly Herald. I remember Feistkorn and Gardner, knew Carl Dilg and Frank Wuest well; worked for Eugene Pope and Steve Reed and succeeded the latter to the business of the Standard. The review of the Blue Island newspaper history which follows therefore represents my personal experience and reminiscences.—John H. Volp.]

The first newspaper printed in Blue Island was the Weekly Herald, started in the spring of 1873, shortly after the village had incorporated. Charles Feistkorn, son of a German Methodist preacher then located here, was the publisher and Carl A. Dilg the editor.

Dilg was a newspaper writer of considerable ability and at this time was the editor of a Blue Island edition of the German newspaper, "Beobachter." He had also for several years been the Blue Island representative and correspondent for the Illinois Staats Zeitung, both of which newspapers were printed in Chicago. In the light of these facts it is possible that it was Dilg, and not Feistkorn, who was the prime mover in starting Blue Island's first newspaper. However that may be, the Herald was short-lived and existed only about a year.

Those were the days when farmers paid their subscriptions in butter, eggs and farm produce and merchants their printing and advertising bills in "trade." This was all right for the personal needs of the printer, but the paper house and type founder demanded "real cash of the realm" for their goods and this the printer was sore-beset to obtain.

So, even though the village board had designated the Herald as the official newspaper for the publication of legal notices, and the citizens in general welcomed its advent, the little community of scarcely a thousand people was unable to give the paper the financial support necessary to make its publication profitable. So, after struggling along for about a year, Feistkorn became discouraged, suspended publication of the newspaper and sought other employment.

The Daily Press, printed in Chicago, then began the printing of a special edition for Blue Island; also issues for Riverdale, Dolton and Washington Heights. This enterprise proved a failure within a short time and publication was suspended in 1875. The following year, the citizens feeling the need of a local paper, raised \$600 by subscription toward the purchase of type and material and employed William Freed-

man to edit and publish the new paper, which was named the Standard. But again financial difficulties arose, Freedman resigned his post and suspension of the paper followed.

Then, through the activity of Carl A. Dilg, the Chicago Sun sought to supply the need with a Blue Island edition of that paper, Mr. Dilg being in editorial charge. This also did not receive sufficient patronage to warrant its continuance, was discontinued, and was shortly followed by the Standard-Herald under the editorship of a man named Gardner. In the meantime Dilg had continued his activities with the Chicago Beobachter, as editor of the Blue Island edition of that paper.

During the summer of 1880, Gardner sold the Standard-Herald to S. F. Wuest, and Mr. Dilg was made associate editor, but still continued to edit the Blue Island edition of the Beobachter. Wuest renamed the paper the Blue Island Standard, introduced business methods and put the enterprise on a more sure financial basis than it had ever been.

I have lying in front of me a copy of the Blue Island Standard dated May 25, 1882, which I believe is the oldest copy in existence of a Blue Island newspaper. The mast-head states that the Standard is "an independent weekly published every Thursday morning by S. F. Wuest, proprietor." The subscription price was \$1.25 per year postpaid.

It is an eight-page paper with patent (or ready-print) on the four inside pages. It has five columns to the page and there are eleven columns of local and one column of medical preparations advertising. The front and back pages are devoted entirely to display advertising, leaving only the fourth and fifth pages for local news. Among the advertisers we find such well-known names as H. B. Robinson, John M. Green, Louis Luchtemeyer, F. A. Reich, F. Schapper, Emil Boehl, Paul Klenk, Aug. Boeber, S. D. Jones, Mrs. C. A. Dilg, Louis Esche, Edw. Seyfarth, Emil Schmitt, Archie Murphy, F. G. Diefenbach, Herman Seyfarth, A. W. Schmidt, Jacob Link, Henry Beer, Wm. Black, H. W. Schmitt, Edw. Eichhoff, Wm. F. Cordt, August Koenecke, H. H. Massey and others. Doctors advertising were J. W. Harmon, J. S. Kauffman, Carl Faber, and E. C. Read; lawyers: Rexford & Prentice; Harmon & Smith; Borman & Burnham. There is a notice among the local news which indicates that Mr. Dilg had just recently severed his connection as associate editor of the paper. An astrologer, this article states, had

given Mr. Dilg a "nativity" delineation which, foretold many happenings in Mr. Dilg's life and among other things predicted that the Standard was to become in the near future, "a mighty engine for public good."

Feistkorn started his "Herald" in a basement room of the old Robinson (later Zacharias) building on the west side of Western avenue. When Freedman assumed management of the "Standard-Herald" he moved the office across the street into a small building owned by the Sauerteig's. It was even in those days a rather dilapidated frame building with only a door and a small window in front. But to me it was the most interesting as well as the most mysterious place in the village, for here the "black art"—which name I had heard many times applied to printing—was practiced. As a boy of 9 or 10 years, at every opportunity I would stand with my face pressed against the window pane peering inside to watch the mysterious operation of printing.

When Wuest bought the paper from Gardner he moved the plant to a frame building located just south of the old Union House on Western avenue, and settled down to getting out a newspaper that would endure. In this he was more successful than his predecessors had been and in the early eighties the shop was moved to more commodious quarters on the second floor of the Emil Boehl brick building (in later years occupied by Wessel's market.)

Here I had my first real opportunity to gratify my boyish longing to see the inside workings of a printing plant. Being a schoolmate of Mr. Wuest's younger brothers, Sam and Art, I soon had frequent access to the shop when in their company and it was not long before I had become initiated in the mystery of "sticking type" and "kicking" the job press.

As I look back I realize that the plant and equipment of those days was of the very crudest kind. Aside from the very limited supply of type and small tools the mechanical equipment comprised a wobbly job press which was propelled by foot power and the newspaper press, a home-made affair which consisted simply of a strong bed built of planks on which the type forms were placed. The forms were then inked by passing a roller over them and then the white newspaper sheets (previously dampened) were laid on the type. A heavy iron roller (said to have been a piece of railroad car axle) thickly padded with felt and covered with muslin was then rolled over the paper. This operation transferred the inked impression of the type to one side of the newspaper sheet. After a quantity

of paper sufficient to satisfy the circulation had been printed in this way another form was placed on the bed and the operation already described was repeated to complete the paper.

In the light of present day achievements in the printing art nothing could possibly have been more crude than the method employed in producing the pioneer newspaper of Blue Island, yet to me at that time it was a marvelous and fascinating process and I determined when I was old enough to become a printer.

The opportunity to realize that ambition presented itself rather sooner than I had anticipated by the advent in Blue Island of one Eugene M. Pope, a young college graduate who had just been married and who was nursing a belief that he was cut out to be a great editor.

Mr. Pope acquired ownership of The Standard in the fall of 1883 and again the plant traveled to a new location. This time to 295 Western avenue, an old brick building standing on the east side of Western avenue, about half way between Vermont and New streets.

Pope was not a printer and did not know the first rudiments of the trade, but his wife had worked in a printing plant and could "stick" type. His first move however was to discard the old wooden newspaper press and to put in a job press large enough to print one page at a time of a five-column newspaper.

One day I heard that a boy was wanted to "learn the trade" at the printing office. Here was my opportunity. I applied for the place and got it. So I cut short my school days, though I was not yet sixteen years of age.

This was in the spring of 1884 and ever since that time I have been "at the game"—going clear through the mill—"devil", apprentice, printer, reporter, editor, publisher, until the present time heading a \$50,000 printing corporation—a busy and strenuous period of half a century.

Mr. Pope paid me \$3 a week "to begin." But as I already had a slight knowledge of how type was set I advanced rapidly and within a few months was doing all the job work, setting and printing statements, letter heads, business cards, etc. Mr. Pope did the writing and Mrs. Pope and I set the type.

Pope was strong on "heavy" editorials. I will say that he was a good writer and his editorials were a feature occupying several columns of the paper each week.

Syndicate plate matter, which now offers easy and unlimited "filler" material for newspapers, was then almost unknown and I remember we

The Blue Island Standard.

Vol VI

Blue Island, Illinois, Thursday, May 25 1882.

No. 21

THE STANDARD.

THE PIONEER DRUG STORE.
Established in 1850.

Blue Island, Ill., Friday, October 17, 1884.

Diefenbach & Rinkenberg,

The Standard.

The Democrats of New York
to rally next Saturday, and the Re-
publicans of South Carolina.

THE SATURDAY SUN.

BLUE ISLAND, ILL. SATURDAY NOVEMBER 1908

Buy Your Liberty Bond In Blue Island and Help This City "GO OVER THE TOP"

THE BLUE ISLAND SUN

BLUE ISLAND, ILL., FRIDAY, APRIL 10 1908

THE STANDARD.

BLUE ISLAND, ILL., FRIDAY, DECEMBER 4, 1908

By Mail
\$1.50
Per Year

Blue Island Sun-Standard

—The Only Newspaper Printed In Blue Island—

Section
One
Pages 1 to 6

Merchants



SUBURBAN STAR



Consumers

Imported from the U.S.A.
to a trade in quality
Beverage

PRESS FIGHT FOR 75 LOCAL TEACHERS BACK DAY

SUBURBAN ADVERTISER

Devoted to the Interests of Progressive Merchants in
Chicago's Great South-western Trading Area

AN. CLEARANCE
IS NOW ON AT
KLINE'S

Vol. III.

Friday, January 1, 1935

No. 11

DEALERS SHOW 1935 AUTOS

COAL HEAT IS
ECONOMICAL
FOR ALL

were often sorely pressed to fill out even the few columns which the paper contained at that time. In order that the paper might not have to go to press at some time or other with empty spaces in its columns Pope would hold five or six of his best editorials in type and then when a dearth of news made it necessary we would shove in one of these editorials under the caption "Reprinted by Request."

In the summer time on Saturday afternoons, the boss and I would "fly kites" in the old Wattles pasture, where the Rock Island yards now are located, and in the winter time we would go coasting down "Fox's hill." Imagine a boss and his employe pulling stunts like that now!

Well, along in 1884, Pope, who in the meantime had been studying law, got enough of the newspaper game and sold out to S. C. ("Steve") Reed, an old residenter and well known throughout this entire section. (Mr. Reed died at his home in Hamlet, Ind., January 3, 1934, and was buried in Mt. Greenwood cemetery following solemn rites held in Masonic Temple, January 13, 1934.)

Reed was a hustler and in a little while the business of the shop and the advertising patronage of the paper had more than doubled. Mr. Reed put his step-son, Howard Hamilton, who was one year my senior in age, into the shop and between us we did the mechanical work while Reed did the writing and looked after the advertising. May Reed and my sister Anna Volp also were employed setting type for the paper.

During this time I was given an opportunity to exercise my ability as a reporter covering the meetings of the village board. There was a good reason for assigning me to this job as many of the early village board meetings were conducted in a conglomeration of English, German and Plattdeutsch, and although all of these were familiar to me it was still a task at times to follow discussions where the three mixed promiscuously in rapid-fire talk. For even up to this time the original agreement that was made when the village was organized was being observed. This agreement was that the city offices should be distributed as equally as possible between the "Yankees," as the early English settlers were known, and the Germans, and arose from the fact that although Blue Island was originally settled by the English the years 1840 to 1860 saw such an influx of Germans that when the village form of government was adopted the German citizens were largely in the majority.

This arrangement worked out rather satisfactorily but it led to some peculiar situations in the transaction of early village business.

The board at that time met in a frame building facing on Greenwood avenue near the site of the present police station. It was a combination of village hall and fire house, the hand-drawn hose cart and the hook and ladder truck, with its rows of fire buckets suspended on each side, standing in the background while the city fathers deliberated seated at a long table.

One day in the fall of 1888, Mr. Reed called Howard Hamilton and myself to his desk and nearly took our breaths with the question: "How would you boys like to buy the paper and printing plant?"

Mr. Reed had become interested more and more in politics and, we knew, had been chafing for some time because he was tied down by the newspaper, but the question fired at us point-blank nearly floored us.

Here were two boys each earning \$9 a week, neither one with a dollar saved up, asked to buy a printing plant for which \$2500 was asked! I knew that my whole capital at that time was the week's wages I had then due me, and Hamilton was in the same boat.

When we told Reed of our fix he said: "That's all right; I'll take your notes and you can pay me as you go along. I know you boys can do better for yourselves than you can working this way."

Well, there we were; the deal was closed and the firm of Hamilton & Volp, printers and publishers of The Standard, came into existence.

My business association with Howard Hamilton is one of the experiences of my life I always look back to with the greatest pleasure and satisfaction. He was a fine young man and one of the best friends I ever had.

We entered upon our new venture with great enthusiasm and immediately sought to broaden our field.

Morgan Park, Washington Heights and Fernwood were then under separate village governments. For some time the shop had been doing commercial printing for the merchants in these communities and we knew that there had been some agitation to get local newspapers started there. This demand we at once sought to fill and in 1889 "The Morgan Park Standard," "The Washington Heights Journal," and "The Fernwood Herald," made their debut in the communities named.

I failed to mention that during Reed's ownership of The Standard the plant had been moved

to the second floor of the new Schapper building, adjoining the drug store. A modern newspaper press had been installed and other equipment added which made it a pretty fair plant except that power to drive the machinery was lacking. This we supplied shortly after taking hold by the addition of a steam boiler and engine. This was a long step ahead. We were now "power" printers and could turn out work in larger quantities and more expeditiously than before. For several years ours was the only printing plant south of 63rd street equipped with power.

The firm of Hamilton & Volp prospered during this time and we were able to pay off a large share of the debt we had assumed when we purchased the business. Our new papers were doing fine and the future looked bright.

But suddenly all this was thrust into gloom. Mr. Hamilton, who married during our second year in business, was taken sick and threatened with consumption. His doctor advised immediate retirement from business and a trip to the Pacific coast as the only possible chance to regain his health.

This meant a quick sale and the raising of all the money he could get hold of. Still burdened with my own debts and unable to at once raise the funds needed Mr. Hamilton was obliged to sell to others. Wade Errett, lately employed by the Chicago Newspaper Union, was the purchaser.

The firm of Errett & Volp was short-lived and was in almost every way the exact opposite to that which had preceded it. Errett was a man much older than myself, and—well—the combination just wouldn't work!

So in the summer of 1894 I sold my interest in The Standard to Mr. Errett, bought a complete new printing outfit and in September of the same year "The Saturday Sun" made its appearance. This name was soon changed to "The Blue Island Sun."

For two years the plant was located at 232 Vermont st., and then moved to the Log Cabin, near the Rock Island tracks. This historic building was the home of the Sun for twenty-one years.

The new paper had "tough sledding" in its early years, bitter competition and the panic of 1895 almost sweeping it out of existence. It survived, however, and from that time on gained steadily in circulation and influence, distancing its older contemporary in all respects within a few years.

Wade Errett continued as publisher of The Standard until the time of his death, which oc-

curred about 1903. Then his widow, Mrs. Lennora Errett, conducted the paper for a number of years, after which her sons, Wade and Clyde, successively took turns at it.

In the spring of 1918 Roy Phillips and Norris Quinn, who were then publishing a Ridge paper known as The Weekly Review, obtained control of The Standard and in October of the same year, when an extreme shortage of newsprint paper, incident to the war period, caused many newspapers to cease or suspend publication, a consolidation of The Standard and The Sun was effected under the present name "Blue Island Sun-Standard." Thus, after a period of "estrangement" lasting nearly twenty-five years The Standard, my first newspaper property, came back home to me.

On April 30, 1920, the Blue Island Publishing Corporation was organized with capital of \$50,000, John H. Volp, Norris W. Quinn, Roy Phillips and Moses Kammerman being the incorporators. The properties taken over by this corporation consisted of the John H. Volp printing plant, the Blue Island Sun, the Standard and the Weekly Review.

In July, 1920, the corporation obtained a fifteen-year lease on the W. O. King laundry building at 231 Vermont street and the printing plant was moved to the larger and immensely better quarters.

Shortly after this move was made it was found advantageous to separate the newspapers from the mechanical, or printing, department and handle them as a separate proposition.

Roy Phillips, Moses Kammerman, and Norris Quinn assigned their interest in the printing plant to me but retained their holdings in the Sun-Standard. This then left me in complete control of the Blue Island Publishing Corporation, while the newspaper, in which I had a half interest, was owned by a separate private company.

Under the consolidation agreement Norris W. Quinn became the editor and Roy Phillips, business manager. I continued as publisher and devoted my time to general supervision of the business. In March of 1921, Mr. Quinn accepted a position as feature writer with a large press syndicate and sold his interest in the Sun-Standard to Roy Phillips. Moses Kammerman of Morgan Park, who since the consolidation had been in charge of advertising, resigned in the early part of 1920 and in August of that year Homer B. Clemmons, formerly with the Englewood Times, joined the Sun-Standard staff as advertising manager. In March, 1921, Mr. Clemmons identified himself

more closely with the paper by buying a half interest of Mr. Phillips' holdings. At this time, also, Myron Jones, lately of Huntsville, Alabama, was engaged as editor and in the following June he, too, acquired part ownership in the Sun-Standard by buying a one-fourth interest, the balance of the Phillips-Quinn holdings.

The owners of the Sun-Standard then, at that time, were John H. Volp, with a half interest

In the spring of 1930, Selwyn Otis and Arthur Voigt secured an option to buy the Suburban Star, and on March 15, 1930, the name "Associated Suburban Publishers," which had been used since establishment of the Star, was incorporated with capital stock of \$5,000.00, the incorporators being E. W. Little, Selwyn Otis and Arthur Voigt.

On August 14, 1930, the capital stock of the



Front Page, Centennial Edition Blue Island Sun-Standard

and Homer Clemmons and Myron Jones each with a quarter interest.

In the spring of 1923 we began the publication of The Suburban Star, devoted to the interest of the communities in the North Ridge section. This newspaper is now in its thirteenth year and firmly established. Some of the editors who have served on the Star are Myron Jones, Harold Clemmons, Selwyn Otis and Charles Lakin. Since 1934 it has been under the editorial management of Wesley Volp.

March 1, 1928, Myron Jones sold his one-fourth interest in the Sun-Standard to Roy Massena and several associates and moved to Texas. Hill Lakin, who previously had assisted Mr. Jones, then became the editor.

Associated Suburban Publishers was increased from \$5,000 to \$50,000, and a reorganization of the various interests was effected. Under this new set-up the Suburban Star and the Blue Island Sun-Standard were merged. The name Suburban Star was chosen for the consolidated sheet as being more comprehensive in territorial scope than the older and more localized "Blue Island" Sun-Standard.

This belief I did not share, but I was willing to go along and try it out. I felt that to discard a name that had grown up with the community, that had stood the test of time and had become, one might say, a household word, was a mistake of the gravest kind. And so it proved to be.

The first issue of the paper under the new name was dated August 29, 1930. Hill Lakin and Selwyn Otis composed the editorial staff; Homer Clemmons and Arthur Voigt, advertising; Myron Jones, business manager.

The name Suburban Star did not "take" locally and the prestige that was once enjoyed by the Blue Island Sun-Standard began to fade.

Myron Jones, who had been engaged to manage the Suburban Star when the papers were merged, tendered his resignation in February, 1932, and it was accepted as effective February, 27, 1932.

The name, Suburban Star, was continued until the end of 1934, two editions being printed each week—one known as Blue Island edition, the other as Ridge edition.

In the January 4, 1935, edition, under the caption, "An Old Friend Greet's You," announcement was made that the newspaper had resumed its old name—Blue Island Sun-Standard—and that the former Ridge edition would carry the name Suburban Star.

That is the situation at the present time and the change back to the original names has proven beneficial to both newspapers. Hill Lakin is editor and Homer Clemmons advertising manager of the Sun-Standard. Wesley Volp is editor and manager and Elmer Lysen news editor of the Suburban Star.

The officers of the Associated Suburban Publishers, incorporated, are: John H. Volp, president and business manager; Harold Volp, vice president; Homer B. Clemmons, treasurer; Joseph W. Lentz, secretary.

* * *

OTHER NEWSPAPERS

During the years covered by the life of the Sun-Standard and its related predecessors, a number of other papers have from time to time come into the local newspaper field, played their part, and then passed on to oblivion. Nearly all of them existed but a short time.

Since a complete list is not available, I will mention a few that readily come to mind:

DER BEOBACHTER, (Blue Island edition) of which Charles Dilg was the editor. This was a popular newspaper among our German citizens in the late 70's and early 80's.

THE CRUCIBLE, published by Christian Zacher, (brother of the late August Zacher) 1891-92. Existed but a few months.

BLUE ISLAND NEWS, Paul Worden, editor. This paper was started in the spring of 1909 and was purely a political sheet. It was promoted and financed by a small group of men who op-

posed the reelection of George Gobét as mayor. After the election, when there were no more campaign funds forthcoming, the paper passed into other hands. The Wattles boys tried to keep it alive but it soon passed out of existence.

THE COMMERCIAL JOURNAL, Florence Crane, publisher; a small four-column eight-page paper, existed only a few months during the fall of 1900.

THE GOLDEN GATE POST, J. L. Tucker, editor. A free distribution advertising and promotional sheet. Published during the summer and fall of 1928.

THE ECONOMIC UNIT, a small publication printed in magazine form at irregular periods during the years 1924 and 1925. Leslie ("Ben-nie") Leonard was the editor and publisher.

THE FREE PRESS, Myron Jones, editor. Shortly after Jones severed his connection with the Sun-Standard in February, 1932, he started an "opposition" paper named as above. The first issue was dated March 3, 1932, it faded rapidly during 1934 and by fall it had passed out.

SUBURBAN ADVERTISER, a standard size advertising newspaper established in 1933 by Associated Suburban Publishers and printed in the plant of the Blue Island Publishing Corporation. It was distributed free by carrier throughout the Blue Island and Beverly Hills trading area. Publication was discontinued in 1935.

BLUE ISLAND BULLETIN, a weekly advertising sheet printed by Roy Andrews at Midlothian and distributed free to residents of Blue Island. The paper was started in February, 1933, in standard 6-column size. It has since been changed to tabloid form.

SUBURBAN SHOPPER, C. Den Herder, publisher. A weekly free distribution advertising sheet, started December 4, 1935. Tabloid size.

* * *

"The first fatal accident on the Rock Island railroad near here occurred in September, 1857, about five miles south of Blue Island. A man named Seeman was crossing the tracks driving a yoke of cattle hitched to a wagon. A train coming on struck his wagon, killed one of the oxen and capsized the wagon on himself, killing him almost instantly. Justice Heber Rexford held an inquest on the body and a verdict was rendered in accordance with the facts."—Chicago Democrat, September 15, 1857.

* * *

From the Standard, February 27, 1891: "Dip-nets have been in great demand the past few days. Fish are plentiful in Stony creek and large numbers of them have been carried home."

City Council Notes

(Continued from Page 182)

March 7, 1921—Charles J. Olson resigned from city council as alderman of the Fifth ward. Mr. Olson was a candidate for mayor at the April election.

March 21, 1921—Passed Ordinance No. 965, establishing daylight saving time for Blue Island.

April 25, 1921—Awarded contract for auditing city's books and records to Jonathan B. Cook & Co., for \$225.00.

Result of the general city election held April 19, 1921, was as follows:

Mayor—Paul T. Klenk (defeating E. B. Bronson and Charles J. Olson.)

City Clerk—George J. Landgraf.

City Treasurer—Harvey L. Melvin.

Police Magistrate—Henry Buhring (defeating Edmund Sorgenfrei, George Draeger and Peter Heintz).

Aldermen—First ward, Henry J. Schnurstein; Second ward, George F. Fiedler; Third ward, Charles Andersen; Fourth ward, Joseph W. Lentz; Fifth ward, J. P. Wiessner (full term); to fill vacancy, Edward Hopf.

Total number of votes cast, 4741.

	Men	Women	Total
First ward	413	337	750
Second ward	378	298	676
Third ward	384	318	702
Fourth ward	633	536	1169
Fifth ward	607	591	1198

June 20, 1921—Voted to place a traffic guide light at the corner of Western avenue and Vermont street at cost of \$80.

Roy Massena reappointed city attorney.

Council voted to purchase street signs for all street intersections on Western avenue, between 119th street and 135th street at a cost of \$411.37.

Ben Steffes resigned from police department after more than 20 years of service.

September 6, 1921—Mayor Klenk appointed the following committee to cooperate with the American Legion in the matter of deciding on a suitable memorial for soldiers serving in the late war: J. P. Wiessner, chairman; Joseph W. Lentz, C. J. Andersen.

Passed Ordinance No. 976, "regulating the right of children to be on public streets at night."

This was a curfew law. A similar law was passed by the city council under Mayor Gobet, May 18, 1908.

The question of redistricting the city into additional wards was discussed at a meeting of the city council on Sept. 19, 1921, but the Judiciary committee reported "owing to the financial condition of the city, we recommend the wards be left as they now are, until the city is better fixed financially."

Passed Ordinance No. 984, "regulating the discharge and sale of fireworks in the City of Blue Island."

On September 21, 1921, Mayor Klenk returned this ordinance to the council with his veto, reciting five reasons for his action.

The council sustained the veto, and referred the ordinance back to the Fire Committee to be redrafted to conform to the mayor's recommendations.

Voted to purchase a Pitometer to cost \$250 for use of the water department. (This instrument is used in locating leaks, etc).

Passed revised water ordinance.

Passed a resolution segregating the receipts and expenditures chargeable to the water fund from the general corporate accounts.

Nov. 28, 1921—Passed anti-smoke ordinance.

An epidemic of diphtheria, which, for a time, threatened to close the schools, was a matter of great concern to the health commissioner and city physician at this time. Prompt and drastic regulations by the city council, in cooperation with the health authorities, curbed a general spread of the disease.

January 3, 1922—Two platoon system put into effect in Blue Island fire department. Following were the first paid firemen appointed under this law: John Sauerbier, house captain and fire truck driver; Charles Bailey, Howard Baker, Harry R. Hammond, firemen.

February 6, 1922—George Pettijohn resigned as member of the Library board owing to his moving from the city. Willis N. Rudd appointed by the mayor to fill the unexpired term.

March 22, 1922—Special Market Day committee reported that "after a careful and painstaking poll of the territory affected by the Blue Island Market showed a majority of the residents and taxpayers in favor of abolishing the market." Committee therefore recommends that all ordinances now in effect in any way regulating or affecting the market be repealed.

Repealing Ordinance No. 997 was then passed and the day, commonly known as Blue Island Market Day, officially came to an end within the city limits May 1, 1922.

May 15, 1922—Passed Ordinance No. 1001, providing for the paving with concrete, grading

and curbing the following system of streets: Canal street, from the east line of Western avenue to the west line of Division street; Market street, Broadway and Desplaines street, from the east line of Western avenue to the east line of State street; Rexford street, Gregory street, Wabash street, Chicago street and State street from the south line of Canal street to the north line of Desplaines street; and Chatham street from the south line of Canal street to the south limits of the city. Engineer's estimate of this improvement, \$165,250.87.

June 5, 1922—Ordered repaving with brick of both sides of Western avenue from 119th street to Burr Oak avenue, money to be appropriated from vehicle and corporate funds.

Passed an ordinance requiring railroad companies to properly light the places where the streets are intersected by railroad tracks.

Passed Ordinance No. 1005, concerning the licensing of paint and wall paper stores, and Ordinance No. 1006, concerning the licensing of hardware stores.

Total water consumption for the period from Nov. 1, 1921 to May 5, 1922, according to Chicago meter readings, was 177,397,500 gallons.

The city clerk reported that he had received the following complaints:

"The awful dust on 123rd street."

"The awful dust on Vincennes avenue."

"The awful dust on Ogden avenue."

"The awful condition of 119th street, between Vincennes avenue and Western avenue."

Action to have these streets oiled was taken.

A communication from the Illinois Commerce Commission, in regard to the rebuilding and widening of the viaduct over Western avenue, provided that the work should be completed on or before June 30, 1923, and that the cost of this improvement be spread as follows: the Rock Island railroad company to pay \$21,800; the Chicago & Interurban Traction company \$7000, and the City of Blue Island, \$7000.

In reply to a question that was asked by Alderman Koenecke at a previous council meeting as to whether or not the dirt excavated from under sidewalks belonged to the city, City Attorney Massena gave it as his opinion that the dirt under sidewalks belongs to the city, quoting as authority a court decision rendered in a case of that nature in La Salle, Ill.

The annual appropriation bill passed at this meeting called for a total of \$137,303.24 for all municipal purposes.

Sept. 18, 1922—Committee on Plats, Public

Grounds and Buildings recommended that a separate heating system be installed at the public library building, thus doing away with the underground steam line from the city plant.

Council supported the recommendation unanimously and instructed city clerk to advertise for bids to have the change made.

Oct. 2, 1922—City council voted to accept invitation of Rock Island railroad to participate in the observance of the 70th anniversary of the railroad to be held at the Blue Island depot on October 7.

Replying to questions raised in connection with vendors and peddlers (with particular ref-



Rocco Guglielmucci

Alderman Third Ward 18 Years

erence to market day) City Attorney Roy Massena quoted the following paragraphs from the statutes: "Section 23 of Chapter 5 of the Revised Statutes of Illinois allows every farmer, fruit and vine grower, and gardener, to sell his own produce in any place or market where such articles are usually sold without paying any state, county or city tax or license.

"With reference to the right of former soldiers and sailors of the United States or of the State of Illinois, honorably discharged from the military service, to vend, hawk and peddle goods without a license, Sections 626-627, of Chapter 24 of the Revised Statutes of Illinois make it mandatory for the city clerk to issue a license, without fee, to such former soldier or sailor."

Bought a team of horses for the East Side Fire Company from George Roll for \$300, and voted to sell the team now being used at the No. 4 firehouse.

Nov. 6, 1922—Awarded contract for installing heating plant in the public library to Pronger Bros., on their bid of \$775.00.

Entered into an agreement with the City of Chicago to pay said city for care of prisoners sent from Blue Island to the House of Correc-

tion at the rate of 50 cents per day for each day said prisoners are confined therein.

Feb. 5, 1923—Mayor Klenk reappointed George Oetjen, Frank X. Rauwolf and John C. Joens members of the board of directors of the Blue Island Public Library.

Passed Ordinance No. 1017, designating Vermont street a "through street."

April 23, 1923—Granted the Fans Association a permit to place a memorial monument at the



*Paul Klenk
Mayor of Blue Island 1921 - 1929*

north-east intersection of Burr Oak and Western avenues.

A canvass of the votes cast at the general city election held April 17, 1923, showed the following to have been elected:

Mayor—Paul Klenk.

City Clerk—George J. Landgraf.

City Treasurer—George J. Roll.

Aldermen—First Ward, Harold Volp; second ward, George F. Fiedler; Third ward, Charles Andersen; fourth ward, Joseph W. Lentz; fifth ward, J. P. Wiessner.

Total number of votes cast in all wards—3243.

May 21, 1923—City council received notice that Chicago Sanitary District will positively discontinue the furnishing of electrical energy in Blue Island on August 5, 1923, when the temporary three year contract expires.

June 4, 1923—Passed Ordinance No. 1037, amending Ordinance No. 894, "regulating the sale of firearms and other dangerous weapons."

July 2, 1923—Mayor Klenk reported that he had revoked the hotel license of Phil Kimmel, keeper of the Burr Oak Hotel on the ground that he was maintaining a house of ill fame. The mayor's action was sustained by the city council.

Entered into contract with Alvord, Burdick and Howson to make an examination and report on the question of a municipal electric light and power plant for the city of Blue Island.

July 16, 1923—Granted Gilbert & Bennett Mfg. Co. permission to make a 6-inch water main connection with the city's main in Burr Oak avenue at the western limits of the city.

Voted to borrow \$1000 to complete oiling of streets.

Passed annual appropriation ordinance. Total for all purposes \$258,731.57.

August 8, 1923—Adopted resolutions on the death of President Warren Harding, who died August 2, 1923.

Mayor Klenk proclaimed August 10th, between noon and sunset, as a time of mourning; that all business houses close during this time, and that all citizens attend the memorial services at Central Park from 3 to 4 o'clock as a mark of honor and respect.

AGREEMENT WITH PUBLIC SERVICE Co.

August 13, 1923—Entered into an agreement with the Public Service Co. of Northern Illinois for the sale to the company, for the sum of \$54,000, of poles, cross arms, wires, fixtures and other appurtenances (with certain exceptions) comprising a part of the general street lighting system of the city of Blue Island; also granting the company a franchise "to construct, maintain and operate for a term of thirty years a system for distribution and sale of electricity for lighting, heating and power purposes."

Section 1, of Ordinance No. 1047, reads as follows:

"That the City of Blue Island sell to Public Service Company of Northern Illinois, for the sum of Fifty-four thousand (\$54,000.00) Dollars in cash upon the delivery by said City to said Public Service Company of Northern Illinois of the property herein described, and of a good and sufficient deed of sale thereof, the following described personal property, to wit: All poles, cross arms, wires, fixtures and other appurtenances, as described in a certain inventory bearing date of April 28th, 1923, a copy of which is on file in the office of the City Clerk of the City of Blue Island (with the exception of approximately two hundred ninety-six (296) series street lamps together with approximately one hundred seventy-eight (178) poles and the brackets and wires, comprising the general series street lighting system, of said City of Blue Island and also with the exception of approximately one hundred four (104) ornamental street lamps, together with the brackets

and wires, comprising the ornamental street lighting system, erected on trolley poles of the Chicago and Interurban Traction Company in Western Avenue and Vincennes Avenue in said City of Blue Island, and all other personal property now used in and about and forming a part of the electric distribution system of the City of Blue Island, Cook County, Illinois."

Ordinance No. 1048 provides for the sale and distribution of electricity. Section 1 reads as follows:

"That right, permission and authority be and the same are hereby granted to Public Service Company of Northern Illinois, its successors and assigns (hereinafter referred to as the "Grantee"), to construct, maintain and operate in the City of Blue Island (hereinafter referred to as the "Municipality") in the State of Illinois, for a term of thirty (30) years a system for the distribution and sale of electricity for lighting, heating and power purposes, within and outside the corporate limits of said Municipality, and to construct, maintain and operate all necessary poles, wires, conduits and apparatus necessary or convenient for such system in, upon, along, over, across, above and under each and all of the streets, alleys, avenues, and other public places in said Municipality, subject to the conditions and regulations hereinafter set forth."

"If said purchase be consummated hereunder, the Company shall pay for said property the sum of Twenty-seven Thousand Dollars (\$27,000.00) payable as follows: Twelve Thousand Dollars (\$12,000) in cash upon the transfer of said property to the Company and the remaining Fifteen Thousand Dollars (\$15,000) in five (5) equal annual installments of Three Thousand Dollars (3,000.00) each, the first installment to be paid one (1) year after the date of said transfer and the remaining installments to be paid at intervals of one (1) year thereafter."

[Note: The \$27,000 payment specified in the above paragraph is for equipment not included in the inventory bearing date of April 28, 1923, and is in addition to the \$48,000 mentioned in section 1 of Ordinance No. 1047. Altogether Blue Island received \$85,000 for the sale of its street lighting system to the Public Service Company. The "ornamental street lights" referred to in the preceeding paragraphs were those mounted on brackets on the iron trolley poles along Western and Vincennes avenues and were not included in the sale.]

The agreements set forth above were not concluded at once, but obligated the company to "make the purchase at the price and in the manner aforesaid *only in case* the City shall:

"(a) Elect on or before August 13, 1924, to sell to the company said property . . . and in token of such election shall pass and put into effect a proper and valid ordinance therefor:

"(b) On or before August 13, 1924, pursuant to such ordinance, sell, assign, and set over and transfer to the company said property by an appropriate deed of transfer

"(c) On or before August 13, 1924, enter into a street lighting agreement with the company . . . whereby the company shall provide, and the city shall agree to take from the company *exclusively*, for a term of ten (10) years, general and ornamental street lighting service at the company's prevailing prices for such service."

In the meantime the Sanitary District contin-

ued temporarily to supply electric service during which time several plans whereby the City might continue further use of the Sanitary District electric service were considered. But each of the plans submitted called for the expenditure by the City of considerable sums of money which it could not afford and finally, in March, 1924, the conditions of the agreements with the Public Service Company of Northern Illinois were consummated and that company now owns the electrical distribution system of the City, and has an exclusive franchise for furnishing electric current within the municipality.

Sept. 4, 1923—Contract for resurfacing East Side pavement, north of Vermont street, was awarded to Tuftread Road Service on their bid of \$9,600 for the completed job. Toward this amount the Third ward Improvement Club agreed to contribute \$2000.

Dec. 17, 1923—Settled the claim of Mrs. Anna James for personal injuries sustained by



Harold C. Volp

Elected Alderman, First Ward, 1923; Served Ten Years

falling on a slippery walk on Western avenue, for \$200—John C. Klein paying \$100 and the city \$100.

Council voted to have a municipal Christmas tree on the lawn at the city hall.

Awarded contract for 1000 feet of 2½-inch fire hose to Eureka Fire Hose Co. at \$1.15 per foot.

March 17, 1924—Authorized Doerr, Lindquist & Doerr to draft specifications in accordance with blue prints submitted for new addi-

tion to city hall, their commission to be 6 per cent of total cost.

Members of Second Ward Improvement Club go on record as opposing establishment of an auto tourist camp on the banks of the canal in the Second Ward.

April 7, 1924—Awarded contract to Essco Manufacturing Co., in the amount of \$2148.30, for "stop and go" lights to be placed at the intersections of Burr Oak and Western, Vermont and Western, Broadway and Western.

Aldermen elected at the general city election held April 15, 1924.

First ward—Alfred Koenecke.

Second ward—Charles Mosel.

Third ward—Rocco Guglielmucci.

Fourth ward—Charles Schrage.

Fifth ward—Edward Hopf.

On the proposition for the establishment, maintenance and conduct of a playground and recreation system, and the levy of an annual minimum tax for the conduct thereof, one and one-third mills on each dollar of assessed valuation, the vote was 2617 for, and 762 against.

May 5, 1924—Passed Ordinance No. 1064, establishing a playground and recreation board.

Mayor Klenk announced the following to be the members of the first Playground and Recreation Board: Dr. Frank Tracy (term one year); Arthur C. Seyfarth (term two years); Mrs. Jacob Postweiler (term three years); Harry M. Schlemmer (term four years); Frank Kasten (term five years).

The council concurred in the appointments.

Ordinance No. 1065, providing for the appointment of a zoning commission of seven members who shall have power to prepare a zoning ordinance covering the entire city of Blue Island, was then read and passed.

Granted the petition of the American Legion Post to have the memorial monument now located at Burr Oak and Western avenues, removed to Memorial Park. Expense incurred in such removal to be borne jointly by the city and the American Legion.

May 19, 1924—Passed Ordinance No. 1069 "suppressing and prohibiting itinerant merchants and transient vendors of merchandise in the City of Blue Island." Also passed Ordinance No. 1070 "suppressing and prohibiting hawkers, peddlers and itinerant merchants in the City of Blue Island."

July 7, 1924—Voted to contribute \$100 to the Lorain, Ohio, Chapter of the Red Cross for relief of the tornado stricken city.

July 14, 1924—

REPORT ON PROPOSED CITY HALL

The committee on plats, public grounds and buildings and the finance committee, reported favorably on the proposed addition to the city hall and recommended the passage of an ordinance providing for a \$40,000 bond issue to defray the total expense of the erection of the new building.

The committee also reported favorably on leasing the second floor quarters for a period of 50 years to Blue Island Post No. 50, American Legion on the following terms: The Legion to pay \$5000 upon execution of the lease; \$1000 per annum for the five years thereafter, and \$1.00 per annum for the balance of the term of the lease.

The acceptance of the American Legion to the terms outlined above was attached to the committee's report.

The city council concurred in the committee's report and ordered that suitable action be taken to carry out its provisions.

Voted to advance Doerr, Lindquist & Doerr, architects for the new city hall, \$1,200 on account of services rendered.

The annual appropriation bill, passed at this meeting, called for a total of \$337,469.90, which amount included the \$40,000 bonds for the new city hall.

Aug. 11, 1924—Adopted resolutions of condolence on the death of Edward N. Stein, former mayor and lifetime prominent citizen of Blue Island.

Results of the special election held August 19, 1924, for—First, the proposition to issue \$10,000 bonds of the city to pay the city's portion of the cost of widening the subway under the Rock Island tracks, on Western avenue, carried by a vote of 198 to 53. Second, the proposition to issue bonds of the City of Blue Island in the sum of \$40,000 for the purpose of building an addition to the city hall, carried by a vote of 169 for and 77 against.

Sept. 2, 1924—Bids for constructing the new city hall were opened and the following contracts awarded: General contract to Rauwolf Bros., on their bid of \$25,452.00; contract for the plumbing awarded to Pronger Bros., on their bid of \$4,317.20; E. J. Claffey Co. were awarded the contract for the heating equipment for \$3,450.00, and Blue Island Electric Shop (Geo. Bohnstengel) the electric wiring for \$408.00. Contract for the jail cells was not awarded at this time but was left open for fur-

ther consideration. The estimate for these was \$4,924.00.

Passed and approved an ordinance pertaining to the electrification of the Illinois Central railroad through Blue Island.

Ordered siren installed at the Rock Island railroad crossing on Vermont street; also one at Vermont and Western avenues.

Dec. 1, 1924—Sanitary District of Chicago filed its acceptance of an ordinance passed by the City Council of the City of Blue Island on Oct. 14, 1924, granting to the said Sanitary District a perpetual easement, right and authority "to construct, reconstruct, repair, maintain and operate an intercepting sewer, drain and outlet, upon, under and through all the streets of the City of Blue Island traversed by the right of way of said intercepting sewer."

Committee on Health reported they had engaged the services of a full time graduate Health nurse from the Chicago Tuberculosis Institute.

Dec. 15, 1924—Passed resolutions of condolence on the death of Charles Adams, formerly alderman of the Fifth ward.

January 12, 1925—Council authorized sale of fire houses known as No. 2 and No. 3, together with the real estate on which they are located.

February 24, 1925—The following bids were received for the No. 2 fire house and real estate: Habieh Bros. Motor Sales. \$800.00; Harry Truesdile, \$5,550. The bid of Harry Truesdile was accepted and the property sold to him.

April 20, 1925—Adopted resolutions of condolence on the death of Edward Hansen, former alderman of the Third Ward.

April 27, 1925—Result of the general city election held on April 21st:

Mayor—Paul T. Klenk.

City Clerk—George J. Landgraf.

City Treasurer—Willis P. Whitfield.

Aldermen—First Ward, Harold C. Volp; Second Ward, George F. Fiedler; Third Ward, Louis F. Brockman; Fourth Ward, Joseph W. Lentz; Fifth Ward, J. P. Wiessner.

On account of the death of A. G. Kern, superintendent of streets, Mayor Klenk appointed R. B. Hammond to fill the position.

Resolutions of condolence on the death of Mr. Kern were then read and adopted by the city council.

May 25, 1925—Received check for \$2500.00 from the American Legion as first half payment on the \$5,000.00 the Legion agreed to pay for their rooms in the new city hall.

Mayor Klenk reported that he had accepted the resignation of Otto Wilcke as lieutenant of police, to take effect July 1, 1925, Mr. Wilcke having availed himself of the provisions of the Policeman's Pension Act.

June 22, 1925—Passed Ordinance No. 1096, amending Ordinance 906, known as the building and fire limits ordinance; providing for the appointment of a building inspector.

Mayor Klenk approved the ordinance and appointed Henry J. Schnurstein building inspector, same to take effect at once.

July 6, 1925—Alderman George J. Fiedler appointed trustee of Police Pension Fund for term ending April 30, 1926, and Christian Krueger for the term expiring April 30, 1927.

August 3, 1925—On recommendation of the Fire Committee—Aldermen Lentz, Fiedler and Volp—the city council voted 6 to 3 to accept the bid of the Seagrave Company in the amount of \$13,000.00, for one 1,000-gallon motor pumper for the fire department. The Seagrave Company offered to buy the old horse-drawn chemical and hose wagon for \$250.00, this amount to be deducted from the contract price of the new pumper.

On a petition of abutting property owners voted to change the name of Prospect street, from 119th street south to Vincennes avenue, to Longwood drive in order to conform as a continuation with the street of that name inside the Chicago city limits.

Zoning Commission held its first public hearings in the city hall October 20, 21 and 22, at o'clock p. m. Subject: Discussion of the zoning map and ordinance prepared by it for submission to the city council.

October 19, 1925—Passed Ordinances No. 1124 and 1125 designating Burr Oak and Vincennes avenues through streets:

Awarded contract to Pronger Bros. on their bid of \$727.00 for a Hart oil burner to be installed in the city hall.

November 30, 1925—Adopted resolutions of condolence on the death of Willis N. Rudd (At the time of his death Mr. Rudd was chairman of the Zoning Commission and a member of the Library Board.)

January 11, 1926—Passed Ordinance No. 1135, known as the Blue Island Zoning Code.

Mayor Klenk appointed the following members of the Board of Appeals regulating zoning: Edward Martens, one year term; T. R. Foster, two years; Frank R. Krueger, three years; Emil Schmitt, four years; Adolph Helquist, five years (chairman).

BLUE ISLAND FIRE DEPARTMENT

By FIRE CHIEF JOHN LINK



Showing 750 G.P.M. and 1000 G.P.M. Seagrave Pumpers

On September 4, 1879, seventeen men met in the Village Hall to organize a fire company. The names of the seventeen men are as follows: Henry J. Beer, William Bitter, Oscar Boermel, Carl Brand, George Englehardt, John Clausen, Fred Hohmann, Mathias Helbreg, Jacob Link, August Ularks, Henry Neibert, Christian Peters, Fred Landgraf, William Schreiber, Gustaf Volkman, John Wolf, and Nick Behrens.

The meeting was called to order by Fred Hohmann and the first order of business was the election of officers. Carl Brand was elected the Captain, and as such was to be the chairman of all meetings. Mathias Helbreg as Secretary, and George Englehardt as the Treasurer.

A committee was then named to go to the Village Board and petition the Village for the necessary hose and cart for fire service. To this committee were named Fred Hohmann, Jacob Link, and John Wolf. Oct. 8th, 1879, this committee reported back that the Village fathers would purchase the hose and cart, and that the Captain, the Secretary and the Treasurer were to act with the Village fathers in the purchase of the cart and hose.

The Village board at some time before had purchased some ladders for fire purposes, but

had not provided any means for taking them to a fire, so a committee was named to take up a public subscription to raise funds to build a ladder wagon. To this committee were named William Schreiber, Henry J. Beer and William Nutzmann (a new member). This action was taken on the 29th day of November, 1879. For specifications of the ladder wagon the committee of Carl Brand, Mathias Helberg, Jacob Link and G. Volkman were appointed. On January 10th, a contract was signed by Jacob Link and Gustaf Volkman to build the ladder wagon for the sum of \$175.00.

At about this time there was organized a fire company on the South Side and known as Fire Co. No. 2. We have no records as to the date of organizing of this Company. On the 11th day of December, 1880, the two fire companies agreed to combine as a fire department and each company to appoint a committee of three who should meet at the Village Hall for the purpose of selecting a fire marshal. This combined committee met at the Village Hall, December 13th, 1880, and after taking two preliminary ballots, they cast a third ballot and elected Henry Ganty as the first Fire Marshal of the Blue Island Fire Department, he to have full command at all

fires. For an Assistant Fire Marshal, Jacob Thoeming of Co. No. 2, was appointed.

The uniform of the Fire Department was selected and consisted of a red flannel shirt with blue front outlined in white with the monogram B. I. F. D. and company number on the breast. Also blue cap and a leather belt which was lettered to designate the rank and position of the wearer.

The headquarters of Co. 1, was in the Village Hall building which was a long wooden building located where the reservoir now stands. In the year 1891, Company 1 was moved into the new Village Hall now used as police station. In September, 1893, the Fire Department changed their uniforms to conform with that of the Chicago department. Blue coat and pants with cap to match. The coat, as today, was double-breasted with nickel buttons.

Dec. 13, 14 and 15th, 1893, a bazaar was held in the old Saenger Hall for the purpose of raising the money for the purchase of the combination chemical and hose wagon which marks the beginning of regular horse drawn apparatus and paid driver. The first regular paid man in the fire service was Holden Stafford who was appointed as driver and caretaker and had his sleeping quarters in the Village Hall building, being on duty 24 hours per day.

In 1896, the Company No. 1 was moved into the quarters now occupied as fire department headquarters, and on the morning of May 17th, 1896, at the hour of 1:15 a. m., a fire broke out in the barn at the rear of the Union House on Western avenue and due to the shortage of water and a high wind the fire spread to the Turner Hall and Saenger Hall and from there it spread north and east until it came to the top of the hill on Rexford street, burning out 25 buildings on Henry street, Grove street, and Western avenue, with an approximate loss of \$125,000.00. The Chicago fire department was called on for assistance and three steamers and hose wagons were sent out over the Rock Island Railroad under the command of District Marshal Joseph Kenyon from the Englewood district, 64th street and Wentworth avenue. Shortly thereafter the Village purchased a second-hand steamer from the City of Chicago and this steamer did business for the fire department until the first motor driven pumper was installed.

The first motor driven pumper, a 750 G.P.M. Seagrave Pumper was purchased Jan. 8th, 1917, and put into service April 23rd, 1917. The next piece was a motor ladder truck put into service Dec. 1st, 1919, and the 1000 G.P.M. Seagrave Pumper was put into service Nov. 1st, 1925.

The double shift of full time firemen, known as the two platoon system, was instituted in the Blue Island Fire Department, Jan. 1st, 1922, to conform with the law of the State of Illinois. This system means that there are two groups of firemen working 24 hours per days on alternative days. In other words a full time fireman works 24 hours straight through and is off duty 24 hours.

The Firemen's Pension Act was complied with and a pension board organized for the paid firemen in the year of 1924 and in the year of 1931, by vote of the citizens of Blue Island, the police and firemen were put under civil service rule,



Fire Chief, John Link

and a civil service board of three men was appointed by the City Council who have full power to pass on the men seeking appointments on either department.

The Fire Marshals of the Blue Island Fire Department as they were elected by the firemen, or appointed by the City Council:

First Marshal—Henry Ganty* Dec., 1880
 Second Marshal—Jacob Thoeming* . . No Dates
 Third Marshal—Jacob Link* Jan., 1885
 Fourth Marshal—August Englehart* Jan., 1888
 Fifth Marshal—Fred Groskopf* . . . Jan., 1890
 Sixth Marshal—August Englehardt . . Jan., 1891
 Seventh Marshal—Wm. Schreiber* . . Jan., 1892
 Eighth Marshal—Otto Sorgenfrei† . . Aug., 1901
 Ninth Marshal—Wm. Schreiber† . . . May, 1905
 Tenth Marshal—John Link† May, 1907

(*) Elected by the Firemen

(†) Appointed by City Council

The Fire Department Personnel, paid and volunteer:

PAID FULL TIME FIREMEN

John Link, Marshal	
John Sauerbier, Capt.	Earl Clow, Chauff.
Chas. Besgen, Eng.	Harry Hammond, Eng.
Chas. Boeley, Eng.	Allen Kollman, Chauff.

VOLUNTEER MEN

Frank Ulrich, Lieut.	William Post
Henry Klopp	Leon Weiland
Edward Fischer	Severn Gustafson
August Schreiber	Edward Bochman
George Komada	Charles Burmeister
Edward Gebert	Henry Larsen
Claude Colbourn	Herman Schultz
Mike Guglielmucci	Everett Anderson
John C. Fischer	Alfred J. Schultz
Charles Schwartz	John Schmaedeke
Mathias Krueger	Eugene Kempf
Edward Schultz	Edward Miller
Gottfried Brockman	Joseph Batek
Charles Meyer	Raymond Neibert
John Arnold	Leander Gustafson
Frank Pucik	George J. Fiedler

* * *

Development of Blue Island's Water Supply

Prior to 1873, each village home depended for its supply of water on a dug well on the premises, or on the well of some neighbor. There were also two fine flowing springs located conveniently, one near the base of the hill west of Ann street, now the property of Alderman Louis Rauch—(and this spring still has a strong flow)—the other was at the foot of Vermont street near where the B. & O. tracks now are located. This spring has disappeared.

During the early days many families obtained their water at these springs—even today the spring on Ald. Rauch's property is frequently patronized.

There was then no "public" well, or any provision for a public water supply—each householder had to look out for himself. The fire hazard in those days was great and when a fire did start it usually meant complete destruction of the building.

So when village organization was effected in 1873 one of the first problems pressing for solution was the question of a water supply for domestic use and fire protection.

In 1877 a start was made with a dug well six feet in diameter and 45 feet deep. This well when finished contained 11½ feet of good water and cost \$306.00.

It was equipped with tank and windmill for \$2800 additional. This well served for eleven

years, but in 1889 the demand for more water became so imperative contract was let for a second dug well. This well was 20 feet in diameter and 50 feet deep, walled up on the inside with stone.

But only four years later, 1893, this well showed signs of failing and the village trustees decided that to sink more dug wells would be useless.

The old windmill, which had provided power for the pumps for about three years, was damaged beyond repair in a storm and in July, 1881, it was taken down. a power house built fronting on Vermont street and a steam engine installed. This equipment had a pumping capacity of 1200 barrels of water a day, although the average daily consumption was but 500 barrels.

On Jan. 8, 1894, contract for the sinking of an artesian well was awarded to the Whiting Water Supply Co. of St. Louis. This concern was rather slow getting at the job, but finally in August of that year the well was finished. A pumping test continued for several days showed a good flow of water. But with drilling equipment already on the ground the trustees decided it would be wise to immediately sink a second well. So another contract was made with the Whiting Company and on Jan. 25, 1895, the second well was ready for the pumps. The first of these wells was 1360 feet deep and the second one somewhat over 1400 feet. The cost of the wells averaged a little over \$3000 each, without pumping equipment. These were 12-inch wells, reducing to 6 inches at the bottom. The water from these wells, although hard, was of excellent drinking quality and tested high for purity.

Blue Island had in the meantime become a part of the Sanitary District of Chicago and by virtue of that fact was entitled to the use of electrical energy created at the Lockport generating plant.

The cost of operating the municipal water and light plant had become more burdensome each year, so when the Sanitary District proposed to furnish electrical energy for street lighting and to operate the water-works plant the proposition met a cordial reception from the city council. On Oct. 21, 1908, the city entered into a ten year contract for that purpose with the District.

John W. Alvord, a consulting engineer, was engaged by the city to investigate and report on improving the city water supply. In January, 1909, Mr. Alvord submitted his report in which he recommended the sinking at once of a 15-inch artesian well, the necessary air compres-

sors, pumps, etc., also that the city have constructed a 150,000 gallon steel tank and a concrete surface reservoir for water storage.

On April 25, 1909, the city council awarded a contract to the Chicago Bridge & Iron Co., for the construction of a steel water tank on their bid of \$4,700.00.

Contract for the construction of a concrete surface reservoir, 70x26x12 feet deep, was awarded to F. Steinhart & Son, on their bid of \$1,153.00, and contract for the sinking of a 15-inch artesian well was awarded to W. H. Gray & Bro., on their bid of \$5,370.00.

Alvord & Burdick were engaged to supervise the above work for \$500.00.

The new artesian well, the third well of that character, and the fifth of all wells constructed by the community up to that time, was completed in March, 1910. This well was 1649½ feet deep. Put to a 6-hour pumping test the well delivered 310 gallons of water per minute at 30 pounds air pressure.

But no sooner had this larger well been put in service when other troubles developed. The flow of water in the two smaller wells began to fail and, on top of that, developed an offensive taste and odor, as if of oil or gas.

This condition was first noticed in the two older wells in March, 1914, but so rapidly did it get worse that not only did the citizens become alarmed, but the city council, too, feared that widespread sickness might result from use of the water.

Faced with an emergency Mayor Jones, in June, appealed to the Illinois State Water Survey for an analysis of the water and a thorough investigation of the causes of the pollution.

Since the matter of health was of paramount importance a chemical test of samples of water taken separately from all three artesian wells was made first.

This analysis showed that except for the unpleasant taste and gaseous odor the water was of good quality free of disease bearing germs and fit for human consumption.

An extensive investigation for the causes of the pollution followed, but led only to conjectures. These were that oily waste from the gas works and chemical waste from the Wireton mills, being discharged into Stony creek, had seeped through rock crevices to the water-bearing limestone from which the wells drew their supply. Suggestions for aerating the water at the pumping station were made and household-

ers were advised to draw water and let it stand for a while before using.

But these measures, while providing some relief, did not remedy the situation.

The Commercial Association, backed by numerous influential citizens, went before the city council and demanded that negotiations be opened with the City of Chicago to obtain lake water through that municipality. Under the charter creating the Sanitary District, of which Blue Island was a part, this city was entitled to water from Lake Michigan.

In the latter part of December, 1914, Mayor Jones addressed a letter on the subject to Mayor Carter Harrison of Chicago, and soon received a reply that Blue Island's request was receiving favorable consideration.

From then on matters progressed quickly and on April 15, 1915, Blue Island entered into a contract with Chicago for lake water to be furnished this city "through its existing main at the intersection of 119th street and Western avenue, and at such additional points as may be required . . . in sufficient quantity to supply consumers within the district or territory comprising the said City of Blue Island." The contract is for a term of twenty-five years and may be extended for such additional period as may be mutually agreed upon.

On August 13, 1915, the first lake water was pumped into the Blue Island mains.

This contract has been a very satisfactory and beneficial one for Blue Island. It has given our people a constant and practically unlimited supply of water for all purposes.

However, the rapid growth of the southern section of Chicago, to say nothing of the steady and substantial growth of our own community, has in recent years made itself felt in a lowering of pressure in the water mains. Steps to remedy this condition are now under way by the building of a large storage tank and the installation of larger water mains.

When the contract with Chicago was signed in 1915 the Blue Island artesian wells had been delivering approximately 17,000,000 gallons of water per month, an average of nearly 600,000 gallons per day. Now, end of 1935, 1,500,000 gallons of lake water are going through the Blue Island mains every twenty-four hours. Of this amount the industries supplied by Blue Island use approximately 45 per cent—the Libby canning plant being the largest consumer.

STREET	FROM	TO	16"	14"	12"	10"	8"	6"	4"
York	Chicago	Wood	....	....	....	....	....	2680	....
Winchester	Vermont	Grove	....	....	....	....	....	500	....
Sacramento	Everett	Burr Oak	....	....	....	....	....	1040	....
Everett	Mozart	Sacramento	....	....	....	....	....	1330	....
Clinton	Everett	Edison	....	....	....	....	....	950	....
Francisco	Everett	Edison	....	....	....	....	....	1330	....
Mozart	Everett	Burr Oak	....	....	....	....	....	1640	....
California	Vermont	Union	....	....	....	....	....	1330	....
California	Walnut	Minnesota	....	....	....	....	....	1330	....
Minnesota	Mozart	California	....	....	....	....	....	660	....
Fairview	Burr Oak	Cochran	....	....	....	....	....	1330	....
Highland	Burr Oak	122nd St.	....	....	3330	....	....	....	....
Highland	York	Union	....	....	....	....	....	660	....
Elm	York	Union	....	....	....	....	....	660	....
Elm	Walnut	Cochran	....	....	....	....	....	3000	....
Maple	Vermont	119th St.	....	..	2000	....	....	3150	2650
Ann	Lewis	South	....	....	....	....	....	600	....
Greenwood	Gruenwald	119th St.	....	....	....	....	....	4000	....
Greenwood	Vermont	Lewis	....	....	....	2660	....	1000	660
Western	135th	119th	....	....	5060	....	8350	660	2000
Francisco	135th	Broadway	....	....	....	....	....	600	....
Mozart	135th	Broadway	....	....	....	....	....	660	....
California	135th	Broadway	....	....	....	....	....	680	....
Vine	Desplaines	Broadway	....	....	....	....	....	400	....
Ann	135th	Market	....	....	....	....	....	480	....
Greenwood	135th	Broadway	....	....	....	....	....	800	....
Ann	Broadway	North	....	....	....	....	....	500	....
Ann	123rd	119th	....	....	....	....	....	2660	....
Chatham	135th	Desplaines	....	....	....	....	....	400	....
Chatham	136th	138th	....	....	....	....	....	1250	....
Thornton Rd.	135thChatham	Division	....	....	....	....	1950	....	....
Division	139th	Thornton Rd.	....	....	....	....	....	1100	....
Seeley	139th	138th	....	....	....	....	....	550	....
Ashland	Vermont	River	..	....	....	....	....	2350	....

Water Main Size	Number Feet	Cost Per Foot	
16"	.665	\$5.40	\$ 3,591.00
14"	.665	4.80	3,192.00
12"	24,015	4.00	96,060.00
10"	7,720	3.20	25,704.00
8"	16,500	2.45	40,425.00
6"	139,495	1.95	272,015.25
4"	19,430	1.60	31,088.00

Total Mileage Approximate 39.5

440,987.25	
71,850.00	Hydrants
20,000.00	Valves
6,000.00	Gregory Street Bridge
35,000.00	Water Meters
1,500.00	Tools
<u>\$575,337.00</u>	

Source of supply—Lake Michigan.

Water Tank—100,000 gallons capacity.

Fire Hydrants—479.

Approximate Mileage of All Sizes of Water Mains—39.5 miles.

Approximate Number Metered Water Services—3500.

Approximate Number Live Sewer Service—3480.



Blue Island Volunteer Fire Department in the Early Eighties

Top, left to right—Henry Ganty, Louis Luchetmeyer, John Clausen, Matt Helbreg, William Schreiber, Albert Driese, Fred Landgraf.

Bottom—First two not known, Carl Brand, Nick Behrens, Henry Neibert, Jacob Link, George Mecklenburg, George Engelhardt, Fred Hohmann, Christ Peters.



The Fourth of July was a Great Day for the Village Fire Department

The Fire of 1896, and Others

During the latter '80s and well up into the '90s, Blue Island experienced such an epidemic of fires that the generally accepted belief they were the work of firebugs seemed pretty well founded. Besides the mysterious burning of many smaller buildings during this period, covering about eight or ten years, the following, comprising some of the larger industrial buildings in the community at that time, were destroyed by fire:

Continental Oil Co. plant, four frame buildings, east of Rock Island railroad tracks, near Union street, on Aug. 25, 1883.

Metz Brewery, a brick structure, James street, near Ann, latter part of August, 1886.

Blue Island Milling Co., a large frame building 105x150 feet, two to four stories high, York street, east of Rock Island railroad tracks, on Dec. 3, 1886.

None of these buildings was in regular use at the time.

The village "Calaboose", a small building at Grove and Gregory streets, was burned on July 13, 1895. This fire was credited to tramps and no one regretted the building's destruction, as it was a nuisance and an eyesore.

The Village authorities became alarmed by the frequency of fires for which no cause could be found except incendiarism. Das "Ansteckungs-Komite", our German citizens said, was to blame for the fires.

On Sept. 3, 1895, the Village Board offered a reward of \$500 for information leading to the arrest and conviction of the person or persons responsible for the fires. The state fire marshal started an investigation. Several men active in a local volunteer fire company, against whom the finger of suspicion was pointing, were put under severe grilling. No incriminating evidence was discovered further than that the men under questioning had indulged in loose talk and had boastfully said: "Maybe, now, the village will do something to help the fire companies."

Then on Sunday morning, May 13, 1896, occurred the largest and most disastrous fire Blue Island had experienced in its entire existence. Again there were suspicious circumstances about the fire's origin, and again "das Ansteckungs-Komite" was blamed.

An "Extra" issue of the Blue Island Sun, printed while the fire was still raging within fifty feet of the building in which the printing plant was housed, graphically tells the story, as follows:

Sunday, May 13, 1896.

"Three of the principal business blocks of the city in ruins—twenty-six stores and residences and their contents totally destroyed! That is the record of the big fire of Sunday morning.

"Following is a list of the buildings destroyed:

"Concordia Turner Hall, Saenger Hall, John Schroeder, tobacco and confectionery store and residence; Henry Fischer, residence; Mrs. Seyfarth, residence; Edward Seyfarth, hardware store and two frame buildings; Union House, barn; John Dornhecker, residence and blacksmith shop; Robinson Block; F. Banderob, saloon; Bennett & Son, livery stable; J. L. Zacharias, flour & feed; Wm. Baumbach, tailor, two buildings; Fred Voigtman, confectionery; Fred Schneider, barber shop; F. Krienbrink, saloon; Sing Lee, Chinese laundry; Max Borchardt, wholesale liquor store; Mrs. Sauerteig, residence; F. Winkler, harness maker; Albert Meyer, drug store; Mrs. Bruggemeyer, residence.

"When the steam whistle and fire alarm bell sounded shortly before two o'clock yesterday morning many citizens got out of bed to discover the cause of the disturbance, but seeing nothing alarming in the aspect of the fire returned to bed, never dreaming that the insignificant blaze that started in the rear of a shed just south of Grove street, would rapidly develop into a raging mass of flame which in the short space of four hours would wipe out the main business section of the village.

"The fire started in the horse sheds belonging to the Union House. When the fire department arrived on the scene they found a lively blaze in progress and a good stiff breeze from the southwest rapidly fanning the flames and driving them toward Concordia hall and Ed. Seyfarth's property on the north-east. Soon three streams of water were playing on the burning sheds, but the ever-increasing wind soon made it evident that Blue Island's firemen had the hardest battle of their lives before them, and that in order to save the rest of the town from destruction outside help must be called in, and that very quickly.

"A telephone call was sent to the West Pullman and Morgan Park fire departments and Chief Swenie of Chicago was also appealed to for help.

"Meanwhile the fire had made rapid headway. A strong current of wind drove the flames against Concordia Turner Hall and in less than twenty minutes the roof had fallen in and Concordia hall was a mass of ruins. A frame structure in the rear of the Union House was also ablaze and the intense heat caused the firemen to beat an involuntary retreat.

"Up to this time the wind had been blowing steadily from the south-west but a sudden veering caught a mass of flames and bore them almost directly north-west to the adjoining buildings. John Schroeder's tobacco and confectionery store and Henry Fischer's residence, both one-story structures, were licked up like so much chaff, and then the flames began their destructive work on Saenger Hall, the home of the Blue

hall, Edward Seyfarth's brick residence, his hardware store and an adjoining frame building owned by him and occupied by Mrs. G. L. Eberwein's millinery establishment followed in quick succession. Across the street Bennett & Son's livery stable, J. L. Zacharias feed store and furnishing goods store and a one-story frame structure owned by C. F. Eidam and occupied by Fred Schneider's barber shop, besides numerous barns, sheds, etc., were all burning at once. The Robinson building at the corner of Western avenue and Grove street, which had escaped the first onslaught of the flames on that side of the street, also took fire and was completely destroyed.

"About three o'clock the Morgan Park chemical and the West Pullman steam fire engine arrived and did good work. The West Pullman crew were stationed in front of the Robinson building and fought heroically until driven from their post by



The Old Steam Pumper bought from Chicago after the big fire.

Island Liederkrantz. Here a dance was in progress and up to this moment the attendants at the dance had been contented spectators of the fire which at no time previous had seemed to threaten the hall. The shifting of the wind, however, caused them to hastily desert their positions at the windows and make a rapid exit to the street below. They were none too soon for in twenty-five minutes the place where they had been seeking amusement had been burned to the ground.

"Great showers of sparks were flying in all directions. Burning shingles and pieces of boards three and four feet in length were carried great distances by the strong wind prevailing and kept a small army of people busy extinguishing them wherever they fell. The heavy shower of the night before had however, thoroughly soaked everything exposed to the weather and reduced to a minimum the danger from this source.

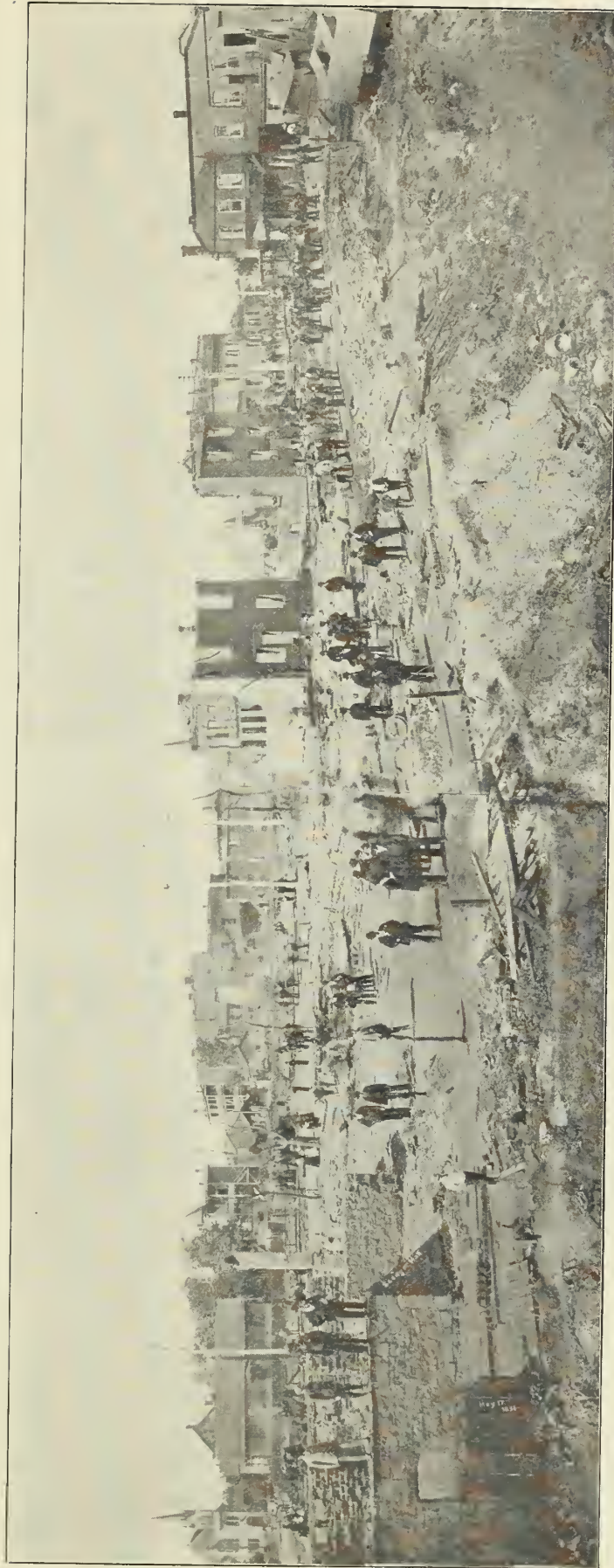
"From the burning Concordia and Saenger halls the flames leaped across Grove street to John Dornhecker's property and soon his blacksmith shop and his handsome residence at the corner of Henry and Grove streets had become prey to the flames.

"Now the fire spread rapidly, one sheet of flames taking an easterly direction along the south side of Grove street while another swept diagonally across the block to the north. Mrs. Seyfarth's brick residence next to Concordia

the intense heat. They then went to the corner of Western avenue and Vermont street and it was largely due to the efforts of this company that the fire was checked on the north where the Eidam & Son's shoe store and A. W. Stockmar's grocery were threatened with destruction.

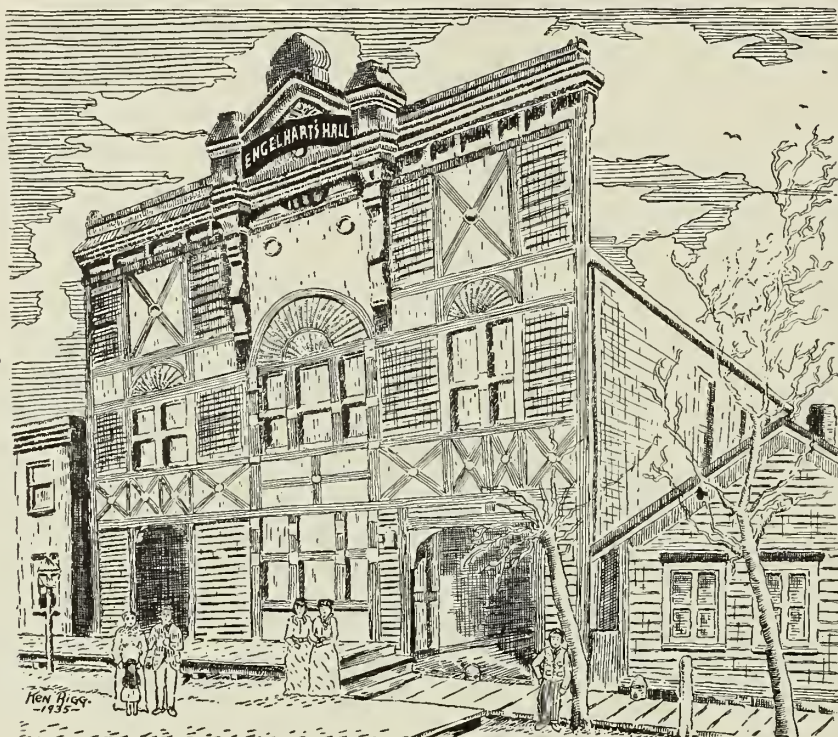
"The Blue Island fire department was perfectly helpless to cope with the flood of fire. The chemical engine was a mere plaything to oppose such a conflagration with, and to add to the terror of the situation the village water supply gave out and the Rock Island railroad company's supply in the standpipe had to be drawn from. Then when the steam engines began drawing the water from the mains it took the pressure away from the hose connections and rendered them useless so that they had to be abandoned.

"The arrival of two more engines from Chicago sent a thrill of hope through the despairing community. The fire had by this time crossed Western avenue and the east side of that street was a mass of flames and it seemed as if the entire business section of the town was doomed. The heat broke the plate glass front in the Calumet State Bank and it looked as if this building, too, was doomed. Claussen's paint store and Emil Boehl's grocery store also suffered damage of broken glass. In the block on the east side of Western avenue, between Grove and Vermont streets, everything was destroyed



The Great Blue Island Fire, May 18, 1896

Twenty-six stores and residences, the greater part of three city blocks, totally destroyed and others badly damaged in this great conflagration.



Engelhardt Hall

Also known as Concordia Hall. The fire started in a shed within 50 feet in the rear of this building. This Hall and Saenger Hall were both totally destroyed.

except Schapper's drug store and the adjoining building, in which the telephone exchange is located, and A. W. Stockmar's grocery on the north corner.

"Mrs. Sauerteig's frame residence was the first to go; from there the fire spread rapidly north and south and in a few minutes Borchardt's liquor store, the Chinese laundry and F. Kreinbrink's handsome new saloon, Mrs. Brugge-meyer's residence, Winkler's harness shop and Meyer's drug store were reduced to ashes.

"In the surrounding residence district all was excitement and confusion, women and children crying as they saw their homes being swept away in flames.

"It was six o'clock in the morning before the fire was under complete control and in the four hours during which it raged fully \$200,000 worth of property had been destroyed, twenty-six stores and houses being reduced to ruins and a number of others badly damaged.

"The escape from destruction of the two Schapper buildings seems almost a miracle. The entire plate glass fronts are out of both buildings and the woodwork is so badly charred that it will have to be replaced. Eidam's brick build-

ing at the corner of Western avenue and Vermont street also had a narrow escape. Dynamite was used to blow up Meyer's drug store in an effort to check the progress of the flames but was only partially successful.

"The block paving in Western avenue was burned in spots and nearly one entire block will have to be rebuilt. All telephone and electric light wires went down, but a large force of men was immediately put to work and temporary repairs have been made and telephone communication is again open with Chicago.

NOTES

"E. H. Poehlsen lost a horse in the fire.

"Fred Kreinbrink's loss on fixtures is \$1200 and about \$1000 on stock; no insurance.

"John Dornhecker's loss will be about \$6,000; covered about one-third by insurance.

"Mayor J. L. Zacharias' loss will be about \$8,000. He had only \$2,000 insurance on his building.

"Albert Meyer places his loss at \$4,000, only partly insured. E. Uhlich had \$2500 insurance on the building.

"M. Kubelsky in the Robinson block carried some insurance, as did also Tarbell & Co. and C. L. Griswold.

"Henry Fischer's property, next to Saenger hall was valued at \$1,000 and is a complete loss as he had no insurance.

"Saenger hall was the property of the Blue Island

Liederkrantz. It was valued at \$10,000 and insured for \$3,750.

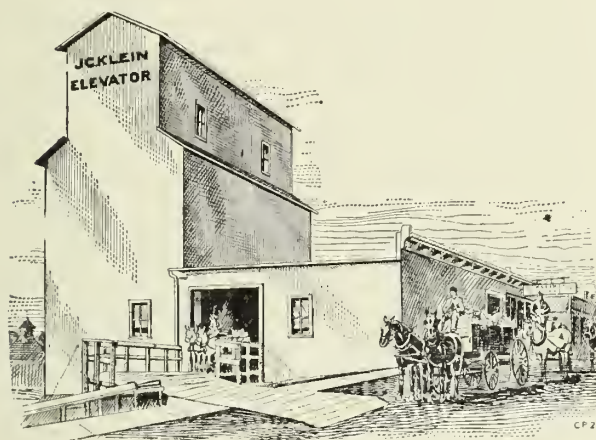
"H. Koehler had \$400 insurance on \$1,500 worth of goods.

"John Schroeder will lose about \$1,000. His place was valued at \$1,500 and insured for \$500. He lost \$150 in cash in the store and had no insurance on stock.

"The fire was another of those 'Mysterious ones' which had troubled the village authorities for some time.

"Although there were a number of close escapes no one was seriously injured. This fire was the worst Blue Island has ever experienced."

* * *



Destroyed by Fire April 29, 1914

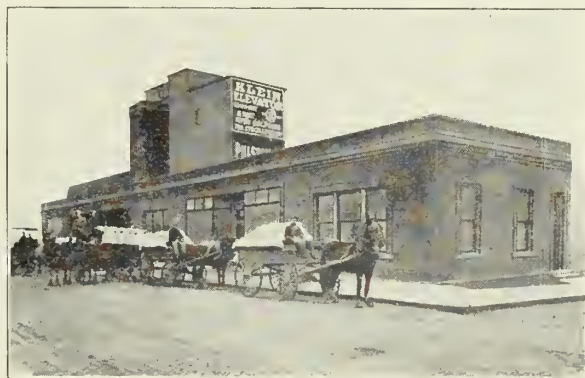
The Klein Elevator on Vermont, near Rexford street, was completely destroyed by fire in the early morning hours of April 29, 1914. The fire was discovered about 2 o'clock a. m., by an employe of the Rock Island railroad who saw flames issuing out of an upper window. All four of the local fire companies were quickly on the job, but could do no more than prevent the flames from spreading to adjoining property.

It was a tough fire to fight, owing to the sheet metal which covered the sides of the building. Red hot plates of this metal were hurtled a considerable distance from the source of the fire, a constant menace to life and property. Luckily there was little wind at the time or another general conflagration, like the one in 1896, might have resulted. As it was, only slight damage was done to the Cordt, Roemisch and Niedergesaess homes on the north side of Vermont street. Fred Voigt's tailor shop received a scorching and glass in the windows was broken by the heat. Damage amounting to \$200 was done to the building of the O.K. Stock Food Company which adjoined the elevator on the south. The Hydraulic Cement Company's building was also damaged slightly.

The fire was a stubborn one owing to the large quantity of grain which had been stored and which left the ruins smoking for several days. The old steam pumper, which was bought from the City of Chicago following the 1896 fire, was used to good advantage on this occasion. The estimated loss on elevator and contents was placed at \$20,000, partly covered by insurance. J. C. Klein stated that as soon as the debris of the fire was removed construction of a concrete building would begin.

HUGE ICE PLANT BURNED

The burning of the huge ice plant of the Blue Island Ice Co., on Oct. 9, 1919, caused a loss of \$50,000.00 on building and contents, covered by only about 35 per cent of insurance, according to one of the company stockholders. The plant occupied a tract of land near the Grand Trunk railroad, between 123rd and 127th streets. It consisted of one huge building 144 by 250 feet in size and 42 feet high. The building contained eight rooms, each 30x144 feet. No ice had been stored in the building for two seasons. The structure, as well as the sawdust inside used in the packing of ice, had become as dry as tinder. Combustion is believed to have taken place in the sawdust. Within twenty minutes after discovery of the blaze the entire building was a mass of ashes, smouldering



Klein Elevator as Rebuilt

beams and red hot iron. A small building located in the rear of the main structure, which contained electrical equipment, was also destroyed. In the main building a large engine and boiler and other equipment used in the cutting, storing and handling of ice were destroyed. E. C. Pronger, Mrs. A. C. Boeber and W. D. Henke were the stockholders in this enterprise.

SECOND FIRE LOSS BY LIEDERKRANZ

The Blue Island Liederkranz, whose first hall was destroyed in the big fire of May, 1896, suffered its second loss by fire on Wednesday, Jan. 9, 1918, when the beautiful brick and stone building, erected in 1897 to replace the burned frame structure, was itself destroyed by flames.

The fire was discovered shortly before 3 o'clock in the afternoon and within a short time the building was gutted and only the bare walls left standing.

Max Gese, who operated the saloon in the basement of the hall, was away at the time and



Ruins of the Robinson Block, May 1896

no one was able to tell how or where the fire originated. It is believed, though, that the furnace may have become overheated as it was a cold day and a heavy snow storm was raging.

The fire was a hard one to fight on account of the deep snow and drifts from the night before. Snow lay on the ground to a depth of fifteen to eighteen inches and in drifts three and four feet high. When turning into Henry street the heavy fire truck swung into a deep snow drift and became stalled. Tire chains broke while trying to get out of the drift; there was considerable delay and finally horses were used to drag the machine from its snowy embrace,

The building was a substantial two-story structure of stone and brick erected at a cost of over \$20,000. Insurance of \$12,000 was carried. The singers lost all of their effects except a few books and phonograph records.

It is a coincidence that this fire started within about fifty feet of the spot where the big fire of May, 1896, got started in which both Saenger and Concordia halls were destroyed.

Owing to the war conditions prevailing the Liederkranz decided not to rebuild. The Blue Island Eagles Aerie, later bought the property and erected their present fine building there.

The Nelson Morris wholesale meat depot, the old Rock Island warehouse and the J. C. Klein warehouse, all located just west of the Vermont street Rock Island depot, were totally destroyed by fire which started at 7:30 p. m., January 24, 1908. Hemmed in on two sides by the hill it was one of the hottest fires the local department had ever battled. The fire is believed to have started in some oily waste left in the old round-house which for some time had been used for freight storage.

* * *

Fire breaking out during a severe wind storm which blew down the large kiln shed of the Calumet Brick Company, just east of Blue Island, on May 9, 1918, did damage estimated at \$50,000.00.

* * *

Outstanding Local Crimes

Crime, at no time a desirable subject to write about, becomes even less attractive when its recording forms a permanent part of the history of a community. Yet there is not a village or city in the world in which crime, in a greater or less degree, is not known. Even in the very early years of the little hamlet Blue Island, we find recorded at least two instances where robbery and lust were the basis of shocking murders.

And so, in the later years, our citizens have, from time to time, been shocked by revolting crimes which will forever remain black spots in the history of an otherwise peaceable and God-fearing community.

One cannot change history, and so the writer, believing that this record would not be complete without reference thereto, has selected three or four cases which, at the time, caused city-wide excitement and interest. In justice to the citizens of Blue Island the writer calls attention to the fact that every one of the major crimes was committed by non-resident or transient strangers.

MISLICH MURDER

Without question the most horrible and vicious murder in the annals of Blue Island was that of four members of the Mislich family, who were hacked and their heads crushed with an ax, as they slept in their humble cottage on Broadway, July 6, 1914.

The dead were Jacob Mislich, aged 74 years, and his wife Mary, aged 68; a daughter, Mrs. Mary Mansfield, aged 21 years and her baby, Marie, 17 months old.

All had their heads crushed from repeated blows of the murderer's weapon and Mrs. Mis-

lich had a long gash on her left arm, made apparently, when she sought to ward off the death dealing blows.

The tragedy was discovered by a married son of the slain couple, Jacob Mislich, aged 26 years, employed at the time as fireman on a steam shovel working on the auxiliary channel of the canal. On the night of the murder this machine, which was being moved to a new location, had stood on Broadway, not far from the Mislich home.

Jacob Mislich informed the police that he had gone to the house about 6:30 a. m., to get some matches. The weather being warm he had not thought it strange when he found the kitchen door open. He called once or twice and not receiving a response concluded the family was still asleep, so obtained the matches from near the kitchen stove and went to the steam shovel, where he found the engineer waiting for him. About 9:30 he again went to the house to get a pail of drinking water.

He thought it strange when no one was stirring about at this time and started an investigation. Opening a door to a bed room just off the kitchen he was horrified by the sight which met his gaze. A hasty glance at the mangled

scene was indescribable. The bed clothing on which they had slept was drenched with blood and some of it had fallen on the floor, evidently during the death struggles of the victims. There was blood on the floor and blotches of blood and brains on the head of the bed and walls of the room. The blood smeared ax was found on the floor. The body of Mr. Mislich was found on a bed in the attic room. His head had been crushed.

Suspicion immediately pointed strongly to two people—one was the husband of Mrs. Mansfield, William Mansfield, from whom she had been separated about a year, the other was Casimer Arezewski, a Polish brick yard laborer who at one time had lived with the family and who had recently returned to Blue Island after an absence of about two years.

William Mansfield was quickly located in Kansas City, where he had been employed for some time. Arezewski had disappeared. It was learned that Arezewski had visited at the Mislich home Sunday night, so the search centered on him. Detectives Sergeants Burns and Hornigle of Chicago, were assigned to the case at the request of Mayor Jerry Jones.

Jacob Mislich, who discovered the tragedy and his brother Valentine, were grilled severely by Coroner Peter Hoffman, who personally conducted the inquest, which was held in the city hall. Contradictory statements made by the brothers as to the time and occasion of their visits to the family home, and the discovery by Coroner Hoffman of spots on Jacob's shoes which were thought to be blood, created a considerable sensation. The spots on Jacob's shoes proved on examination to be paint. The brothers were cleared of suspicion and the jury's recommendation was that Arezewski be apprehended and questioned.

Months however, went by and no trace of the vanished Arezewski was found. The "Mislich Ax Murder" was about to take its place among unsolved murder mysteries.

On July 19, 1915, just a little more than a year after the Mislich murder had been committed, Chief Rogan of the Buffalo, N. Y., police, was sitting in his office, looking out of a window. His attention had been drawn to the qucer actions of a man who was pacing up and down the sidewalk just across the street from the police station. Once or twice the man had stopped and made as if he intended to cross over to the station, only to step back on the walk and resume his pacing.

Chief Rogan called to an officer on duty in the station. "See that fellow over there?" he



*The Mislich Cottage
Scene of Blue Island's Most Shocking Crime*

and blood smeared bodies of his mother, sister, and her baby, convinced him they were dead. He immediately ran to a nearby saloon and notified the police.

Police Chief Ben Knirsch was quickly on the scene and started an investigation. Mrs. Mislich, Mrs. Mansfield and her little daughter were found on a bed in the little room off the kitchen. Each had been struck several times with a heavy weapon, their heads slashed and crushed. The

queried. "He's got something on his mind. Bring him in; I want to talk to him."

The man was brought in and almost at once confessed his identity. He was Casimir Arezewski, wanted for the Mislich murder. He made a complete confession of the crime to the Buffalo police. A telegram to Chicago detective headquarters informed the authorities that Arezewski was under arrest in the Eastern city.

Mayor Jerry Jones was notified and at once arranged to accompany Detective Sergeants Burns and Hornigle to Buffalo.

In the meantime Arezewski had sought to repudiate his first confession, stating that he was innocent but wished to return as he had been haunted by the fact that the police had been looking for him for more than a year.

However, on the arrival of Mayor Jones and the detectives he repeated his first confession which was substantially as follows:

It was for the little hoard of money he knew was hidden in Jacob Mislich's bed tick, said Arezewski, that he killed Mislich, his wife, his daughter and granddaughter. But the crime didn't yield even the sordid reward for which it was committed. Just as Arezewski had cleared his way to the money a dog barked—and ever since, he says, he has been unable to sleep without hearing and being awakened by a dream-dog's barking.

"I was born in Russia and am a brickmaker by trade," ran Arezewski's statement. "I came to this country when I was 14, and worked in Chicago for a year or two. Then I got a job in a brickyard in Blue Island and rented a room from Mislich.

"A couple of years later I went west. When I came back to Blue Island I got my old job and my old room. I knew old Mislich had money hidden in his bed tick. I got up early in the morning of July 5 and crept downstairs. I found an ax out in the yard and carried it back to the house. I was in my stocking feet and they did not hear me coming. I killed them as they slept.

"It was as I killed the last, the granddaughter, that the watch-dog barked. I was afraid to stay any longer and I went away without the money. I have heard the dog barking ever since. When I try to sleep he wakes me. I have traveled all over the country, but the dog is still with me."

Arezewski was returned to Blue Island and given a hearing before Police Magistrate James Carroll. Although he sought to repudiate the confession made by him when first taken into custody, he was bound over to the grand jury

and eventually indicted for the Mislich murder.

When the case came to trial in the criminal court in August, 1915, alienists testified that Arezewski was of unsound mind and the court thereupon committed him to the Chester penitentiary for the criminal insane.

* * *

As is usual on large outdoor construction jobs, the building of the Calumet-Sag canal (1914-22), attracted many rough characters to Blue Island. Mostly foreigners and illiterate, these men were hard workers during the day, but usually spent their leisure hours and nights in drinking and carousing. Quarrels and fist fights were numerous and on several occasions guns and knives did deadly work. Violent deaths, either by murder or accident, marked the construction of the canal all the way from Sag Junction to Fay's Point at Blue Island.

One such case, in which a well known citizen of Blue Island was the victim, was the murder, in a robbery attempt, of Frank Seitz by two foreign laborers employed by the Guthrie Construction company.

The Blue Island Sun, under date of Feb. 1, 1918, told the story as follows:

FRANK SEITZ KILLED IN ROBBERY ATTEMPT

Frank Seitz, proprietor of a saloon at Western avenue and Canal street, and one of the best known characters on the South Side, was shot to death by two men who held him up within fifty feet of the door of his saloon a few minutes after 12:00 o'clock, Friday night.

Five shots were fired in quick succession. Two of the bullets penetrated Seitz' abdomen, one splintered the bone of his left arm near the shoulder and two of the shots went wild.

The shooting was heard by a number of persons and Officer Peter Kich, who only a few moments before had bid Seitz "good night" while the latter was closing his place of business, was walking under the Rock Island elevation on Western avenue when he heard Seitz call for help, followed immediately by the volley of shots.

The officer immediately retraced his steps and ran in the direction from which the call had come. He was the first person to reach Seitz, whom he found lying in the snow on Canal street, a short distance east of the saloon. Seitz' assailants had fled.

A hasty examination satisfied Kich that Seitz was dangerously wounded and after notifying the station and sending in a call for help he assisted in having the injured man removed to St. Francis Hospital. Seitz was conscious to the

end. He succumbed to his wounds at 2:45 a. m., but long before this time both men responsible for his death had been found and placed under arrest.

Acting on the partial information given by Seitz, and on further information given by Superintendent Dan Chamberlain of the Guthrie Construction company, the identity of the men was pretty clearly established. Within half an hour after the holdup Officers Otto Wilcke and John Munter were searching the canal construction camp at Fay's Point. They had no difficulty locating their men, as when they entered the bunk house they observed two men pulling the covers over their heads and by this act exposing their still booted feet. The men had not had time to remove their clothes and apparently had crawled hastily into their bunks when they heard the officers approaching.

The men made no resistance and were brought to the station where they almost at once confessed their guilt. Both are Austrians. They are Lucko Kovacic and Matt Snadjir.

They confessed that robbery had been their motive for holding up Seitz but they had not intended killing him. They had been in Seitz' place during the afternoon and earlier in the evening and had seen Seitz handle a large amount of money. This they had seen Seitz place in his inner vest pocket and on the spur of the moment had planned to rob him when he went home.

At the inquest into the death of Seitz, which was held the following day, both men protested they had no intention of killing Seitz, that robbery was the motive, and that when Seitz started to call for help the shooting started. It was shown that Kovacic owned the gun with which the shooting was done. In the excitement, Snadjir, who evidently had taken hold of Seitz, was shot through the hand. Snadjir said that he had declined to take part in the holdup but had been threatened with shooting by Kovacic if he refused to assist. Both men were held to the grand jury, Kovacic, as the actual killer and Snadjir as accessory.

The pistol with which the shooting was done was found some time later in the yard of the old Whittier school building on Canal street, where it had been thrown into a snow bank.

The trial of the men was before Judge Hopkins in June. Kovacic pleaded guilty and threw himself on the mercy of the court. He was given a thirty year sentence in the penitentiary. Snadjir asked a jury trial. He drew a twenty-five year sentence in the penitentiary. Kovacic was twenty-eight years old and Snadjir twenty-two.

THE MURDER OF LAURA BUCHHOLZ

The brutal, and apparently wanton, murder of Miss Laura Buchholz on the evening of Jan. 23, 1929, takes a place among the major crimes in the annals of Blue Island.

Shortly after 8 o'clock on the date mentioned Miss Buchholz alighted from a Rock Island suburban train, at the 123rd street station, and proceeded to walk west on 123rd street. She was returning home from her place of employment, the Reliance Manufacturing Company, in Chicago.

Trainmen Claude Harvey saw her alight at the station. Miss Grace McMillan of Summit street, and three young boys, also got off the train. The young men got off at the smoker and hurried on up the hill while the two young women proceeded more slowly. Miss McMillan was at first walking some distance behind Miss Buchholz, but being able to walk faster, she soon passed the other girl, turning up Summit avenue, while Miss Buchholz walked west on 123rd street towards Gregory.

It was near this point, police conjectured, a man armed with a club suddenly appeared from the shadows. Slipping up behind the unsuspecting girl he brought the club down with terrific force, fracturing her skull and felling her to the ground without an outcry. This took place almost directly in front of the home of Mrs. Edna Stewart, on 123rd street. Miss Rose Hanley, a school teacher, rooming in the Stewart home, afterwards testified that she had looked out of the window only a few seconds before to see how the weather was, as she intended going skating. She saw no one then, but she had scarcely turned away from the window when she heard a peculiar sound outside. She again looked out of the window and saw a man, wearing a long overcoat, bending over a dark object lying on the ground. She thought at first it was a sled, but when the man lifted the object in his arms she saw it was a woman. Even then she thought the girl might have fallen and hurt herself, but when the man started to half carry, half drag the body into a vacant lot she became alarmed and summoned other members of the household.

By the time they got to the door to see what was going on the man had advanced about 40 to 50 feet into the prairie where he deposited his burden on the ground. He bent over it a moment then slowly rose and walked south toward the school building, his coat unloosened as if he was carrying or examining something in his hands.

Mr. Rettke, son-in-law of Mrs. Stewart, had in the meantime called the Blue Island police station and soon Officers St. Aubin and Driver Clow arrived with the patrol wagon.

After a short search the body of Miss Buchholz was located in the tall grass of the prairie. Her face was covered with blood flowing from a gash in her head. She was still alive and breathed audibly when lifted off the ground. She was placed in the patrol wagon and rushed to St. Francis hospital where emergency measures were taken, but she soon died without having regained consciousness.

A further search of the vicinity where Miss Hanley had first seen the man and girl, revealed a short piece of 2x4 lumber, with which the blow that felled Miss Buchholz was undoubtedly struck. No clue to her assailant was found, nor could her family give any reason for the mysterious assault upon their daughter.

George Morton, coal chute foreman at the Rock Island coal chute, between 123rd and 124th streets and the railroad tracks, gave the police their first definite clues as to who the murderer might have been. Morton told the police of a visit to his coal chute shanty of a mysterious well-dressed stranger at about 9:10 on the fatal night. The man was smooth shaven and had on a long overcoat and a new brown cap. He was about 35 years old, 5 feet 5 inches tall and weighed about 165 pounds.

Morton said it was not unusual for strangers who wished to hop freight trains west to stop at his shanty and make inquiries about the leaving time of trains. This man, however, seemed nervous and kept looking out of the window. He asked for water with which to wash his hands and when told there was none grabbed up a coffee pot and poured coffee on a handkerchief which he had drawn from his pocket. Morton said he plainly saw blood on the man's right hand and right sleeve which the man wiped off with the coffee-soaked handkerchief. Morton's question: "Did you fall on the ice?" remained unanswered.

The man asked if there was danger of being picked up by the railroad police if he stayed in the shanty, and on being told there was he hurriedly left the office and quickly disappeared in the darkness.

Morton said he did not learn of the murder of Miss Buchholz until he read an article the next morning in a newspaper. He then went to the police with his story and offered to assist in tracking down the murderer.

Morton's activity in this respect caused considerable comment and rumors were circulated

freely that he himself might have been the guilty party. But these suspicions were soon proven to be without foundation.

At the inquest coroner's physician, Dr. C. C. Guy, testified that death was due to multiple fracture of the skull. There were no signs however, that there had been rape or attempted rape. Miss Buchholz was 27 years old.

Mayor Paul Klenk and the city council and public spirited citizens offered a reward of \$5000 for the apprehension of the perpetrator of this dastardly crime.

Many suspects were picked up, both here and in other towns, but all were able to clear themselves of any connection with the case.

The "Buchholz murder" was about to take its place among unsolved murders when the attention of Police Chief George Fiedler was called to the sudden disappearance from the city of one Howard Coleman, a former employe of the wire mill on 135th street.

Coleman, who had been making his home with a family at 267 Desplaines street while he worked at the wire mill, was known among his fellow workers as a "queer acting fellow" and not entirely rational. He worked at the factory several days after the date of the murder, but seemed morose and finally became hysterical. The following day he failed to report for work and it was learned he had gone home to his folks, who lived in Indiana, near Laporte.

In checking up on Coleman's activities on the night Miss Buchholz was killed Chief Fiedler discovered the hour between 8 and 9 was not accounted for, and accompanied by George Morton they journeyed to Laporte to interview the suspect.

In the meantime incoherent statements to his parents about having killed a girl resulted in Coleman being taken in custody by Sheriff McDonald of Laporte. Clearly of an unsound mind his parents had him incarcerated in the Logansport asylum for the insane, and it was there Chief Fiedler found the suspect.

George Morton, the coal chute operator at whose shanty the strange acting man stopped on the night of the murder and asked to wash his hands and did so in some coffee, unhesitatingly identified Coleman as that man.

Coleman's statements to his parents, Sheriff McDonald of Laporte and to Chief Fiedler and Morton, left little doubt in the minds of all of them that he was the man who killed Miss Buchholz.

But as Coleman had been legally declared insane efforts to bring him to trial on the mur-

der charge failed. And here the Buchholz case rests.

EXPRESS BANDITS

Express bandits descended upon Blue Island, Friday, April 17, 1925, dangerously wounded George F. Puggsley, of Dowagiac, Michigan, the messenger guarding a money shipment to a local bank, and escaped with the strong box containing \$10,000 in bills.

The money had only a minute before been transferred from an express car on the Rock Island railroad into the American Express Company's wagon, here, in charge of driver Peter Vanderwald and D. A. DuBeau, local agent. The wagon started up the Grove street hill. Puggsley, with a shotgun across his knees, was sitting in the rear of the wagon on the money box containing the \$10,000 in currency while four canvas sacks, each containing \$1,000 in silver lay at his feet.

Suddenly a Paige automobile, maroon colored, drew in front of the wagon; three men, all heavily armed, jumped out and surrounded the vehicle. One of the bandits, a small man, armed with a sawed-off shotgun, without a word of warning, fired two rounds of slugs into the back of messenger Puggsley, who crumpled to the bottom of the wagon without a cry. Other bandits covered Vanderwald and DuBeau. Then a fourth man got out of the car, snipped loose the steel box chained to the bed of the wagon, tossed it into their automobile and sped away. The sacks containing the \$4,000 in silver they did not touch.

A number of spectators standing in front of the Klein wholesale meat depot and the New-house coal yard had been kept covered by the bandits and did not dare move until the bandit car had left. It was shown afterward that three cars were used by the yeggs in staging this hold-up. One car was parked at Hennig's, at Vermont and Gregory, and another on Grove street near the Blue Island Hotel. Both parking spaces commanded a good view of the scene of the hold-up. When the Paige left these cars started in different directions to throw off possible pursuit of the car with the money in it. This car headed up the hill to Rexford street north to Vermont and then east and north in Gregory to Vincennes avenue.

The Blue Island police had in the meantime been notified and started to the scene of the hold-up, but as the whole affair had taken only a couple of minutes the gang made a safe get-away.

Witnesses had noticed the license number of the robbers' car. A check revealed this license

had been issued to Joseph Tomasino, owner of a pool room at 1437 Taylor street, Chicago. City police went there and arrested Tomasino and five others. A shotgun, revolver and ammunition were found in Tomasino's flat. Tomasino claimed his automobile was stolen although its theft had not been reported.

Officials of the American Express company were convinced that the shipment of this money to the First National Bank at Blue Island had been "tipped off" by someone within their own organization. This eventually proved true and the discovery of the guilty party came about in a rather peculiar way.

Only a short time after the robbery at Blue Island, Motorcycle Policeman La Fontaine, attached to the Kensington station, had stopped one of two speeding automobiles on 111th street. He had taken the license number of the driver, and his name, which was given as Joe Tomasino, 831 S. Winchester avenue.

While he was arguing with the men another car pulled up alongside. Out of it stepped a rather well-known Chicago politician known as "Smiling Jack" Shapiro. Shapiro was a lieutenant of the Chicago Sanitary District police force. In addition he had a star as a deputy bailiff of the Municipal Court of Chicago.

Identifying himself to Officer La Fontaine, Shapiro said: "These men are friends of mine. Be a good egg and don't pull them in for speeding."

A few minutes after the officer had released the men he learned that he had unwittingly turned loose the much sought express bandits.

But this incident supplied a lead for the Chicago detectives who from then on put a constant watch on Shapiro and soon learned that "Smiling Jack" was the "brains" of the gang of express robbers. A man named Forrest W. Gray, who had been in the express company's employ, and recently discharged for suspected petty thievery, was believed to have been the "finger man" for the mob. Within a few weeks Gray was picked up on a bad check charge.

From then on matters shaped up quickly and one after another of the gang was picked up. Soon there was evidence enough to get convictions,

Shapiro got ten years in Leavenworth, to be followed by life in Joliet. Bernardi got the same sentence as Shapiro. Sberna pleaded guilty and was given six years in Atlanta. Goldman and Gray also pleaded guilty and drew four year terms in the same institution.

On the state charges, Mirabella and the two

brothers named Russo each got three-to-ten year sentences in Joliet. Zilinski, who shot the guard in the Blue Island hold-up, was given a sentence of ten years to life in Joliet. Another of the bandits known only as "Iodine," was never found.

THE HACKETT KIDNAPPING

The kidnapping on May 1, 1931, of James Hackett, reputed gambler and well-known man-about town, is noteworthy for several reasons: It is the first instance on record in which a Blue Island person was kidnapped for ransom, not only once, but twice; and again: Hackett's fearless identification of the men who "snatched" and held him prisoner, their prompt arrest, conviction and sentencing to the penitentiary.

Hackett was kidnapped at the entrance gate to Navajo country club on Burr Oak avenue, about 1 o'clock p. m., May 1, 1931, by three men who drove up in a car and hailed him familiarly with "Hello, Jim." Hackett thinking them fellow club members, said, "Hello," and started to get out of his car. Just then two men stepped out of the other car. They were armed with sub-machine guns and walked to each side of the Hackett car. One told him "take it easy, Jim, and move over; you're going for a ride." He then got behind the wheel of the Hackett car while the other gunman got into the rear seat. They drove a short distance west on Burr Oak avenue where Hackett was blindfolded. Then the journey was resumed for several hours, finally stopping. Hackett was led into a house and handcuffed by one wrist to the post of a bed. He was informed that the price of his liberty was "150 grand" and to name a friend whom he could trust and through whom contact could be established. Hackett named Jimmy Blouin.

Blouin was apprised by telephone of Hackett's plight and given 24 hours to raise the money. He was warned against communicating in any way with the authorities, citing as a penalty "a dead Hackett."

A similar message was given Mrs. Hackett, also definite instructions as to how and where the ransom money was to be delivered. These instructions were: "You and Blouin leave Blue Island about 10 o'clock this (Saturday) evening in Jim's sedan (the Lincoln). Bring the money in \$500 and \$1000 bills with you wrapped in a newspaper. Proceed west on Burr Oak avenue to Cicero. There a car will follow you, drive slowly across the canal bridge and the car will drive up and ask you a question. That is your cue that they are the proper ones to deal with. Make no mistakes and no double-cross, else

Jim will come home in a shape you will not care to look at."

Mrs. Hackett and Blouin did as directed, meeting the kidnappers at the spot designated and delivering the package of money.

At 2:15 Sunday morning, about three hours after the ransom had been paid, Hackett drove up to his home on Greenwood avenue.

Keeping his word with his abductors Hackett declined to go into details of his adventure except that he was treated kindly, had all he wanted to eat and drink and was subjected to no physical violence. He claimed that he would not be able to identify his captors or know where he was held prisoner, as he had been kept blindfolded most of the time. The amount of ransom paid in this case is said to have been \$75,000—one-half of the kidnappers' original demand.

On May 27, 1933, almost exactly, two years later, Hackett was again kidnapped, by, what was later proven to have been the same gang of men. He was detained only a short time on this occasion and was released on payment of \$1500.

Information which Hackett was able to give Assistant State's Attorney Mal Coghlan resulted in the arrest of Gail Swolley of Peoria, Frank Souders of Benton and Augustus "Babe" Jones, an admitted kidnapper. Hackett positively identified the men, but it was largely on the evidence of Jones convictions were secured.

The trio, who had been held first at the Woodlawn station, were arraigned before Police Magistrate Carlson at Blue Island, Nov. 10, 1933. In his statement before Magistrate Carlson, Jones, referring to the first kidnapping, said: "Hackett was No. 3. I don't remember exactly, but I think it was around May 1, 1931. It was at the Navajo country club. Souders, Wagner, Klutas, LaRue, Nolan (alias Phil Wilson) and I picked him up as he left the club house. We took him to a house on Front street in Aurora, where we kept him 48 hours. Finally Mrs. Hackett came through with \$35,000 (?) which she gave to Souders, and she'll be able to identify him. After that things got plenty hot and the gang laid low and enjoyed their dough."

The trial of the men was before Judge Thomas J. Lynch, Jan. 22, 1934. After but two hours deliberation the jury returned a verdict of "guilty, as charged." Souders and Swolley were given sentences of life imprisonment and Edward Wagner drew a 35 year sentence. "Handsome" Jack Klutas, reputed "brains" of the gang, was shot to death by States Attorney police at Bellwood, Jan. 6, 1934, when he attempted to draw a gun while resisting arrest.

The Calumet-Sag Canal

When the formation of the Chicago Sanitary District was authorized by act of the Illinois State Legislature May 29, 1889, the City of Blue Island was included within its borders. The purpose of the District, as its title indicates and as is more fully set forth in the charter, was to provide better sanitary, and consequently better health conditions for the cities and communities which comprise the District.

The first step toward this accomplishment was the diversion of all sewage, then emptying into the Chicago and Calumet Rivers away from Lake Michigan, the source of the city's domestic water supply. Accordingly the main drainage canal, which reversed the flow of the Chicago river, was constructed from Chicago through Lemont to Lockport. Somewhat later the so-called Evanston ditch, caring for drainage and sewage of the more northerly sections of the District, was built.

Early in 1900 surveys were made for the Calumet-Sag canal; two routes were surveyed—one, known as the "north route," through Blue Island; the other about one mile farther south, known as the "south route," passing across north Harvey. For several years the battle waged between interests concerned in one route or the other. The north route (through Blue Island) was finally chosen.

On August 6, 1906, the city council received and considered the first ordinance submitted by the Sanitary District for a franchise to construct the Calumet-Sag canal through Blue Island. But another five years slipped by before there was any visible evidence that the canal would be built.

By 1913, though, there was activity all along the line. Contractors were moving in and erecting machinery, bunk and storage shacks were being built. On July 4, 1913, the big steam shovel on the Green & Sons sections, near Worth, broke the first ground, thus officially starting construction of the canal.

The construction work of the channel was divided into fourteen sections, averaging about one and one-eighth miles each.

Beginning at the main channel above Lemont the section numbers and contractors on the job were as follows:

Section 1. James O. Heyworth.

Section 2. Winston Bros.

Section 3. S.R.H. Robinson & Sons Constructing company.

Section 4. Forschner & Sexton Co. (assigned to T. J. Forschner).

Section 5 Green & Sons.

Section 6. Green & Sons.

Section 7. Green & Sons.

Section 8. Green & Sons.

Section 9. Byrne Bros. Dredging & Engineering company.

Section 10 Schnable & Quinn.

Section 11. James O. Heyworth.

Section 12. Byrne Bros. Dredging & Engineering company.

Section 13. James O. Heyworth (Assigned to A. Guthrie & Co., Inc.)

Section 14. A. Guthrie & Co., Inc.

Riprap slopes were built by the Illinois Improvement & Construction company.

Total length of the canal is 16.2 miles.

Length in rock sections, 5.4 miles; bottom width, 60 ft.; depth, 20 ft.; sides—vertical rock or concrete walls.

Length in earth sections, 10.8 miles; bottom width, 36 ft. with side slopes 1 on 2; or 50 ft. with side slopes 1 on 1; depth, 20 ft.

The Calumet-Sag Channel was built to reverse the ordinary flow of the Calumet river away from Lake Michigan, and divert all sewage from the area bounded by 87th street, Lake Michigan, the Indiana State Line, 159th street and Crawford avenue into the Main Channel. It extends from a junction with the Little Calumet river at Racine avenue and Vermont street extended (Fay's Point) in Blue Island to the Main Channel at Sag, above Lemont.

The route of the canal from Ann street, Blue Island, to Sag, is almost identical with that of the old feeder canal which was built more than 70 years ago for the purpose of supplying additional water to the old Illinois and Michigan canal. From Ann street east to Fay's Point the canal follows exactly the bed of old Stony creek.

From its junction with the Calumet river at Fay's Point and along its entire course through Blue Island to the western limits of the city the sides of the canal are vertical rock or concrete and present a neat and finished appearance. Sections 13 and 14 (Blue Island) built by A. Guthrie & Co., were cut largely through solid rock.

Some unusual engineering problems were met with in the building of this canal. One of these problems was the handling of the flood waters of Stony creek. As the canal was being constructed partly along the old creek bed provision had to be made to divert the water of the stream and prevent it flooding the new excavation. This was accomplished by building an enor-

mous wooden flume across the new diggings and discharging the water of the creek through this flume into a supplementary canal connecting with the Calumet river at Rolls' bridge. By this arrangement the waters of Stony creek were carried over the top and across from the north to the south side of the new canal.

But even this device had its weaknesses. On March 21, 1919, rains and a sudden thaw transformed Stony creek into a raging torrent. The wooden flume was filled to the top. Huge branches of trees, chicken coops, boards and rafters were carried down stream by the force of the current. At Ann street water rose to within a few feet of the bridge. Wash-outs were threatened along the diversion canal.



*Huge Diesel-powered Dredge
Used by Morrison-Knudsen Co. while excavating
the three By-passes in Calumet-Sag Canal*

which was banked on both sides with earth, and hundreds of sand bags were used to strengthen the weak spots. Near Division street the water rose to within a foot of the top of the bank and it was feared the entire bank would be washed away. There was several feet of water on the bottom of the canal itself. The tracks in the canal were completely covered and the dinky locomotives were half submerged. It was the worst flood in many years.

On sections 3, 4, 5 and 6 considerable trouble was experienced with "slides" owing to the peaty substance with which the entire Sag bottom was overlaid. This peat formation of the soil was found to be from 4 to 12 feet in thickness and had immediately under it a soft sticky layer of clay known as "bull-liver." When spoil was deposited on these peat banks the weight of the spoil caused the peat to compress and cracks, sometimes hundreds of feet in length, would occur and great sections of the bank would slide down into the excavated channel. This trouble was so great on Section 4, H. J. Forschner, con-

tractor, that at one time a large steam shovel was completely covered by a slide which occurred during the night. On Section 3, Robinson & Sons contractors, a slide a quarter of a mile in length occurred and the contractors had to go all over the work again. Banks where slides were apt to occur were backed with rock and faced with a smooth riprap covering laid at an incline of about 45 degrees.

Although the channel was built for sanitary engineering purposes it is now being appropriated for navigation uses and will become the all-important connecting link between the Illinois and Mississippi waterways and the great Calumet industrial district. Operation of the new Calumet Sewage Treatment Works and intercepting sewers will result in a material improvement in condition of the Channel. This plant will reduce the amount of sewage emptied into the Channel and rivers within the District by 72% now and by still more as additional intercepting sewers are built.

Since this channel is too narrow for large boats to pass each other, a lie-by was constructed every three miles with a depth of 15 ft. in the lie-by and total width on the bottom of 80 ft. These lie-bys were built during 1935 by the Morrison-Knudsen Co. Seven railroad bridges and seventeen highway bridges span the Channel. All are fixed bridges with a minimum vertical clearance above water of 15.74 feet. The clear channel width for navigation at these bridges varies from a minimum of 50 feet to a maximum of 65.84 ft.

The controlling works located near the junction of the Channel and the Little Calumet river is a lock consisting of two pairs of vertical sector gates 400 feet apart. These gates are electrically operated. The width of the lock between channel walls is 50 ft. and the elevation of the bottom within the lock is 24 ft. (Chicago City Datum).

Total costs of the canal was as follows:

Right-of-way	\$ 582,299.36
Channel Construction	11,174,619.41
Bridges	946,054.13
Controlling Works	505,449.27
Engineering & Supervision..	967,005.93

Total\$14,175,428.10

Beginning of construction July 4, 1913. Date of completion August 26, 1922.

The new Calumet Sewage Treatment Works on 126th street, near Cottage Grove avenue, were put into operation December 3, 1935, to serve a large section south of 87th street and keep sewage out of the Calumet river and the

Calumet Sag Canal. Ultimately this plant will treat the sewage from an area of 88 square miles with population estimated to be 455,000 in 1945. At present the area served by the old plant is 53 square miles with population of 238,000 including the equivalent of industrial wastes poured into the sewers. Cost of the new plant was \$5,072,617 (plus engineering and supervision) and of the new intercepting sewer to bring in the sewage from Harvey, Phoenix, Dolton and Riverdale was \$1,030,312. This work was financed by bonds sold to the Public Works Administration which has supervised construction.

The Supplementary Agreement with the P.W.A. includes financing for an additional 11.67 miles of intercepting sewers in the Calumet area at an estimated cost of \$3,415,000, to be completed in 1937. When these improvements are made all the sewage from the area will be collected and conveyed to the Calumet Sewage Treatment Works, where it will be treated and emptied, 90% clean, into the channel.

* * *

Accidental Deaths at Sag-Canal

Dominick Massafaro, an Italian laborer in the employ of the Guthrie Construction Co., fell off a scaffold while at work at the canal locks and broke his neck—Blue Island Sun, January, 1917.

Ernst A. Solmien, an employe of the Guthrie Construction Co., canal contractors, was electrocuted about 5:40 o'clock, Tuesday morning, Feb. 12, while attempting to work an electric switch at the pump house at the foot of Chicago street. The water in the canal had been rising rapidly owing to the thaw and Solmien, whose duty it was to tend the pump, had gone to the pump house to start the machinery. He found the water had risen over the switch box and he was obliged to reach his hand into the water in order to throw the lever. In doing so his hand came in contact with the poles of the switch causing the charge to pass through his body. A fellow employe saw the lantern Solmien carried fall and when he hastened to him he found the man lying in the water. He was dead when taken out and the fact that a physician's post mortem revealed very little water in his lungs led the coroner's jury to find a verdict that he had died from electric shock.

* * *

"John Coughlin of Palos, while crossing the Sag slough to his place of employment at Archie Murphy's farm, became mired in the treacherous soil and lost his life."—(1871).

Water and Light Plant

The community of Blue Island, prior to October, 1908, operated its own municipal water and light plant.

The first equipment of this kind was installed in June, 1878, and was for pumping water from a dug well into an elevated tank. The power operating the pump was supplied by a windmill located above the tank.

This mill was hopelessly damaged in a storm and in July, 1881, it was taken down and a steam engine installed.

There were then no electric lights and the streets were dimly illuminated with kerosene lamps.

The first steps for better street lighting were taken in the spring of 1889 and in July of that year the village trustees took a most important action when they bought a 25-horsepower steam engine, a 25-light dynamo and 25 arc street lights with poles, wires and necessary equipment to put the plant in operation. This equipment cost \$4,890, with an additional expense of \$970 for an 80-horsepower steam boiler.

The street arc lights were a great improvement over the old kerosene lamps and met with popular approval. Demands that the new lights be extended to other sections of the village became so insistent that the original equipment was soon inadequate and had to be added to. Hampered by limited funds this problem of expansion was one which caused our early village fathers much worry.

The first arc lights were suspended by cables over the middle of the roadway at street intersections. They were easily damaged by storms and frequently refused to burn. Carbon arc lights were in use about nine years when they were gradually replaced with incandescent bulbs.

Blue Island's municipal power plant was never a paying investment. Operating costs were always too high in proportion to earnings and as the years went by the plant became more and more a political football.

When the Chicago Sanitary District was organized in 1898, Blue Island was included within its boundaries and thereby became entitled to all its advantages and benefits. One of these advantages was the use of electric energy created at the Lockport controlling works.

Accordingly, in October, 1908, the city officials entered into a ten year contract with the Sanitary District Trustees to furnish Blue Island electrical energy for street lighting and to operate the water works plant. This service was

far from satisfactory, but was accepted as the best that could be had at the time. Even moderate electrical disturbances in the weather would cause interruptions in the service and on several occasions power and light current was off for hours at a time.

At the expiration of this 10-year contract period (1918) the Sanitary District served notice that it could no longer supply Blue Island with electrical current under the old contract provisions.

Temporary continuance of service was, however, granted during which time the city council considered several plans for providing the citizens with electrical energy for lights and power. Some aldermen favored the building of a municipal plant, others opposed that project and argued that a contract with the Public Service Co. of Northern Illinois was the surest and best solution of the city's electrical problem.

These deliberations of the city council drew out over a period of nearly five years without a decision, and the Sanitary District Trustees became irked at the frequent requests for further temporary extensions of service.

In May, 1923, the city received notice that the Sanitary District would positively discontinue service on August 5, 1923.

This notice had the effect of spurring a decision and on August 13, 1923, under the administration of Mayor Paul Klenk, the city entered into a contract with the Public Service Co. of Northern Illinois for the sale to the company for approximately \$81,000 of practically all of the wires, poles, and personal property forming the electrical street lighting and power distributing system of the city. What is known as the "ornamental street lights system" was not included in the sale and the upkeep of this system is still maintained by the city.

The purchase was consummated in March, 1924, and since that time the Public Service Co. has had exclusive rights, under a 30-year franchise, to distribution of electricity for lights and power within the corporate limits of Blue Island.

* * *

Chicago & Interurban Traction Co.

Double tracks of steel rails embedded in the paving on Western and Burr Oak avenues bear evidence that once upon a time Blue Island had street railway facilities.

Back in 1890 during the boom days of the Columbian Exposition, a group of promoters obtained a charter for a street railway to connect Blue Island, Harvey, Wireton Park, Mor-

gan Park, Pullman, Kensington and South Chicago, to be known as the Chicago, Blue Island and Harvey Electric Railway Co.

Although quite a sum of money was spent in surveys and other preliminary work, the line was not built.

Then in 1895-96 William Reed and a group of financiers revived the project and under the name Englewood & Chicago Electric Street Railway Co., on February 5, 1896, obtained from the Blue Island village board a franchise to operate a street railway line from 119th street to the south village limits for a period of twenty years.

Tracks were laid during the following summer and fall and early in 1897 service was begun. The first cars were operated with storage battery power. This was a cumbersome and



Laying Rails down Western Avenue Hill

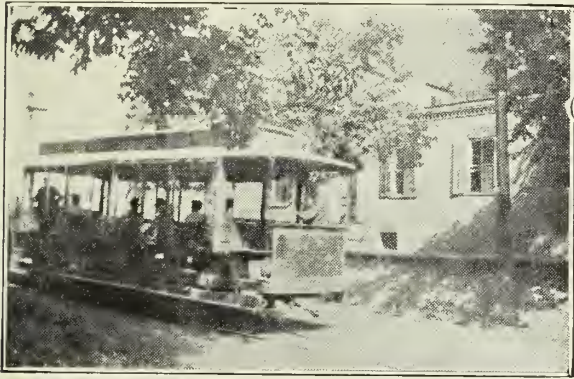
costly method of operation, but it was considered more "modern" and an improvement on the old cable cars which then were still in operation in some streets in Chicago. Batteries of these cars had to be changed for every trip, and occasionally a battery went "dead" before the car got back to the charging station at 87th street and Vincennes avenue, causing delay and annoyance to passengers.

These storage battery cars could not make the grade of the Western avenue hill, so a "loop" was constructed from the main line on Western avenue around Fulton, Rexford and Grove streets, where it again connected with the main line tracks.

The original route of this line was from Blue Island, north over Vincennes avenue and Halsted street, to 63rd and Harvard avenue. North of 119th street the tracks of the Chicago surface lines were used. Two fares were collected from passengers—one fare for that part of the trip within Blue Island and another fare for that part over the surface lines tracks. Men operating the cars also had their wages split the same way. In Blue Island the company was known

as Chicago Electric Traction Co., but when the city limits was crossed at 119th street, going north, it became the Englewood-Chicago Electric Traction Co. In 1899 an extension of the line was built on Canal street to Calumet Grove.

Storage battery cars were discontinued in 1902 and replaced with trolley cars. The first



One of the first open type "Battery" Cars

open trolley cars had hand operated brakes, but in 1909 all passenger cars were equipped with air brakes.

William Reed, the original owner of the line, experienced financial troubles in 1907 and Matthew Slush and associates acquired Reed's holdings.

The line was extended to Harvey in 1905 and to Kankakee in 1909. At this time a new franchise was secured and the name was changed to Chicago & Interurban Traction Co. The Chicago Terminus was changed to Halsted and 63rd street. The line thereafter became generally known as the K.K.K.

Extension of the line to Kankakee proved a mistake. Instead of bringing additional revenues the interurban service was not patronized to the extent that had been hoped and as operating costs had been greatly increased thereby the company started to lose money.

The company then sought to reduce expenses by cutting down the numbers of cars in operation through a "skip-stop" plan and by raising fares. As these things were a violation of the provisions of its franchise the company was soon in bad repute in all of the communities through which it operated.

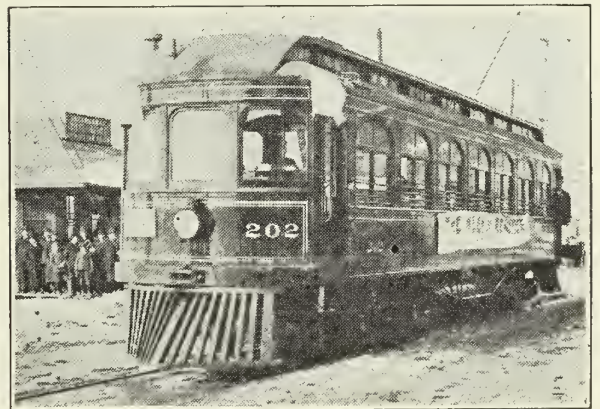
On October 11, 1922, the company was thrown into receivership by action of the First Trust & Savings Bank of Chicago on foreclosure proceedings on a Trust Deed because of default of the Chicago & Interurban Traction Company of payment on its bonds. On order of the Court W. W. Crawford was appointed receiver.

In the petition filed with the Illinois Commerce Commission to discontinue operation of the line Receiver Crawford recited that conditions and operating results had grown worse and worse during the period of receivership, that during 1924 the company lost \$39,441.48 and that for 1925 the loss is about \$40,000 and that there is no prospect of a future change for the better.

On March 9, 1927, the Illinois Commerce Commission granted the petition of Receiver Crawford and entered an order that operation of the line be discontinued. This order was sustained by the Circuit Court of Cook County on April 12, 1927, and on Saturday, April 23, 1927, at 11:59 p. m., the Chicago & Interurban Traction Co. ceased to exist.

The rolling stock of the original company consisted of twenty storage battery cars and when these were discontinued trolley cars numbered from 40 to 75 were put into service. Cook County Car No. 1 carried insane patients from Dunning to Kankakee and the car Virginia, carried funeral parties to cemeteries along the line.

Besides Wm. Reed and Matthew Slush already mentioned, W. H. Conrad, a Mr. Tarkington, Charles Oldenberg and John T. McIntosh were at some time or other connected with the management and operation of the Chicago & Interurban Traction Co. Mr. McIntosh was superintendent at the time the line ceased operating.



Type of Car used on the K.K.K. Interurban line

The Safe-Way bus lines now furnish excellent transportation between Chicago, Blue Island and points south.

* * *

The gas holder of the Public Service Company located at 139th street and the Calumet river is 337 feet high and 220 feet in diameter. It has a capacity of 10,000,000 cubic feet.



*Blue Island Postoffice
Built in 1914*

Back in 1910 William ("Billy") Wilson, who was then congressman from this district, promised to get a \$60,000 appropriation through congress for a postoffice building for Blue Island, and we believe he would have succeeded, too. But Billy met political misfortune when, in 1912, he was defeated for reelection by his Democratic rival, George Gorman.

Gorman, during one of his campaign speeches here in Blue Island, charged that Billy had laid down on the job and promised, if elected, to "eat his hat" if he failed to get the coveted appropriation within a year.

Well, along toward the end of 1913 it began to look as if the new congressman would have to do his hat eating stunt. But lo, in September, 1913, came the welcome information to Postmaster Kile and Mayor Jones that the long-sought appropriation had been made and Blue Island was to really get a Federal building to house its postoffice.

Quick action followed this announcement and within a few weeks the government issued a call for bids to be opened November 10, 1913. N. H. Shields of Danville was awarded the general contract on his bid of \$53,197.00. No bid was entered by a local contractor, although several shared in the work later on sub-contracts. These local concerns were: Blue Island Coal & Supply Co., excavating and building material;

Rohe Lumber Co., lumber; Pronger Bros., plumbing and heating.

Ground for the building was broken on December 13, 1913, and less than a year later, on Saturday, September 26, 1914, the stars and stripes were raised over the new postoffice by the local G.A.R. Post.

The building has a frontage on Vermont street of 32 feet, is 55 feet deep and two stories high. It is of fireproof construction throughout. The clerk-carrier work room extends across the full width of the building, 32 feet by 19 feet, 7 inches. The second floor is divided up into offices, which during the past couple of years, have been occupied by U. S. Government engineers in connection with local W.P.A. and canal improvement work.

Prior to the time Blue Island received its own Federal building the postoffice was usually located in the store of the then postmaster. And so it seems that in the earlier years the candidate for postmaster with a store had an advantage over the fellow without a business place. When Ferdinand Schapper was postmaster the postoffice was located in his drug store; Henry Robinson had the postoffice in his general store; later Emil Boehl was appointed postmaster and the postoffice equipment moved into his grocery store, then came F. G. Diefenbach and the postoffice traveled across the street

to the corner of Western avenue and Grove street and again into a grocery store.

When Fred C. Kile was appointed postmaster, in 1898, the government rented space in the newly completed Opera House block, and here the postoffice remained until 1912. Then it was moved to the Sorgenfrei building, which had just been built, corner Western avenue and New street.

In the meantime the wheels of congress had ground out an appropriation, the new postoffice was being built, and John A. Lentz had been appointed to succeed Fred Kile as postmaster. Lentz received notice of his appointment in January, 1914, but his commission did not arrive until March 10, 1914, and on the following day he took over the office. He served about one year in the location at Western and New and then, the new building having been completed, he had the distinction of being the first postmaster to occupy Blue Island's handsome new postoffice.

The early history of the Blue Island postoffice is told on pages 23 and 56 in the Pioneer section of this book.

Henry Robinson was Blue Island's second postmaster and succeeded Norman Rexford in 1844. He served four years, until 1848, when Stephen Rexford, a brother of Norman Rexford, was given the office. He apparently also served only four years, for in 1852, according to an announcement published in the Chicago Democratic Press of that date, Ferdinand Schapper, the senior, had been cited by Congress for the appointment of postmaster at "Worth," the then official name of the Blue Island postoffice. Schapper served from 1852 to 1861. Other early day postmasters were H. H. Massey (Hart), Cyrus B. Sammons, Dr. J. W. Harmon, H. B. Robinson and Emil Boehl.

Boehl served one four-year term, viz: 1886 to 1890.

F. G. Diefenbach served eight years, 1890 to 1898.

Fred C. Kile, was appointed in 1898; reappointed in 1902, and again twice more, serving altogether 16 years—until March 11, 1914—the longest period of service of any Blue Island postmaster.

John A. Lentz, received his appointment in 1914, serving four years until 1918, when he was reappointed for another four years, ending in 1922. He was the first postmaster in the new postoffice.

Fred T. E. Kallum, received his appointment in December, 1922, and took charge of the office on January 1, 1923. He was re-

appointed for a second four year term in 1927, but did not live to complete this term. He was taken sick in the fall of 1928 and in October of that year underwent an operation from which he never fully recovered. He died on May 20, 1929, at the age of 66 years.

Arthur Swanson, assistant under Postmaster Kallum, took charge of the office until June 13, 1929, when Carl A. Helwig, a claim investigator in the employ of the Rock Island railroad, was appointed acting postmaster on recommendation of Congressman Sproul.

But Mr. Helwig's tenure in office was also cut short by death. He served as acting postmaster nearly nine months before receiving his full commission. Then, in December of 1931, he submitted to an operation for uremic poisoning. His weakened physical condition failed to stand the shock of this operation and death came on Thursday, December 17, 1931. He was 47 years old.

For the second time within a few years responsibility for the postoffice again fell on the shoulders of Assistant Postmaster Swanson.

J. Floyd Smith, the present incumbent, was appointed acting postmaster on recommendation of U. S. Senator Otis F. Glenn, January 1, 1932, and at once assumed the duties of the office. There was considerable rivalry for the postmaster's job at this time and eleven aspirants took the tests at the government examination held January 26, 1932. Mr. Smith ranked highest in the rating and received the appointment. His closest competitors were Edward Martens and Edward Diefenbach. Others who took this examination were: Ernest Muhs, Mrs. V. H. Briggs, Joseph Benzing, R. C. Zahniser, R. J. Pekin, Pauline Crockett, Fred Hohman and Perry Heinecke.

The present (1935) personnel of the Blue Island post-office is as follows:

Postmaster, J. Floyd Smith; assistant postmaster, Arthur Swanson; clerks, C. H. Darfler, Orville C. Babbs, A. W. Runge, John Q. McDonald, George McKeone; carriers, Henry Shipman, Ezra Warren, W. A. Schneider, John C. Roehm, Archie Allen, Claude E. Colebourn, George Cope, Ray Haushalter, Conrad A. Roessner, Carl E. Sorgenfrei, Wm. G. Kessler; substitute carriers: Al H. Joens, Gilbert Wicherts, Wm. A. Stein; parcel delivery, Clarence Cain; temporary substitute clerk-carrier, Raymond Swanson; rural route carriers, J. Mulderink, Jr., Ferdinand Wicherts; substitute rural carriers, Jacob Norman, Clyde Moisan; messenger and special mail, Harold Mulderink; custodial force, Fred F. Schink, Hugh Barrowman.

Free mail delivery was instituted in the Blue Island postoffice on November 4, 1901, under Postmaster Fred C. Kile with three regular carriers and one substitute. The first regular carriers were: Herman Pronger, John H. Volp and Harold Green. Mark Barney was the substitute with Fred Rice next on the list.

In 1901, the year free mail delivery went into effect, Blue Island had a population slightly in excess of 6100. As an experiment the city was divided into three carrier districts. After a ten days' trial it was found that three carriers were inadequate to make two complete deliveries each day over all the territory and Mark



*Postmaster, J. Floyd Smith
Appointed January 1, 1932*

Barney, the substitute carrier, was given a regular route.

Increase in the service has kept pace with the growth of the community and today there are eleven regular carriers and four substitute carriers, besides two rural routes, working out of Blue Island.

On July 1, 1926, under Postmaster Kallum's administration, the Blue Island postoffice was raised to an institution of the first class. To attain this goal required that the revenue of the postoffice exceed \$40,000 per annum. This amount not only was reached but was exceeded by more than \$10,000 as the receipts for the quarterly periods in 1925 indicate: 1st quarter, \$11,071.57; 2nd quarter, \$12,021.41; 3rd

quarter, \$11,591.64; 4th quarter, \$15,912.57. Total, \$50,277.19.

Air mail service was established at Blue Island in May, 1928.

Four attempts to rob the Blue Island postoffice have been made.

The first of these occurred on May 11, 1913, while the postoffice was located in the Sorgenfrei building, at the corner of Western avenue and New street. It was a particularly bold piece of work, as the location was in a busy section of the city and a light kept burning all night exposed the interior to a full view of anyone passing.

Entrance to the building was gained through a small rear door by the simple expedient of sawing a hole in the door panel sufficiently large to insert a hand and release the bolt.

The yeggs evidently had worked some time and were ready to blast the door of the safe when something happened to frighten them and they fled, leaving behind a burglar's jimmy and two coils of copper wire with fulminating caps attached. A hole half an inch in diameter and three inches deep had been drilled in the door directly beneath the combination.

The robbery attempt was not discovered until the following morning when Assistant Postmaster Schmidt and the clerks arrived to begin the day's work. A small amount of change and some stamps left in a drawer were untouched, evidence that the attempted robbery was the work of professionals after big loot.

The second attempt to rob the Blue Island postoffice (and the first such attempt in the new building) occurred on March 1, 1919. But the timely arrival of William Berry, postoffice messenger, interrupted the men at their work and they fled without having accomplished their purpose.

On this particular morning Berry, who carried the mail from trains to the local postoffice, entered through the rear door of the building carrying a number of sacks of mail which he threw to the floor. Then he noticed that the door had been jimmied. He listened and heard a slight noise coming from the direction of the vault room.

Convinced that thieves were at work and fearing that he would be outnumbered if he attacked the men alone, he rushed for aid to the police station, across from the postoffice. But when he returned, reinforced by a number of policemen, the yeggs had fled. In their haste they had left their kit of tools behind them. They escaped through a rear window, which they

had forced as an additional avenue of escape.

Investigation disclosed that the thieves had worked quite some time. A circle of 32 small holes had been drilled near the combination in the outer vault room door and but for the timely arrival of messenger Berry the robbers would soon have blasted their way into the vault.

Thursday, June 6, 1929, only two weeks after the death of Postmaster Kallum, safecrackers dynamited their way through the ceiling of the vault room at the postoffice, but were frightened away before they succeeded in opening the safe containing the postal receipts.

Entrance was gained by jimmying a rear window and forcing a door leading from the workroom to the "lookout" on the second floor. Here a hole large enough to permit a man to pass through had been blasted through the top of the vault room. The sound of the explosion had been muffled by a number of mail sacks that lay scattered about. Steel clasps on the inside of the vault door had been removed, evidence that the thieves were inside the vault room when something happened to frighten them away.

The attempted robbery was not discovered until 9:30 a. m., when Assistant Postmaster Swanson noticed a peculiar wire dangling from a window of the "lookout" which runs overhead the full length of the workroom. He immediately suspected something wrong and when he opened the vault door he found the floor covered with plaster and a large gaping hole in the ceiling.

Postal inspectors declared it was the work of expert postoffice robbers, as the men wore gloves while they worked, leaving no fingerprints.

On Nov. 5, 1929, just five months after the previous robbery attempt, what is believed to have been the same bunch of yeggs, made another desperate onslaught on the postoffice strong box.

As in the former case entrance was gained by forcing a rear window and again the door to the "lookout" over the vault. Here the ceiling of the vault was chopped open much the same as it was when bombed in June. Once inside the vault acetelyne torches were used on the safe, but the huge steel structure containing \$20,000 worth of stamps and other valuables did not yield. It is believed the men were scared away by the approaching of daylight before their work was finished. They left behind batteries, crowbars, an acetelyne tank and other equipment. They emptied every till where

stamps and small change were kept, but could not get at the main booty.

The place was covered with foot tracks and a veritable path led to the south-west corner of the building where they evidently loaded their haul into a waiting auto.

Postal inspectors summoned by Acting Postmaster Helwig, after viewing the scene, expressed the belief that the job was done by the same group who attempted the robbery in June. No fingerprints were left on anything, showing the men had worn gloves.

* * *

From the Blue Island Sun, October 2, 1914:

"The stars and stripes were floated from the flag pole at the new postoffice for the first time last Saturday, (Sept. 26, 1914), afternoon, shortly after two o'clock. The ceremonies attending the raising of the flag were conducted by Blue Island Post, Grand Army of the Republic, assisted by Rev. Albritten and children of the public schools.

"The program was opened by the singing of "America," accompanied on the cornet by E. H. Rexford, after which Rev. Albritten offered prayer. Then while all joined in singing "The Star Spangled Banner," the flag was slowly raised to the mast-head by George Boyer, commander of the local G.A.R. Rev. Albritten was the speaker and his address was eloquent with patriotic utterances."

* * *

Henry Shipman, Carrier No. 1, has the longest service record at the Blue Island postoffice, being one of the original three lettercarriers appointed under Postmaster Kile in 1901. Carrier Ezra Warren comes next for length of service.

Fred A. Rice is the only member of the postoffice force on the government pension list. Mr. Rice retired from the postal service while a clerk in 1932. He was elected city treasurer in 1933 and served two years. In 1935 he was elected mayor of Blue Island and is serving in that capacity at the present time.

* * *

Jimmy Blouin, a Blue Island boy, wrested the world's bowling championship and a \$1000 purse from Jimmy Smith of Milwaukee, the title holder, in a sensational 60-game series rolled April 20-29, 1921. The first half of the series was rolled in Milwaukee with the following result: Blouin, 6202 pins; Smith, 6015. At Chicago the score was: Blouin, 6058; Smith, 5899. Totals: Blouin, 12,260; Smith, 11,914, giving Blouin a clear lead of 346 pins—and the world's championship.

CITY COUNCIL NOTES

(Continued from Page 263)

Jan. 11, 1926—Received copy of the application to the Illinois Commerce Commission, of W. W. Crawford, receiver of Chicago & Interurban Traction Company, for permission and authority as such receiver to discontinue the operation of said railroad.

Referred on proper motion to the city attorney to attend the meeting of the Illinois Commerce Commission and report decision of that body to the city council.

Feb. 1, 1926—Passed Ordinance No. 1133, redistricting the city and dividing the same into seven wards, instead of five as heretofore. The ordinance was passed by a 9 to 1 vote, Alderman Lentz being the only member of the council opposing the change.

Ordered purchase of 1½ ton Graham truck with 3 yard body and hydraulic hoist for \$2200 to be used for garbage disposal.

Ordered sale of team, harness and wagon used on garbage service for \$250, money so obtained to be applied to garbage disposal purposes.

Feb. 15, 1926—Mayor Klenk served with summons in \$25,000 personal damage suit of Martha Witherspoon against city.

Passed ordinance changing the name of Ogden avenue, from Broadway to 123rd street, to California avenue; parts of Division street (west side) and Hoyne avenue in Everett H. Rexford's addition, changed to Mozart street; California avenue in Harmon & Young's addition, changed to Francisco avenue.

Allowed bill for Booster Week expenses in the amount of \$84.45.

Passed an ordinance amending Ordinance No. 1135, being the "Blue Island Zoning Code."

March 22, 1926—Approved the estimates and passed ordinances for the following public improvements recommended by the Board of Local Improvements:

Sanitary and storm water sewers in the following streets and parts of streets: Greenwood avenue, (estimated cost \$7,723.21); Harrison avenue, (estimated cost \$7,127.10); Wiley avenue (estimated cost \$7,297.04); Maple avenue and other streets (estimated cost \$34,157.74); for ¾ inch lead water service pipes in Highland avenue, (estimated cost \$1075.00); 6 inch house connection drains in Highland avenue (estimated cost \$795.00).

March 29, 1926—Passed Ordinance No. 1152, amending Section 4 of Ordinance No. 906 (relating to the issuing and fees for building permits.)

Approved the recommendations of the Board of Local Improvements and passed ordinances authorizing the following public improvements: Six inch cast iron water supply pipe in 119th street and other streets, (estimated cost \$6,126.98); sanitary and storm water sewer in 119th street and other streets, (estimated cost \$13,019.02); concrete paving and curbing the south 33 feet of 119th street, from Western avenue to Division street (except across the C. R. I. & P. railroad tracks (estimated cost \$32,448.88); paving with concrete and curbing Highland avenue, (estimated cost \$21,823.95).

April 26, 1926—Mayor Klenk reported that to prevent a possible smallpox epidemic Dr. Herbert L. Wright of the State Board of Health had volunteered his services as deputy health officer of the city and the council thereupon authorized the mayor's appointment of Dr. Wright in that capacity.

Results of general election held on April 20, 1926:

Total number of legal votes cast in all wards at said election, 3328; total number of votes cast in the First ward, 46; Second ward, 639; Third ward, 851; Fourth ward, 59; Fifth ward, 943; *Sixth ward, 391; *Seventh ward, 399.

(*) Newly created wards.

Aldermen elected: First ward, Alfred Koencke; Second ward, Charles F. Mosel; Third ward, Rocco Guglielmucci; Fourth ward, James A. Noble; Fifth ward, Alfred W. Brunner; Sixth ward, Charles H. Lorenz, (1 year term), A. B. Jerrain, (2 year term); Seventh ward, C. O. Williams, (1 year term), William Gerdes, (2 year term).

May 3, 1926—Passed Ordinance No. 1157, amending certain sections of Ordinance No. 1135, known as the "Blue Island Zoning Code."

May 10, 1926—Selected Miss Helen Boeber to act as clerk pro tem during absence from city of City Clerk Landgraf.

Mayor's appointment of Edward Maroney as member of the Recreation Board, to fill vacancy of member Harry Schlemmer, approved by council.

Permission granted the Illinois Commerce Commission to hold meetings in the city council chambers in connection with the petition of W. W. Crawford, receiver of the Chicago & Interurban Traction Company, for permission as such receiver, to discontinue operation of said road.

The first meeting of this kind was held on May 28, 1926, and was attended by officials and civic bodies from Harvey, Chicago Heights,

Steger and other communities through which this interurban line held franchises.

One hundred and ninety-eight school children were vaccinated during May in the crusade against a threatening small-pox epidemic.

June 1, 1926—Passed Ordinance No. 1159, amending certain sections of the "Blue Island Building Code," Ordinance No. 1135.

City census taken by L. A. Burkhart, during May, 1926, showed the total population to be 14,441, distributed among the wards as follows:

Ward One, 1497; Ward Two, 2186; Ward Three, 2803; Ward Four, 2236; Ward Five, 2909; Ward Six, 1142; Ward Seven, 1666. There were 625 more females than males.

June 28, 1926—Received check for \$1000 from American Legion as a payment on contract with the city for the Legion rooms in city hall.

July 6, 1926—Mayor Klenk announced the following appointments all of which were concurred in by the council: Lieutenant of Police, William Hanke; motorcycle men, Frank Jenner, William LaMore; patrolman, Harry Jones; desk sergeants, Fred Schultz, Max Gese, C. O. Smith; members of Library board, F. T. E. Kallum, F. S. Wirts, J. P. Eames.

Passed Ordinance No. 1161, making appropriations for corporate purposes for the fiscal year, beginning May 1, 1926, and ending April 30, 1927, as follows:

General government	\$25,368.00
Police department	33,440.00
Fire department	20,930.00
Health department	3,060.00
Water department	89,580.00
Electric light department	18,940.00
Street department	51,700.00
Board of Local Improvements ...	300.00
Miscellaneous	28,482.10

Total\$271,800.10

(\$78,082.10 of the above named amount to be raised by general taxation and \$193,718.00 from miscellaneous sources.)

City council voted to participate in the celebration of the electrification of the Illinois Central railroad to be held on Saturday, August 7, 1926.

August 9, 1926—Entered into contract with Austin Company for the purchase of an Austin street sweeper to cost \$7000.00 on the following terms: \$2,500 cash and note for \$4,500.00 due on or before August 1, 1927, bearing interest at 6 percent.

August 17, 1926—Authorized Engineer Fox

to sign the set of blue prints of the West Blue Island Intercepting sewer submitted by the Sanitary District of Chicago, which sewer is to be built by the said Sanitary District of Chicago.

Passed Ordinance No. 1162, making Longwood Drive in Blue Island a through street.

In regard to a question as to whether a policeman, when he resigns or is laid off, is entitled to a refund of dues paid into the Policemen's Pension Fund, Attorney Roy Massena, quoting from provisions of the law, stated: "There is no provision in the law for a refund to a policeman upon his resignation or upon his being laid off. . . . It is my opinion therefore that the dues paid by a policeman should not be returned to him when he resigns or is laid off."

August 30, 1926—Authorized the issuance of \$10,000 tax anticipation warrants bearing 6 per cent interest, payable only out of the taxes levied for the year 1926.

Passed Ordinance No. 1164, known as the Annual Tax Levy Ordinance.

Sept. 20, 1926—Passed Ordinance No. 1165 licensing and governing the sale of "near beer" in the City of Blue Island. The license fee to be paid under this ordinance is \$100 every three months."

Oct. 11, 1926—Authorized the issuance of \$15,000 tax anticipation warrants, bearing 6 per cent interest, principal and interest payable only out of taxes levied for the year 1926.

City Clerk Landgraf reported the purchase of an Addressograph and other necessary equipment and supplies for use in the city clerk's office, the total amount being \$625.70.

Oct. 25, 1926—Approved the recommendations and estimates and passed an ordinance recommended by the Board of Local Improvements for the following improvements: Grading, draining, curbing and paving with concrete pavement Broadway, Market and Desplaines streets from State street to Division street, and Robinson street, Canal street to Desplaines street; also York street from the west side of Maple avenue to the east line of California avenue, being ordinances Nos. 1167 and 1168 respectively.

The city council concurred in the action of the city clerk in issuing a license to the Yellow Cab Co. to operate cabs in the City of Blue Island.

Nov. 1, 1926—Passed Ordinance No. 1169, amending certain sections of Ordinance No. 1135, known as "Blue Island Zoning Code," providing for the rezoning of certain property

at the north-west corner of Vermont and Chicago streets from First Commercial to First Industrial. (This was the Rohe Lumber Co. "saw mill" case.)

Authorized City of Chicago to sell water to the C. R. I. & P. Ry. Co., within the City of Blue Island (approximately 1,500,000 gallons per day) provided no water be resold by the railroad company.

Passed Ordinance No. 1170, requiring a cash bond from any person, firm or corporation making application for permit to tear up any part of any street or alley. Violation provides for a fine of not less than \$10 nor more than \$200.00.

polls in the City of Blue Island." (Open at 6 o'clock a.m. and close at 4 p.m.)

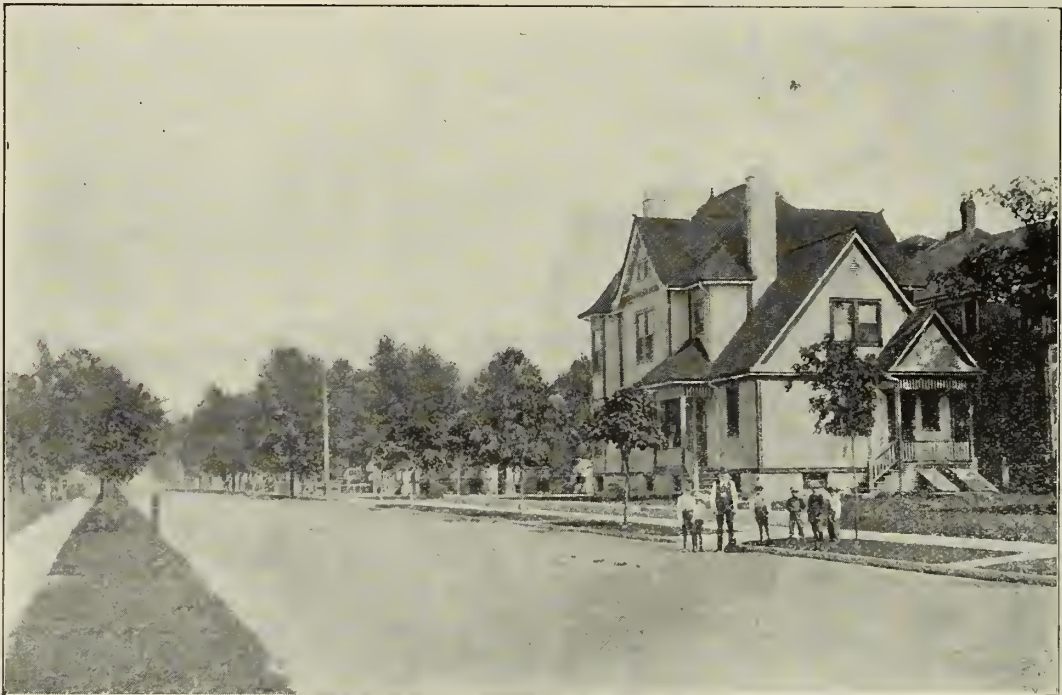
Ordered the opening of Union street across the Grand Trunk railroad tracks.

Passed Ordinance No. 1175, amending Ordinance No. 1165, being "an ordinance with respect to the licensing and sale of near beer."

Passed Ordinance No. 1176, "in regard to the heating of flats and apartment houses.

Accepted the recommendations and estimates and passed ordinances for the following improvements recommended by the Board of Local Improvements:

A system of sewers in Vermont street, New street and California avenue; a system of san-



A Pleasant Street in the Residential Section

Nov. 29, 1926—Board of Appeals granted the rezoning of the property on Vincennes avenue, to be occupied by the Borden's Farm Products Co., from First Commercial to First Industrial. (Ordinance 1171, passed Dec. 20, 1926).

On suggestion of Mayor Klenk the council voted unanimously to again sponsor a community Christmas tree.

Dec. 6, 1926—Granted Rock Island railroad permission to lay a temporary track across New street and York street, west of the railroad's right of way, for the purpose of storing coal there.

Dec. 20, 1926—Passed Ordinance No. 1173—"Fixing the hours for opening and closing the

itary and storm water sewers in York street extended, California avenue, Mozart street, Everett street, Wahl street, Union street, Walnut street and Highland avenue; also for grading, curbing and paving with concrete pavement Ann street, from the south line of Birdsall street southward a distance of 307.28 feet.

The water consumption during the six month period 11-1-25 to 5-1-26, as per Chicago meter, was 254,086,350 gallons; water consumed as per meter ledger; 177,522,000 gallons; water consumed by flat rate, fire protection and miscellaneous city proposes, 76,564,350 gallons.

City clerk's semi-annual report showed that at this time there were 2154 pleasure automobiles and 337 trucks, motorcycles, etc., licensed

by the city, a total of 2491.

Authorized the issuance of \$5000.00 anticipation warrants on taxes levied for the year 1926.

Jan. 24, 1927—Passed Ordinance No. 1181, providing for the construction of a system of combination sanitary and storm water sewers in Everett street, Francisco street, Clifton avenue, Sacramento avenue, 128th street, Edison avenue, Burr Oak avenue, Minnesota avenue, Fairview avenue, Cochran street, Highland avenue, Orchard street, and Grunewald street. The engineers' estimate for this improvement was \$102,894.23.

Passed Ordinance No. 1186, "approving plans for the enlarging and extending of the water works system existing in the City of Blue Island."

The annual report of Mayor Klenk transmitted to the City Council at the meeting Feb. 21, 1927, contains this statement anent local improvements:

"Eighteen improvement procedures have been completed during the past year, and sixty since May 1st, 1921 (the beginning of Mayor Klenk's term in office.) They include every division of local improvements, a summary of same, together with the amounts involved being as follows:

Paving	\$872,680.64
Sewers	397,751.24
Water	68,508.02
House Drains	21,578.42
Water Service Pipe	40,462.28
Total	\$1,400,890.60

"One noteworthy fact in connection with the letting of all contracts for these improvements is that not a single contract was awarded for more than the engineers' estimate of cost."

March 21, 1927—Adopted resolutions on the death of Oliver W. Bourke, former village president, whose death occurred on March 14.

Attorney Massena presented and read the report of the Illinois Commerce Commission granting the application of W. W. Crawford, receiver of the Chicago & Interurban Traction Company for permission to discontinue operation of the said railroad and to sell or otherwise dispose of the physical property of the company. (This order was entered on March 9, 1927.)

Attorney Massena also reported that on the same day on which the above order was entered the Illinois Commerce Commission granted permission to the Schappe Bus Line to operate buses from 63rd street to Chicago Heights.

April 4, 1927—The South Suburban Motor Bus Co., which had been granted permission by the Illinois Commerce Commission to operate buses from Grove street down Western avenue to 63rd street, petitioned the city council for a franchise to extend its service from Grove street south to the Libby plant.

Temporary permit granted subject to approval of Illinois Commerce Commission.

April 7, 1927—Contract for the extension of the Blue Island water system was awarded to the T. H. Iglehart Co. on their bid of \$37,901.50, and contract for the steel foot bridge across the canal on Gregory street was awarded to the Continental Bridge Works on their bid of \$5,848.00.

(Note—This extension of the water system provided for a 12-inch main connecting with the existing main at 121st street and running in a southerly direction along Vincennes avenue, Gregory street and other streets across the Sanitary District Canal to Canal street, thence west in Canal street to Western avenue, where it connected with the water main existing there.)

April 11, 1927—Passed Ordinance No. 1191, authorizing the issuance of \$12,000.00 anticipation warrants against 1926 taxes.

April 13, 1927—City Council given notice by J. McIntosh, general superintendent Chicago & Interurban Traction Co., that, pursuant to an order of the Illinois Commerce Commission, operation of all cars of the above traction company will cease at 11:59 p.m., Saturday, April 23, 1927.

Result of the city election held April 19, 1927, was as follows:

Total number of votes cast.....	1901
For Mayor—Paul T. Klenk.....	1525
For City Clerk—Geo. Landgraf.....	1539
For City Treasurer—J. P. Wiessner....	1505
For Alderman—First ward, Harold C. Volp;	
Second ward, George F. Fiedler; Third ward,	
Louis L. Brockman; Fourth ward, Joseph W.	
Lentz; Fifth ward, Rudolph Swanson; Sixth	
ward, Charles H. Lorenz; Seventh ward, C. O.	
Williams.	

The vote on the proposition to increase the tax levy for general corporate purposes from 1 1/3 to 1 3/4 per centum was 906 votes "for" and 602 votes against the increase. Although more people voted for the increase than did against, the proposition lost because the law required "a majority of all votes cast at said election." The total vote cast was 1901.

The proposition to establish a Municipal Band was lost for the same reason as stated

above—although the vote was 776 in favor and 726 against.

The proposition to annex certain territory contiguous to the southern limit of the city was carried by a vote of 1369 favoring the annexation to 340 against.

Ordinance No. 1194 was then passed. This ordinance states the favorable vote on the question of annexation of the territory and declares the property effected as legally annexed to and a part of the City of Blue Island; also that the territory so annexed is annexed to and becomes a part of the Second ward of the City.

May 9, 1927—Mayor Klenk, through the City Clerk, issued notices forbidding the holding of any more public markets on the South Side after May 5, 1927, and instructed police to enforce the order.

According to report of Health Commissioner L. A. Burkhart the daily consumption of milk for domestic purposes was 784 gallons, and cream 49 gallons.

May 16, 1927—Passed Ordinance No. 1197, authorizing the issuance of \$12,000 in anticipation warrants on the taxes levied for 1927.

Passed Ordinance No. 1198 providing for grading, draining, curbing and paving with concrete pavement Ann street from 135th street north to Market street, and Market street from Ann street to Greenwood avenue.

Also passed Ordinance No. 1199 for the construction and laying of $\frac{3}{4}$ inch lead water service pipes and Ordinance No. 1200 providing for 6 inch vitrified tile pipe house connection drains in the streets mentioned above.

July 18, 1927—Owing to absence of Mayor Klenk, Alderman Joseph Lentz, chairman Finance Committee, acted as Mayor protem.

Passed Ordinance No. 1209, for grading, draining, curbing and paving Maple avenue from 119th street to 123rd street and other streets.

Passed Ordinance No. 1210, being the annual appropriation bill for corporate purposes for the fiscal year ending April 30, 1928. A summary of the amounts appropriated for various purposes is given herewith.

General Government	\$25,968.00
Police Department	37,940.00
Fire Department	22,376.00
Health Department	2,960.00
Water Department	116,265.00
Electric Light Department.....	19,940.00
Street Department	53,445.00
Board of Local Improvements....	300.00
Miscellaneous	39,105.00

Total\$318,299.00

Passed Ordinance No. 1212 providing for the issuance of \$15,000 in anticipation warrants on the taxes levied for the year 1927.

Passed Ordinance No. 1211, regarding the sale of gasoline from gasoline pumps.

Passed Ordinance No. 1213, providing for cement sidewalks in various streets in the northern section of the city, east of Western avenue. The estimated cost of this improvement \$33,574.00.

Sept. 12, 1927—Passed Ordinance No. 1216 providing for the construction of a system of



Harry Rohrbach

*Alderman 1901-1908; City Treasurer
1909-1910*

Portland cement concrete sidewalks in various streets in the east and south sides of the city. The estimated cost of this improvement \$29,341.49.

Voted to purchase another Graham 1½ ton motor truck at cost of \$2035.00.

During the time of Mayor Klenk's administration a large number of public improvements of every kind were made. Many of these amounted to only a few hundreds of dollars while some ran up into the hundred thousand dollar mark. A number of dead-end streets were opened through and streets not yet improved with pavement were reconditioned and rehabilitated. Flashers and "Stop" signs were installed at dangerous intersections and at the more important cross streets "Stop and Go" lights were installed. Railroads were required

to keep their crossings in good repair and to place safe-guards where directed.

Doerr, Lindquist & Doerr, architects of the new city hall submitted their estimate that to complete the city hall as originally contemplated would cost \$45,400.00. (Referred to proper committees.)

Nov. 7, 1927—Application of the Village of Posen to be supplied with water from the City of Blue Island, referred to proper committee.

Passed Ordinance No. 1224—"Providing for the regulation of the installation, alteration and use of electrical equipment and for the inspection thereof."

Permit granted to Cook County Superintendent of Highways to construct a 20-foot concrete highway in Broadway, from Western avenue, westward to and connecting with Rexford Road at 135th street.

Nov. 28, 1927—Passed Ordinance No. 1227, providing for the issuance of \$20,000 anticipation warrants against taxes levied for the year 1927.

City Council voted to again sponsor a municipal Christmas tree in conjunction with the Lions club; tree to be placed at the corner of High street and Western avenue.

Passed Ordinance No. 1228, known as the "Taxi Cab Ordinance."

Paid bill of Louis Samson \$2088 for redecking the Division street bridge. Town of Calumet to pay one-half of cost.

Jan. 30, 1928—Passed Ordinance No. 1229, providing for the issuance of \$15,000 anticipation warrants against taxes levied for the year 1927.

Feb. 27, 1928—Passed Ordinance No. 1230, commonly referred to as the "set-back" ordinance, establishing building lines on both sides of Western avenue, between 123rd street and Burr Oak avenue.

On motion of Alderman Fiedler the matter of drafting a "set-back" ordinance for the balance of Western avenue from Burr Oak avenue, south to 135th street, was referred to the City Attorney with the proper committee and zoning commission.

Passed Ordinance No. 1231, prohibiting bonfires and the burning of inflammable material and rubbish in streets, yards, alleys or any public place where adjacent property may be damaged.

Passed Ordinance No. 1232, providing for grading, draining, curbing and paving Maple avenue from 119th street to 123rd street;

Greenwood avenue, Wiley avenue and Hanson avenue, from 119th street to 122nd street; and 119th street, 120th street and 121st street from Maple avenue to Western avenue.

The engineer's estimate of the cost of this improvement was \$194,225.34.

March 5, 1928—Passed Ordinance No. 1233, providing for a system of ornamental street lights to be installed in practically all the principal streets in the territory bounded on the north by Burr Oak avenue, on the east by Gregory street, on the south by Vermont street, on the west by Elm street.

The engineer's estimate of the cost of this improvement is \$70,613.67.

March 15, 1928—Special meeting. Owing to absence from city of Mayor Klenk, Alderman Joseph Lentz presided as mayor pro tem.

Further discussion of the building code. These discussions had already progressed through several meetings of the city council preparatory to the passing of the ordinance.

March 26, 1928—In a letter to Mayor Klenk the Cook County Bankers Federation stated that the association is organizing Town Guards in the various parts of southern Cook County as a means of protection for the banks situated in this part of county, and submitted the names of the following five men which the association had selected to represent the Town Guards in Blue Island: Harold Volp of the Blue Island Publishing Corporation; Charles M. Foley of the Piggly-Wiggly; Theodore Montague of the Blue Island Specialty Co.; Robert H. Gilson, attorney, and Henry Snyder of the Rohrbach Co.

Mayor Klenk then submitted the appointment of the men named, in which action the council concurred.

Adopted resolutions of condolence on the death of Harvey L. Melvin, former City Treasurer.

The city's bid of \$250 for 210 iron poles and 32 wooden poles, constituting the trolley system of the Chicago & Interurban Traction Company, which company ceased operating its street railway system on April 23, 1927, was accepted by the bondholders protective committee of the defunct interurban railroad.

Results of City election held April 17, 1928:
Total vote cast—1639.

Aldermen elected—First ward, Alfred L. Koenecke; Second ward, Charles Mosel; Third ward, Rocco Guglielmucci; Fourth ward, James A. Noble; Fifth ward, Alfred Brunner; Sixth ward, Chas. A. Dewar; Seventh ward, Wm. J. Gerdes.

May 7, 1928—Four hundred and sixty-seven building permits were issued by the city clerk during the year from May 1, 1927 to June 1, 1928, representing a total value of \$1,097,-672.00 in remodeling and new structures.

Passed Ordinance No. 1236, annexing certain territory adjoining the Blue Island city limits on the south and south-east.

May 21, 1928—Blue Island Library Board, in its annual report submitted to the city council at this meeting, stressed the need of an addition to the present library building, erected twenty-five years ago. A plan of the proposed addition and an estimate of the cost (\$35,000) was submitted with the report.

(The matter was referred to the Finance Committee, where it has rested ever since.)

Adopted resolution on the death of Arnold Myers, long a member of the city council, whose death occurred on May 8, 1928.

Mayor Klenk, in message to city council, calls attention to the urgent need of doing something about garbage disposal; advocates building of an incinerator.

Pollution of the waters of the Little Calumet river was also discussed and this matter was referred to the Public Health Department of Illinois.

Annual report of Fire Marshal Link showed 108 fires during preceding year caused a loss of \$31,206.

June 11, 1928—City council voted to participate in the celebration on June 19th, marking the opening of the new pavement on Western avenue from 135th street to 147th street.

Adopted resolutions on the death of A. B. Jerrain formerly alderman from the sixth ward, which occurred May 8, 1928.

City Attorney Massena stated that after considering the recommendations contained in the mayor's annual report he finds it is possible that the library bond issue, the City Hall bond issue, civil service for police and firemen (which could also include all city employes if necessary) the city court and the garbage disposal question be voted on at on special election. He further stated that the matters of the City Court and civil service require petitions signed by 20 per cent of the votes cast at the last municipal election.

Attorney requested to prepare the necessary petitions to be circulated on these two matters.

June 18, 1928—Contract for furnishing and spreading 10,000 gallons of road oil at 7c per gallon, awarded to L. W. Rauch,

July 12, 1928—Passed annual appropriation bill, carrying a total of \$377,400.67 for cor-

porate and general municipal purposes of the fiscal year, as follows:

General Government	\$ 65,968.00
Police department	37,940.00
Fire department	19,126.00
Health department	3,060.00
Water department	112,620.00
Electric light department.....	19,940.00
Street department	47,375.00
Board of Local Improvements...	300.00
City Court	2,800.00
Miscellaneous	68,271.67

Total.....\$377,400.67

Passed Ordinance No. 1238 providing for the issuance of tax anticipation warrants in the amount of \$25,000 to be used for corporate purposes.

Sept. 4, 1928—Mayor Klenk extended an invitation to the entire city council to participate in the parade and celebration for the turning on of the ornamental street lights Wednesday evening, Sept. 5th.

An opinion rendered by John J. Beckwith, assistant attorney of the Sanitary District, placed the responsibility for the maintenance and repair of bridges over the Calumet-Sag channel within the city limits upon the City of Blue Island.

Granted permission to the Public Service Co. to erect a ten million cubic foot gas holder and brick building on its property near the Calumet river.

Sept. 17, 1928—Passed annual tax levy ordinance.

Oct. 1, 1928—A suggestion made by Mayor Klenk during a council meeting in July that the city wipe out township lines within its limits by organizing itself into a separate township, found considerable favor among the aldermen and the matter was referred to City Attorney Massena for investigation.

Under date of Sept. 27, 1928, the attorney submitted the following information:

"With reference to the organization of Blue Island as a separate town will say, if a city has at least 15,000 population and its territory is composed of portions of two or more townships, the City Council may, by resolution, request the County Board to organize the City into a separate township. In such resolution the City Council shall designate the name desired for the new township. Thereupon it is the duty of the County Board to comply with such request and provide for the organization of the city into a new township under the name designated in the resolution."

The report was referred to the Judiciary committee, but no further action on the proposal was taken.

Oct. 15, 1928—On request of the village officials of Alsip the Blue Island city council

agreed to furnish fire protection to the village on a contract basis.

Oct. 29, 1928—Passed Ordinance No. 1246, which ordinance provides "That no offensive or unwholesome business or establishment shall be carried on within the limits of the City of Blue Island or within one mile of the city limits of Blue Island."

Dec. 17, 1928—Accepted plans and profile for the paving of the north half of Burr Oak avenue, from Division street east to Honore street, as submitted by the Village of Burr Oak, same being in accord with the present grades and lines of the City of Blue Island.

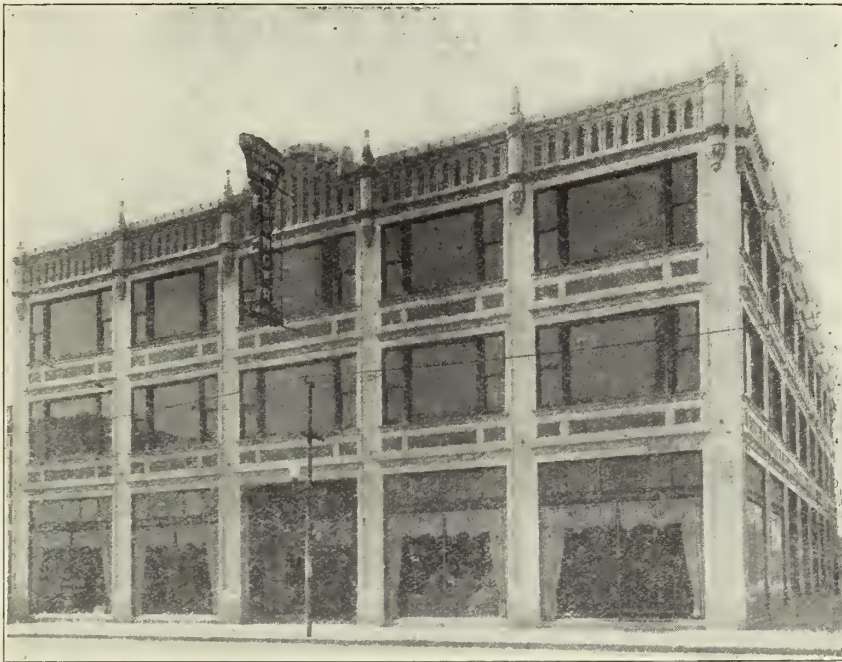
Passed a resolution favoring the distribution of the proposed state gasoline tax to be as fol-

some immediate action in the murder by some unknown party the night previous of Miss Laura Buchholz. The mayor proposed a reward of \$5000.00 for apprehension of the guilty party and said he was willing to underwrite \$3000 of that amount.

A committee of five aldermen was named to get in touch with civic organizations in the community to raise the balance of \$2000.

Special police guards were ordered stationed at all depots from 5 o'clock in the evening until the last trains have arrived with instructions to arrest any suspicious characters found loitering near or following passengers from trains.

(Note—Read the story of this crime printed on page 279.)



*A Blue Island Business Block
Pronger Bros. Stores*

lows: One-third to the state, one-third to the counties, and one-third to the cities, villages and incorporated towns.

Health Commissioner Burkhart reported for the month of December 4 cases of pneumonia, 23 of influenza, 1 of measles, 1 diphtheria and 16 of chicken pox.

Passed Ordinance No. 1250, providing for grading, draining, curbing and paving Fairview avenue from Burr Oak avenue to Cochran street; Birdsall street from Fairview avenue to Highland avenue; Cochran street from Fairview avenue to Highland avenue. Estimated cost \$29,670.49.

Jan. 24, 1929—This was a special meeting called by Mayor Klenk for the purpose of taking

Jan. 28, 1929—Regarding viaducts and track elevation, which matters had been up for consideration between the city and Rock Island railroad officials for some months past, City Engineer Fox reported that the railroad company had submitted tentative viaduct plans. He explained there were three different plans with estimated costs varying from \$277,000.00 to \$292,000.00. (Neither of these plans has matured up to this time.)

Feb. 11, 1929—Adopted resolutions on the death of Alfred Brunner, a sitting alderman (Fifth ward) in the city council.

A proposal to eliminate the holding of a primary election, was on advice of City Attorney Massena overruled.

Engineer Hammond reported that electric street lights had been extended throughout the newly annexed territory south of 135th street.

Passed Ordinance No. 1254, providing for a system of cast iron water mains of 6 inch, 8 inch, 10 inch and 12 inch internal diameter in various streets on the south side for the purpose of extending water service to the newly annexed territory south of 135th street. The estimated cost of this extension was \$83,737.00.

Passed Ordinance No. 1255 providing for the calling of a primary election to be held March 12, 1929.

Rock Island railroad company criticized again for blocking Vermont street for a period of 15 to 20 minutes, also for not having made repairs on Burr Oak avenue viaduct.

Feb. 25, 1929—Engineer Fox reported that the Rock Island has started making repairs on the east end of the Burr Oak avenue viaduct.

Passed Ordinance No. 1256 providing for the annexation to Blue Island of territory on the south-west corner of the city. This territory was heretofore annexed to the village of Posen, but more than one-half of the legal voters and more than one-half of the property owners petitioned that the territory be disconnected from Posen and annexed to Blue Island.

March 25, 1929—Passed lengthy resolution condemning the method employed by Harry S. Cutmore and his staff in the reassessment and revaluation of real estate in the townships of Worth, Calumet, Bremen and Thornton and the City of Blue Island, which if put into effect, would raise the valuation of this property to 40 per cent of the market price, thereby practically doubling the taxes for the year 1928. A vigorous protest was voiced against such an unreasonable increase.

Passed Ordinance No. 1260 providing for the holding of a general city election on April 16, 1929.

April 22, 1929—Results of the general city election held on April 16, 1929:

Total number of legal votes cast in all wards was 7301, divided as follows:

First ward	757
Second ward	1197
Third ward	1127
Fourth ward	1212
Fifth ward	1650
Sixth ward	617
Seventh ward	741

Frank Kasten was elected mayor by 3951 votes, against Millard Rauhoff with 3313 votes.

In the race for city clerk George Landgraf was reelected by 4196 votes over Fred A. Hohman with 2941 votes.

Edward H. Hopf was elected city treasurer with 3742 votes over Emil Schmitt with 3378 votes.

The police magistracy was won by Carl J. Carlson, who had 3906 votes to John J. Dedrick's 3221.

The following were elected aldermen:
 First ward.....Harold C. Volp
 Second ward.....George F. Fiedler
 Third ward.....Ludwig Brockman
 Fourth ward.....Joseph W. Lentz
 Fifth ward (2 year term)....Rudolph Swanson
 Fifth ward (1 year term)....Fred C. Schroeder
 Sixth ward.....Charles H. Lorenz
 Seventh ward.....C. O. Williams

Contract for 10,000 gallons of road oil was awarded to Tufthead Company at 6½ cents per gallon.

April 29, 1929—Passed Ordinance No. 1263, repealing Ordinance No. 991, being an ordinance regarding the sale of fireworks in the City of Blue Island.

Passed Ordinance No. 1264, relative to the numbering of buildings in the City of Blue Island. Section 2 of the ordinance reads:

"All lots or houses located on the north and south streets or on streets running in a northerly or southerly direction shall be numbered from Vermont street as a base line, beginning with number 13056 at the north line of Vermont street and decreasing toward the north; and beginning with 13100 at the south line of Vermont street and increasing towards the south.

"Section 3—All lots or houses located on the east or west streets, or on streets running in an easterly or westerly direction shall be numbered from Western avenue beginning with number 2360 at the east line of Western avenue and decreasing toward the east; and beginning with number 2400 and increasing toward the west.

"Section 4—There shall be assigned one hundred numbers to each one-eighth ($\frac{1}{8}$) of a mile on all streets, and such numbers shall change from one one-hundred to the succeeding one-hundred at the intersecting streets nearest the one-eighth of a mile line. The even numbers on north and south streets, or on streets running in a northerly or southerly direction shall be on the west side of said streets. The even numbers on east and west streets or streets running in an easterly or westerly direction shall be on the north side of said streets."

* * *

Ordinance No. 1266, known as the "Blue Island Building Code," which had been up for alteration, revision and correction at numerous regular and special meetings of the city council during the past six months, was then presented by the city clerk and passed and adopted by unanimous vote.

(Continued on Page 313)

PRINTING AND PUBLISHING



*Peerless Laundry Building, 281 (old number) Vermont Street
Erected in 1913, by O. W. King*



*Former Building of the Peerless Laundry
Remodeled and enlarged and now the property and
home of Blue Island Publishing Corporation
2350 (new number) Vermont Street*

The group picture shown here was taken September 28, 1929, when publishers of suburban newspapers from all over Cook county met at the Publishing Corporation's plant on the occasion of their annual outing and later were guests of Superintendent Venceck at the Oak Forest Institutions.

Printing Industry

The printing industry is well represented in Blue Island. There are at the present time three printing plants, each equipped with modern automatic presses and other up-to-date appliances and material.

THE MELVIN PRESS, which may reasonably be considered the logical successor of the original Standard plant of the early days, is located at 13152 South Western avenue. Harold R. Swanson is the proprietor. The plant does general job printing.

Beginning with Frank Wuest, who printed the Standard in 1880, this printing plant has successively passed through the following hands: Eugene Pope, S. C. Reed, Hamilton & Volp, Errett & Volp, Wade Errett, Wade Jr. and Clyde Errett, Errett & Melvin, Harvey Melvin (who first named it Melvin Press) and the present owner, Harold R. Swanson, who bought the plant after Mr. Melvin's death in 1928.

The weekly newspaper, "The Standard," was bought from the Erretts by Roy Phillips and Norris Quinn in the spring of 1918. They continued its publication until late that fall when a merger between The Standard and the Blue Island Sun was effected. The Melvin Press now does job printing exclusively.

THE BLUE ISLAND PUBLISHING CORPORATION, 2348-2350 Vermont street, was organized as a corporation April 20, 1920. It is the successor of the John H. Volp printing plant which established and published the Blue Island Sun in 1894 and until its merger with The Standard. The Sun-Standard and three other newspapers are printed weekly in this plant, besides several school publications and a large amount of general commercial printing.

The corporation owns and operates one of the most modern and completely equipped printing plants on Chicago's south side. The first Linotype (typesetting machine) was installed in this plant in 1913 and in June, 1922, a Duplex press, which prints from large rolls of paper, was added to its equipment. Much new equipment of the most modern type has been added since that time. Fifteen to twenty people are constantly employed in the mechanical and newspaper departments.

Blue Island Publishing Corporation is capitalized at \$50,000. John H. Volp is president; Harold C. Volp, vice president, and Helen E. Merigold, treasurer. (See pages 255-257 for other details.)

THE W. R. WILSON PRINTING Co. started in Blue Island in 1923 in quarters in the rear of the building of the Blue Island Publishing

corporation. After about four years at this location the plant was moved to the rear of 13006 Western avenue, where it is now located. The firm specializes in the printing of baseball pool supplies. W. Santa is the manager.

In the early 1890's the JOHN W. WESTON PRINTING HOUSE was doing publication printing in a building 30x120 feet, erected by Mr. Weston on the north side of Union street, just east of Greenwood avenue.

The Weston plant was moved to Blue Island from the Blakely building, on Monroe street, Chicago, where it was known as the Weston Printing Co.

John W. Weston was secretary to the Western Society of Civil Engineers for two terms and much of the printing done at this plant was of a scientific and technical nature. He published regularly the "Journal of the Association of Engineering Societies," "Ways and Means," and similar works.

Mr. Weston carried on the business until May, 1899, when it was taken over by the M. N. Smith Publishing Co. Mr. Weston remained with the new firm as writer and editor on various magazines—"Park and Cemetery," "Monument News" and others. From 10 to 15 people were employed.

In 1893 the M. N. Smith Publishing Co. ceased operations, the plant was dismantled and moved away.

In 1891, while the Westons were in business, Fred Weston (a brother of John W.) and Carl Faber published a local paper called "The Blue Island News." It was short-lived running less than a year.

The building formerly occupied by the Weston Printing House was afterward bought by Henry Beer who used it for several years as a veterinarian institution. It is now occupied by Otto Marx with his metal and roofing business.

[NOTE—The history of Blue Island newspapers is printed on pages 251-257.]

* * *

The Rock Island railroad's new roundhouse at 124th street was opened in March, 1919. It contains 60 stalls and at that time was considered one of the most modern in Illinois.

The paving and widening of Western avenue to a four lane roadway from 135th to 147th street was made the occasion of a big celebration on June 19, 1928, in which sixteen communities participated with a parade and other festivities.

First lake water, under contract with Chicago made on April 5, 1915, was turned into the Blue Island mains August 13, 1915.

CITY HALL



Blue Island City Hall

Built in 1924-5 under the administration of Mayor Paul T. Klenk.

This building located at the corner of Vermont street and Greenwood avenue houses the administration offices of the mayor, the offices of the city clerk and city treasurer, the Public Works department (water, sewer, streets, electric lights, etc.), and the city engineer.

The entire second floor is under fifty-year lease to the American Legion.

Behind this building, and facing on Greenwood avenue, is the old city hall (erected in 1891, while village government was in effect.) In this building are located the police department, the jail cells and the police magistrate's court, while on the upper floor are the council chambers and the office of the city health nurse.

Fronting on Vermont street, and just east of the city hall, is the building housing the city fire department; also the building formerly occupied by the municipal water and light plant.

The tall structure shown in the background in the above picture is the water tower, the original of which was built in 1889.

BLUE ISLAND CITY OFFICIALS AND DEPARTMENTS

1935 - 1936

Fred A. Rice, Mayor
Louis F. Schwartz, City Clerk
Charles J. Andersen, City Treasurer

ALDERMEN

First Ward—Louis W. Rauch, John M. Tichan
Second Ward—Geo. F. Fiedler, Henry J. Goesel
Third Ward—Rocco Guglielmucci, Chas. Ulrich
Fourth Ward—Joseph W. Lentz, Arthur C. Ladwig
Fifth Ward—Fred C. Schroeder, Stewart W. Sandberg
Sixth Ward—Thomas J. Scanlan, Harry W. Hatendorf
Seventh Ward—William Gerdes, C. O. Williams



Mayor Fred A. Rice

George E. Heatley, Police Magistrate
Albert Eick, Acting Chief of Police
John Link, Chief, Fire Department

CIVIL SERVICE BOARD

Charles J. Schrage, President
Fred A. Hohman, Secretary
Henry Buchholz, Engineer

ZONING BOARD OF APPEALS

Henry W. Buhring, chairman; W. Kennelly,
Paul Schulz, Paul E. Thurlow, Thomas Keehan.

PLAYGROUND BOARD

Dr. Frank Tracy, chairman; Jessie Piper, secretary; Richard Seyfarth, John A. Wolff, Mrs. Allen Knirsch.

LIBRARY BOARD

Mrs. Robert Berry, Mrs. Emil Schmitt, Mrs. H. B. Clemmons, Don Boughner, F. X. Rauwolf, John Joens, Mrs. Florence Smith, Mrs. Geo. Borman, John C. Uehrke.

PUBLIC HEALTH NURSE

Blue Island has maintained a public health nurse since April 7, 1919, when Mabel Carslon was engaged by the city council to work in the local public and parochial schools and among T. B. patients. Blanche Townsend is the present city nurse.

* * *

Blue Island Park Board

Edward C. Maroney, president; Henry Schreiber, Adolph S. Helquist, James Wainwright, Rudolph F. Heitman. Joseph W. Lentz, secretary; Andrew L. McCord, treasurer; Paul T. Klenk, attorney.

(Note—The five commissioners are elected at public election. They appoint secretary, treasurer and attorney.)

* * *

Worth and Calumet Townships

Western avenue, running north and south, cuts the City of Blue Island into two almost equal parts, the west half of the city lying within Worth Township and the east half in Calumet Township.

Worth Township Officials—1935

Supervisor—Christ Rust, 2458 W. Broadway, Blue Island.
Town Clerk—Oscar Nelson, 12411 Maple Avenue, Blue Island.
Assessor—Joseph W. Lentz, 2457 Burr Oak avenue, Blue Island.
Collector—Wm. Roulo, Alsip, Worth, Ill.
Highway Commissioner—Dan Crandall, Worth, Ill.

JUSTICES OF THE PEACE

Frank J. O'Brien, Oak Lawn, Ill.
William Aitchison, 12641 Fairview Ave., Blue Island.
Christian Krueger, 12840 Maple Ave., Blue Island.
John H. McDonnell, 9337 Turner Ave., Evergreen Park, Ill.
Ludwig Staffel, 249 Vermont st., Blue Island.

Calumet Township Officials—1935

Supervisor—Charles G. Schwartz, 2048 W. York St., Blue Island.

Collector—Michael Keehan, 10203 S. Wood St., Chicago.

Assessor—D. W. Jellema, 331 W. 110th St., Chicago.

Town Clerk—John T. Daniels, 11959 Yale Ave., Chicago.

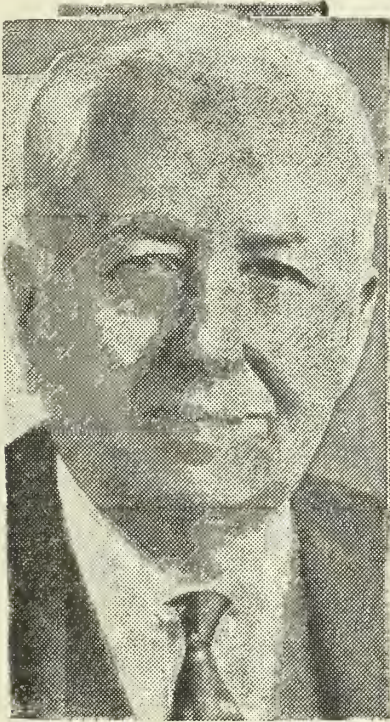
Highway Commissioner—Edward E. Bochmann, 2022 Grove St., Blue Island.

JUSTICES OF THE PEACE

August C. Reich, 13720 Indiana Ave., Riverdale, Ill.

John E. Kinney, 53 E. 136th St., Riverdale, Ill.

John H. Black, 2241 Vermont St., Blue Island.

BLUE ISLAND'S FIRST MAYOR

John L. Zacharias

Served as President of the Village Board of Trustees 1894 to 1897; was elected first Mayor of Blue Island when city form of government was adopted in 1901 and served until 1904; president of First National Bank at time of his death December 3, 1934.

* * *

City Has Doubled Its Area

When Blue Island was incorporated as a city in 1901 its area was approximately two square miles. The boundaries were: Division street on the east, California avenue on the west; 135th street on the south and 119th street on

the north—an oblong one by two miles.

Since that time various parcels of territory have been annexed—in 1903, 1908, 1919, 1921, 1923, 1927, 1928 and 1931—practically doubling the city's area. (See map.) The largest addition by annexation was that made in 1927 which included all that territory lying between 135th and 139th streets and extending from the Calumet river on the east to Sacramento avenue on the west. This was also the most valuable accession of territory the city has thus far received, since within the boundaries mentioned lie extensive railroad yards and many large industrial and manufacturing plants.

All of the territory annexed in 1927 and 1931 was, by act of the city council, made a part of the Second ward—making this ward the largest in area in the city.

* * *

Zoning Code

Ordinance No. 1135, known as the "Blue Island Zoning Code" was passed by the City Council on Jan. 11, 1926, during Paul Klenk's administration as mayor.

The following were appointed on that date by the mayor to constitute the first Board of Appeals: Edward Martens, 1 year term; T. R. Foster, 2 years; Frank R. Krueger, 3 years; Emil Schmitt, 4 years; Adolph Helquist, 5 years.

Mr. Helquist was chairman of the board and served in that capacity until the time of his resignation, Oct. 21, 1929, caused by the Robertson rezoning squabble.

The members of the present (1935) zoning Board of Appeals, are H. W. Buhring, chairman; W. Kennelly, Paul Schulz, Paul E. Thurlow and Thomas Keehan.

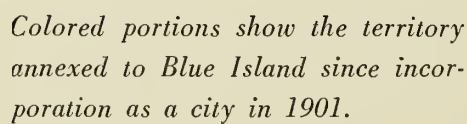
The map printed on another page shows the districts as originally zoned in 1926 and with some corrections made by the Board of Appeals since that time.

Territory annexed on the far east side in 1928; that lying south of the old city limits (135th street) and north of 139th street, which was annexed in 1927, and another tract on the far south-west side annexed in 1931, are not shown on the original zoning map. Nearly all of this territory lies contiguous to railroads and the Calumet river and has been mostly zoned as industrial property. (See colored map on another page.)

Members of the Board of Appeals are appointed by the mayor, with the approval of the city council.

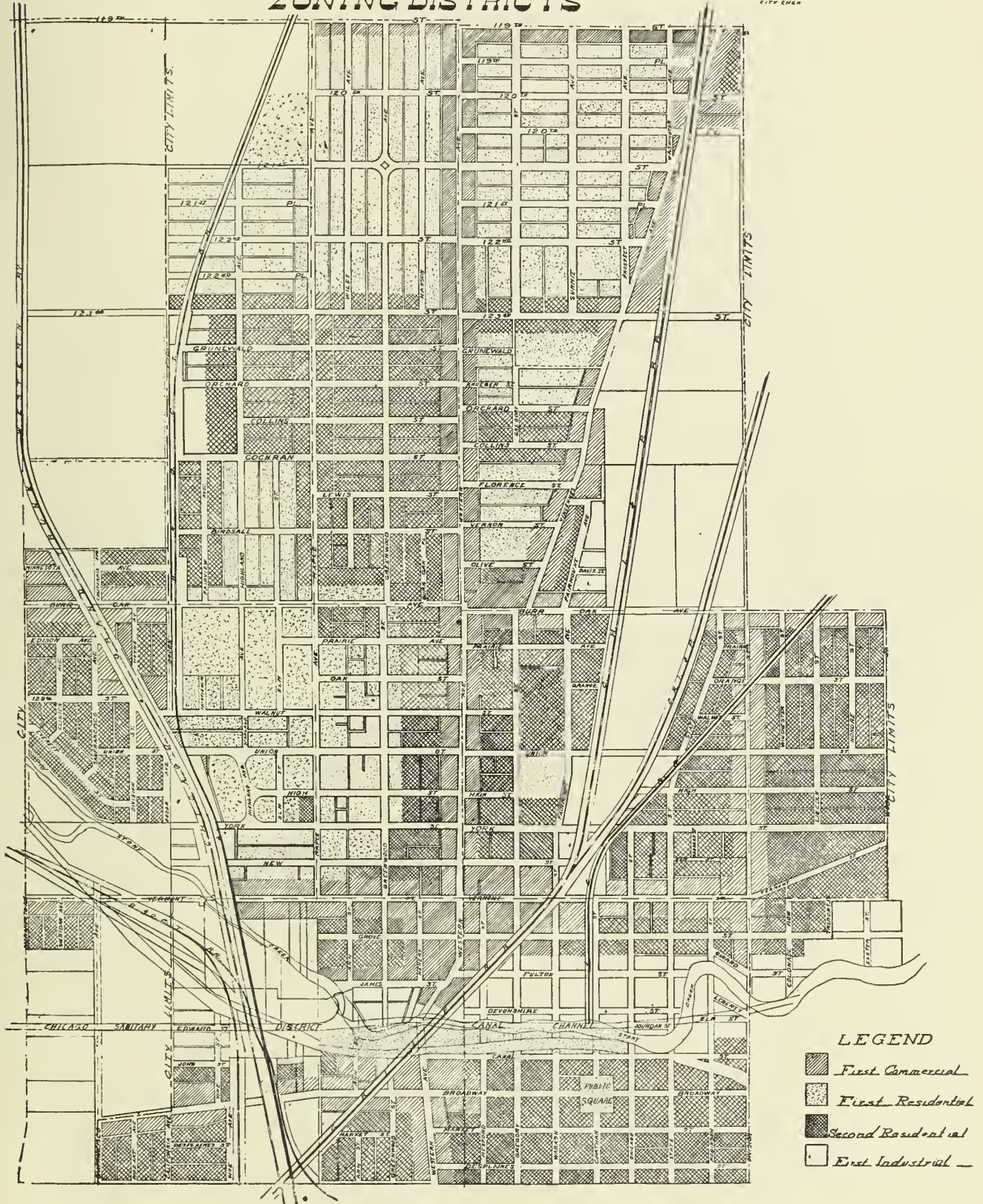
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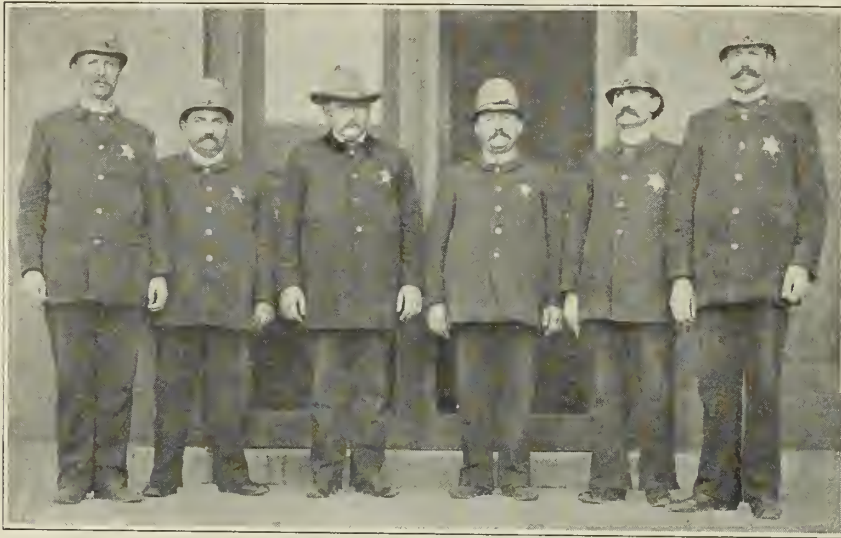
Blue Island's first public park—Central Park—was thrown open to the public for the first time on Wednesday, October 15, 1913.



CITY OF BLUE ISLAND
ILL.
ZONING DISTRICTS

ALLEN L. FOX, C.E.
CITY ENGINEER





Blue Island Village Police Force—1900.

Left to right:—Otto Wilcke, Ben Steffes, Thomas Cinnamon, Chief of Police; Herman Heinecke, Lieutenant of Police; Edward Garver, Charles Malmquist.

—Photo courtesy Miss Clara Heinecke.

The men shown in the picture above constituted what was the last department of police under the old village government. They also, with one exception, (Herman Heinecke), made up the first police force when the city form of government was adopted.

When John L. Zacharias was elected the first mayor, in 1901, he made the following police appointments: Chief, Thomas Cinnamon; Lieutenant, Edward Garver; Patrolmen, Charles Farnu, Otto Wilcke, Charles Malmquist, Ben Steffes.

In the thirty-five years which passed since that time the city's population has grown from 6,114 to nearly 20,000, and the police department from six to eighteen.

The Blue Island police department is under civil service. The question of civil service for city employees was submitted to a public vote at the general election held April 21, 1931, and was carried. Rules governing this department were adopted August 14, 1931, and went into effect January 1, 1932, when the board started to function. Ben Jebson was president, and Charles Schrage, secretary, of the first Civil Service Board.

* * *

Only once in the history of Blue Island's police department has a member of the force met death while in discharge of his duty.

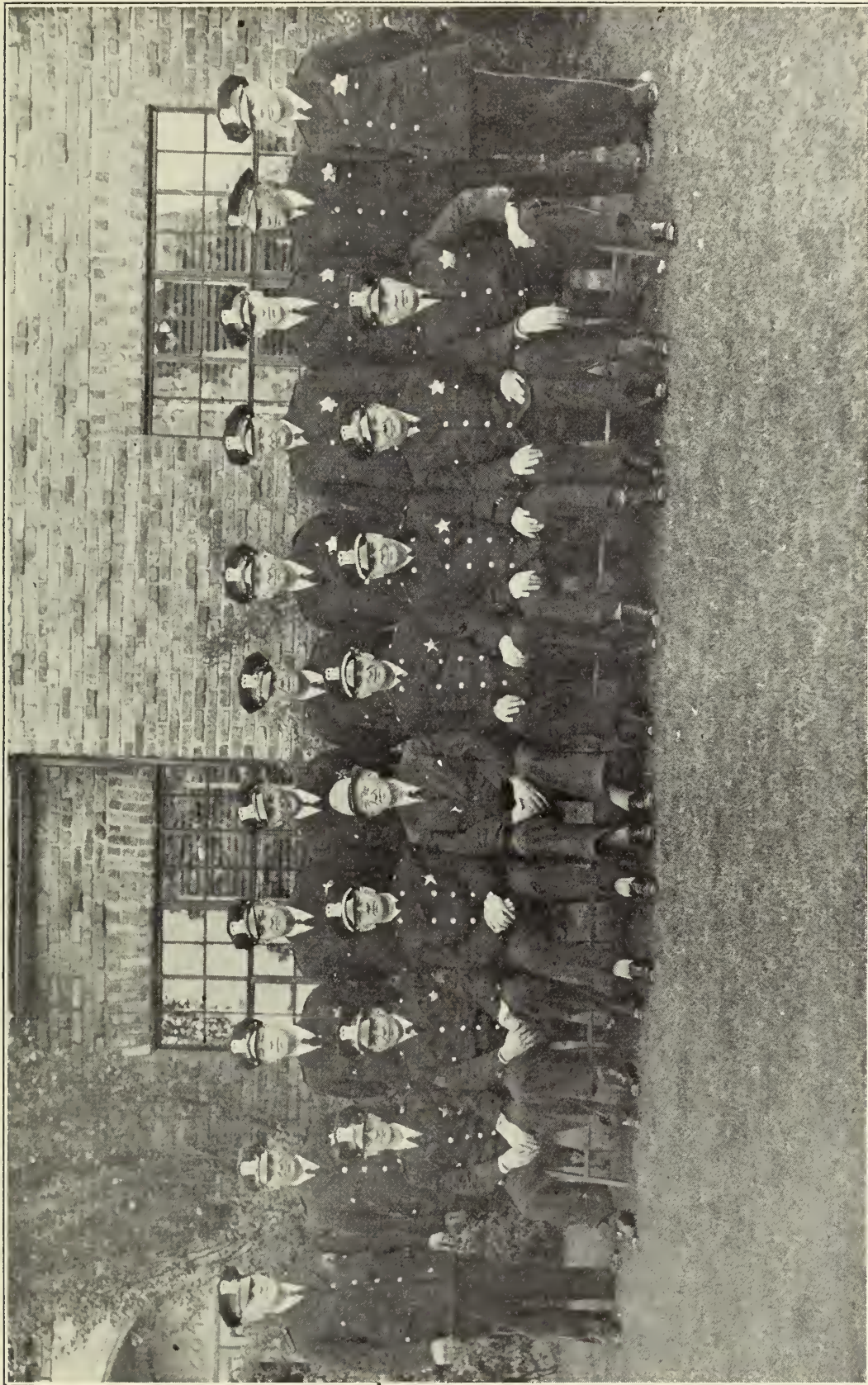
On June 30, 1919, Anton Weiland, a special police officer, was detailed to preserve order at a wedding in the Polish section on the east side.

Drinks were flowing freely at the party and quarrels and brawls became more violent as the evening wore on. Weiland had already separated several of the belligerents, thus preventing what threatened to become a serious free-for-all fight.

Among the guests, and one of the noisiest of the drinkers, was one, Tony Pacholski. This man persisted in his troublesome and quarrelsome actions and kept Special Officer Weiland busy quelling incipient fights.

After one of these outbursts Pacholski left his fellow drinkers and went to his home on Honore and 126th street, in the Village of Burr Oak, where he secured a revolver. The crowd was just breaking up about 1:30 a.m., when Pacholski rounded the corner flourishing his gun and without any further warning started to fire wildly into the crowd. Officer Weiland who was about to enter an automobile, was struck in the breast by one of the first bullets fired. As he fell to the ground Weiland drew his own gun and fired two shots at the crazed man. Both took effect and Pacholski fell mortally wounded.

But in the fusillade of shots that had been fired two bystanders were also wounded. One of these was 7-year-old Teddy Rapke, who received a bullet in his brain and died almost instantly. Another bullet hit Thomas Krogh, of Harvey, in the right leg, inflicting no serious damage. Officer Weiland died on the way to the hospital but Pacholski lingered until the following Friday when he, too, passed away.



Blue Island Police Department, 1935-36

Seated Left to Right—Patrolman, Roy Scheidel; Sergeant, George Fiedler; Captain, William Hankey; Mayor, Fred Rice; Acting Chief of Police, Albert Eick; Lieutenant Stewart Heim; Patrolman, Arthur Fritz; Patrolman, Frank Jenner.
 Standing Left to Right—Patrolman, Frank St. Aubin; Motorcycle Policemen, Henry Pucik, Fabian Mitchell, George Farning, Wilbur LaMore; Patrolmen, Martin Sonnenschein, John Zielinski, Harry Joens, George Rathnau, Richard Sorgenfrei, Walter Unruh.

PAVING

Blue Island has thirty-six miles of paved streets surfaced with concrete, brick, tarmac and asphalt on concrete. There is also about one and one-half miles of macadam paving which is not included in the above total. (Information supplied by Superintendent of Streets Hammond).

Number Feet	Type of Pavement CONCRETE	STREET	FROM	TO
600	"	Highland	York	Union
600	"	Elm	York	Union
600	"	High	Maple	Highland
1320	"	York	Maple	California
400	"	Ann	Market	135th St.
400	"	Market	Ann	Greenwood
360	"	Ann	James	Grove
360	"	Greenwood	James	Grove
360	"	Artesian	James	Grove
280	"	Artesian (alley)	Vermont	New
320	"	1st Alley W. West.	High	Union
280	"	1st Alley E. Elm	Union	Walnut
360	"	1st Alley N. of Union, Highland East		
320	"	Ann	Birdsall	South
1280	"	Fairview	Burr Oak	Cochran
1280	"	Highland	Burr Oak	Cochran
1280	"	Elm	Burr Oak	Cochran
5319	"	Western	Burr Oak	119th St.
2640	"	Maple	123rd St.	119th St.
2640	"	Ann	123rd St.	119th St.
2640	"	Greenwood	123rd St.	119th St.
2640	"	Artesian	123rd St.	119th St.
5280	"	Western	Burr Oak	119th St.
2600	"	Gregory	123rd St.	119th St.
2600	"	Irving	123rd St.	119th St.
2600	"	Longwood	123rd St.	119th St.
1240	"	Washington	121st St.	119th St.
5640	"	Vincennes	Burr Oak	119th St.
3840	"	119th	Maple	Vincennes
2120	"	119th Place	Western	Vincennes
2080	"	120th	Maple	Vincennes
2000	"	120th Place	Western	Vincennes
1100	"	121st	Maple	Vincennes
3040	"	122nd	Maple	Vincennes
610	"	122nd Place	Maple	Highland
2920	"	123rd St.	Maple	Vincennes
610	"	Orchard	Maple	Highland
610	"	Orchard	Western	Vincennes
610	"	Collins	Highland	Maple
1000	"	Cochran	Fairview	Maple
960	"	Birdsall	Fairview	Maple
5360	"	Burr Oak	Sacramento	Rock Island
1600	"	Burr Oak	Rock Island	Wood
9890	"	Vermont	Sacramento	Ashland
880	"	James	Western	Ann
1760	"	Western	Canal St.	Bridge
2880	"	Canal	Western	Division
8600	"	Broadway	Francisco	Ashland
2838.5	"	Market	Western	Division
2700	"	Desplaines	Western	Division
960	"	Rexford	Desplaines	Canal
960	"	Gregory	Desplaines	Canal
960	"	Irving	Desplaines	Canal
960	"	Chatham	Desplaines	Canal
2040	"	Chicago	Desplaines	Grove
960	"	Hoyne	Desplaines	Canal
2300	"	Ashland	Vermont	River

Number	Type of Pavement			
Feet	BRICK	STREET	FROM	TO
960	"	Elm	Burr Oak	Walnut
960	"	Maple	Vermont	Union
660.8	"	Maple	Burr Oak	123rd St.
5280	"	Greenwood	Grove	123rd St.
758	"	Greenwood	135th St.	Broadway
280	"	Ann	Grove	Vermont
280	"	Artesian	Grove	Vermont
595	"	Artesian	Burr Oak	Birdsall
280	"	Ann	Lewis	Birdsall
1170	"	Western	135th St.	Canal
3520	"	Western	Canal Bridge	Burr Oak
5280	"	Western	Burr Oak	119th St.
280	"	Rexford	Vermont	Grove
2600	"	Gregory	Vermont	Burr Oak
1200	"	Gruenwald	Maple	Western
1200	"	Orchard	Maple	Western
1200	"	Collins	Maple	Western
1200	"	Cochran	Maple	Western
1000	"	Florence	Vincennes	Western
1280	"	Lewis	Maple	Western
920	"	Vernon	Vincennes	Western
680	"	Birdsall	Maple	Western
680	"	Olive	Vincennes	Western
2280	"	Burr Oak	Vincennes	Elm
920	"	Prairie	Elm	Irving
1280	"	Oak	Maple	Western
1960	"	Walnut	Highland	Gregory
2290	"	Union	Highland	Gregory
1760	"	High	Maple	Gregory
1760	"	York	Maple	Gregory
1760	"	New	Maple	Gregory
2080	"	Vermont	Maple	Rock Island
1620	"	Grove	Ann	Rock Island
1680	"	Vermont	Rock Island	Division
2320	"	Broadway	California	Western

54952 ft. App. 10.4 Miles

Number	Type of Pavement			
Feet	TARMAC	STREET	FROM	TO
600	"	Chicago	Vermont	York
2320	"	Hoyne	Vermont	Prairie
2560	"	Division	Vermont	Burr Oak
1240	"	Winchester	Union	Burr Oak
1240	"	Lincoln	York	Burr Oak
1240	"	Honore	Union	Burr Oak
200	"	Prairie	Hoyne	Division
320	"	Oak	Hoyne	Wood
1800	"	Union	Hoyne	Wood
2000	"	High	Hoyne	Wood
2360	"	York	Hoyne	Wood

16655 3.1 Miles App.

	Type of Pavement			
	ASPHALT on CONCRETE	STREET	FROM	TO
2040	"	Grove	Division	Rock Island
280	"	Seeley	Grove	Vermont
280	"	Hoyne	Grove	Vermont
280	"	Chicago	Grove	Vermont
280	"	Chatham	Grove	Vermont
280	"	Irving	Grove	Vermont
1240	"	Maple	Grove	Vermont

3440 .065 Miles App.

Type of Pavement		STREET	FROM	TO
	MACADAM			
1320	"	123rd	Maple	California
1000	"	Ann	James	Broadway
600	"	Francisco	Broadway	135th
1400	"	Division	Vermont	Canal
2750	"	Canal	Division	Ashland
<hr/>				
7070				

Total 23.12 Miles of Pavement.

*Macadam Pavement not included in this total.

SEWERS

There are more than fifty-three miles of sewers in Blue Island's streets, ranging in diameter from eight inches to five and one-half feet.

Size	Main Sewer	Number Lin. Feet
8"		900
12"		80,988
15"		141,875
20"		6,081
24"		16,324
27"		1,415
2½'		6,313
3'		6,403
3¼'		2,672
3½'		7,962
4'		2,778
4½'		4,217
5'		3,956
5½'		1,622
		<hr/>
		283,506

Manholes 1,316.

Catch Basins, 1,000

Blue Island's Population Increase Since 1880

	1930	1920	1910	1900	1890	1880
Total population	16,534	11,424	8,043	6,114	3,329	1,542
Male	8,393	5,913	4,155	3,076	1,734	
Female	8,141	5,511	3,888	3,038	1,595	
Native born	13,621	9,004	6,121	4,598	2,162	
Foreign born	2,590	2,408	1,903	1,516	1,167	
White	16,216	11,412	8,024	6,110	3,329	
Negro	9	9	13	1		
Chinese, Mexican and other races.	309	4	6	3		
Per cent increase over previous census	44.7	42.0	31.6	83.7	115.9	
Dwellings, number	3,239	2,234	1,509			
Families, number	3,726	2,570	1,746			

1930 Population Census By Wards

1st Ward	1,557
2nd Ward	3,030
3rd Ward	3,162
4th Ward	2,285
5th Ward	3,355
6th Ward	1,467
7th Ward	1,678
<hr/>	
Total	16,534

1930 Population of Blue Island In the Townships

In Calumet township	7,784
" Worth township	8,022
" Bremen township	269
" Thornton township	459
<hr/>	
Total	16,534

Total

Population 1935 (Directory Estimate)—20,200.

City Council Notes

(Continued from Page 300)

Monday, May 6, 1929—Frank Kasten, newly elected mayor of Blue Island took office. Oath of office also administered to the following: Edward H. Hopf, city treasurer; Carl J. Carlson, police magistrate; Harold C. Volp, alderman First ward; George F. Fiedler, alderman Second ward; Louis F. Brockman, alderman Third ward; Joseph W. Lentz, alderman Fourth ward; Rudolph Swanson and Fred Schroeder, aldermen Fifth ward; Charles H. Lorenz, alderman Sixth ward; C. O. Williams, alderman Seventh ward.

May 13, 1929—Mayor Kasten announced the following appointments: George J. Landgraf, city collector; Roy Massena, city attorney; R. B. Hammond, superintendent of streets and chief engineer of water and light departments; Allen L. Fox, public engineer; Wells B. Crockett, commissioner of assessments and tax commissioner; David Bender, plumbing inspector; Louis A. Burkhart, health commissioner; Henry J. Schnurstein, building inspector. (All appointments were approved.)

Passed Ordinance No. 1627, "authorizing the Baltimore & Ohio Chicago Terminal railroad company to lay, maintain and operate a railroad spur or sidetrack over and across Vermont street in the City of Blue Island."

Accepted the last report of City Treasurer J. P. Wicssner, which was for the month of April, 1929, showing balances in the various funds at the close of fiscal year as follows:

General fund	\$ 2,335.31
Vehicle fund.....	701.95
Water fund.....	8,420.22
Sinking fund	4,064.48
Library fund	3,471.57
Firemen's pension fund.....	1,614.71
Policemen's pension fund.....	8,153.70
Playground fund.....	57.69
Special Assessment rebate fund.	423.60
Special Assessment fund.....	95,472.96

Total Balance April 30, 1929..\$124,716.19

May 27, 1929—Mayor appointed Harry S. Clark a member of the playground and recreation commission.

June 3, 1929—Mayor Kasten issued a proclamation naming June 15, "Children's Day."

Ordered extension of water and sewer systems to the newly annexed territory south of 135th street.

Mayor Kasten submitted a lengthy message, commenting on the following subjects: Finances,

Transportation, Garbage Disposal, Police, Fire Department, Traffic Regulations, Streets, Recreation, Industries.

The mayor's message received unanimous indorsement.

Larger signs reading "No Left Turn" were ordered placed at Vermont and Western avenue.

June 6, 1929—Passed annual Appropriation Ordinance.

Passed Ordinance No. 1273, providing for the issuance of tax anticipation warrants in amount not to exceed \$25,000.00, to be used for corporate purposes.

June 24, 1929—Accepted resignation of Edward L. Martens as a member of the Board of Appeals.

Passed ordinance providing for the construction of a 6-inch water main in Vermont street from Wood street to Ashland avenue; in Ashland avenue from Vermont street to North Water street; in North Water street from Ashland avenue to Berrien street. (Estimated cost of the improvement, \$12,140.)

Passed Ordinance extending the fire limits "northerly and southerly on both sides of Vermont street from a point beginning in the center line of Division street along lines 130 feet north and south of Vermont street, thence running north-easterly along lines 130 feet northerly and southerly parallel to the center line of Vermont street to the city limits of the City of Blue Island.

Chief of Police ordered to strictly enforce the ordinance prohibiting sale of fireworks within the city limits.

July 1, 1929—Passed Ordinance No. 1275, amending Ordinance No. 906, which defines the fire limits of the city as follows:

"That portion of Blue Island bounded on the north by the city limits, on the west by the center line of Greenwood avenue and Greenwood avenue if extended, on the south by the city limits, on the east by the center line of Rexford street and of Rexford street if extended to the center line of Vermont street, and by the center line of Gregory street north of the center line of Vermont street and the center line of Gregory street if extended; also that portion of Blue Island bounded on the west by the center line of Greenwood avenue, on the east by the city limits and on the north by lines drawn on each side of, running parallel to and 130 feet distant from the center line of Vermont street, is hereby established and declared to be and shall be known as the "Fire Limits of the City of Blue Island."

Perry Heinecke appointed to fill vacancy on Library Board.

Received check for \$1000 from American Legion, being the sixth installment on the lease of the Legion's club rooms in the city hall.

July 15, 1929—Mayor appointed Edward Merkelbach a member of the Blue Island plumbing board.

Thomas R. Foster tendered his resignation as a member of the Board of Appeals and the same was accepted.

July 29, 1929—Passed Ordinance No. 1277 providing for grading, draining, curbing and paving Chicago street from the north line of Canal street to the south line of Grove street.

Aug. 5, 1929—Mayor Kasten announced appointment of James Seidel as a member of the Zoning Board of Appeals.

Sept. 3, 1929—Mayor Kasten announced that he had appointed Paul Schultz, 233 Lewis street, a member of the Zoning Board of Appeals.

Temporary permit granted the Schappi Bus Company to operate motor transportation between Blue Island and State Line Road, Calumet City.

Sept. 9, 1929—Passed Ordinance No. 1278, providing for the construction and laying of a 12-inch cast iron water main in Western avenue, from Burr Oak avenue to Vermont street. (Estimate of cost, \$23,553.35.)

Passed Ordinance No. 1279, providing for the construction of a system of sidewalks in Union street, Fairmount avenue and Burr Oak avenue.

Letters from Anton J. Cermak, president of the Board of Cook County Commissioners, and from Frank Venecek, general superintendent Oak Forest Institutions, thanking the city council for services rendered by the Blue Island fire department on the occasion of the fire at the county institution on the night of Sept. 12.

Passed Ordinance No. 1281, providing "that if any prisoner from any municipality other than the City of Blue Island shall be confined or cared for in the calaboose or prison of the City of Blue Island at the request of such other municipality, such municipality shall pay to the City of Blue Island for the care and custody of such prisoner at the rate of not less than \$1.50 per day for each such prisoner."

Sept. 30, 1929—Received communication from Acting Postmaster Carl A. Helwig that the Post Office department at Washington, D. C., had authorized him to extend city carrier service to sections of the Second ward comprising 135th and 136th streets between Western avenue and Chatham streets, and both sides of Western avenue from 135th to 136th streets; also in the Fourth ward in the territory west of the B. & O.

tracks from Burr Oak avenue south to York street, with the exception of Sacramento avenue, this service to begin on Monday, Oct. 7, 1929.

Oct. 7, 1929—By unanimous vote allowed each alderman \$25 expense money to attend the sixteenth annual convention of the Illinois Municipal League, to be held at Springfield, Oct. 17 and 18.

Oct. 7, 1929—The police report for the previous month showed 209 arrests and fines collected amounting to \$878.00.

Oct. 14, 1929—Alderman Joseph W. Lentz acted as mayor-protem in the absence of Mayor Kasten.

Passed Ordinance No. 1284, providing for the issuance of tax anticipation warrants in an amount not to exceed \$25,000.00.

Adolph S. Helquist submitted his resignation as a member of the Zoning Board of Appeals and the same was accepted.

Accepted report of Engineer Hammond for the installation of street lights in the newly annexed south-east territory to cost \$490.00.

Accepted resignation of Emil Schmitt, as a member of the Board of Appeals.

Passed Ordinance No. 1286, providing for a 6-inch cast iron water main in Grunewald street from Highland avenue, westward to the B. & O. C.T. railroad, also Ordinance No. 1287 for a similar improvement in Orchard street.

Nov. 18, 1929—Considered an ordinance amending Ordinance No. 1135, being the "Blue Island Zoning Code" which provided for rezoning the Baumbach property at New and Greenwood from First Residential to Second Residential.

The vote on the roll call stood 7 to 7. As a favorable vote of a two-third majority was necessary for passage, the motion was declared lost.

Nov. 25, 1929—Mayor Kasten announced the appointment of Edward E. Bochman and Tom Keehan as members of the Zoning Board of Appeals. Appointments concurred in.

ZONING PROBLEMS

Received petition with 42 signatures of property owners in the territory between Western avenue and the Baltimore and Ohio railroad tracks, south of 119th street and north of 123rd street, protesting against rezoning the Robertson 3½ acres back to the Industrial class.

Also a resolution from the Blue Island Real Estate Board stating that the property should remain zoned as First Residential.

A lengthy discussion ensued.

On motion of Ald. Volp, seconded by Ald. Fiedler the entire matter was referred back to

the Council as a committee of the whole to work with the Citizens committee for definite action.

NEGRO INVASION THREATENED

Dec. 2, 1929—Special meeting of the city council, attended by the Robertson and Buttles interests, numerous citizens and members of the Blue Island Real Estate Board, for the purpose of discussing and considering the rezoning of the John R. Robertson tract of land south of 119th street and west of Maple avenue.

This matter had been a thorn in the side of all concerned with city affairs for several months and through criticisms and bitterness engendered by their descisions had caused the resignation of nearly all of the members of the original Board of Appeals.

When the original Zoning Code was passed Jan. 11, 1926, this particular tract of land (Robertson's) was zoned as "industrial property." In October of 1928 the Zoning Board submitted an ordinance to the city council changing this property from "industrial" to "residential." The ordinance was passed and became effective.

What the reason was to cause this change the city records do not make clear, but it was the basis of a squabble that kept the city council and the Appeals Board in hot water over a period of more than a year.

Robertson sought to have the Appeals Board change the zoning back to "industrial," claiming that that was the proper classification as the property was contiguous to railroad tracks, and also represented that if that was done he could dispose of it to a lumber company. He was vigorously opposed by other property owners in the vicinity.

The Board of Appeals turned down his request.

Robertson then threatened a "negro invasion," claiming that a colored man, a Mr. Terrill, stood ready to buy the tract and colonize it with negroes. He stated he would keep his promise to Mr. Terrill if he could not sell to the Ruel Lumber Co.

This raised the ire of Mayor Kasten, who said: "I don't like that. If we should rezone this tract because of that statement it would leave it open in the future for anyone to come in and say 'if you don't do what I want you to I will sell to negroes.' We must consider the proposition on its merits."

"If we rezone this property we should do so because we think it is fit for industrial purposes and not think of the colored threat."

After a long discussion the whole matter was, on motion, referred back to the Board of Appeals with the recommendation of the city

council to rezone Mr. Robertson's 3.6 acres back to "first industrial" provided that Mr. Ruel and Mr. Robertson sign all agreements which the city council demands.

On Jan. 27, 1930, the Board of Appeals notified the city council that it had concurred in the council's recommendation and had rezoned the tract back to "first industrial." The Board's report was quite lengthy and reviewed some of the arguments which had been presented pro and con rezoning at the special meeting of the city council and also before its own body and concluded with the following terse comments:

"We also took into consideration the threatened negro invasion, and we dislike the attitude of Mr. Robertson in bluntly telling us that in the event we do not rezone his property that he has given his promise to sell to a negro syndicate if Mr. Ruel does not buy the tract without it being rezoned by the City of Blue Island.

"In accordance with the recommendation of the city council we herewith recommend that the tract be rezoned to "first industrial," but we also recommend that before such action is taken, owing to information that we have received and articles along that line having been published in the daily papers that 119th street will be opened up west and will become a State highway, that the city council do not at once draft an ordinance for the rezoning of this tract but more carefully investigate so that the best interests of the City of Blue Island may be served."

The report was signed by the Board of Appeals, James A. Seidel, chairman; F. R. Krueger, Paul Schulz, Thos. Keehan, Edw. E. Bochman.

The report was, on regular motion, accepted by the city council and action on the drafting of an ordinance deferred pending further investigation.

On Feb. 17, 1930, City Attorney Massena submitted to the city council an ordinance for rezoning the Robertson tract, but as the ordinance did not cover the Negro restriction agreement action on the passage of the ordinance it was deferred until this point was cleared up.

Under date of Feb. 24, 1930, the John R. Robertson & Co., in a communication addressed to the Mayor and city council wrote: "We hereby agree to insert a clause in all of our contracts or warranty deeds for residence and business property in the City of Blue Island, as follows:

"The parties hereto agree for themselves, their heirs and assigns that during a period of ninety-

nine (99) years this property shall not be rented, loaned, leased, sold, bartered, exchanged or deeded to persons not of the Caucasian race."

The wording of the above agreement was later changed in part to read "on all property now owned by us, or that may be purchased in the future . . ."

On March 3, 1930, the city council passed Ordinance No. 1297, amending Ordinance No. 1135, being the "Blue Island Zoning Code," which ordinance provided for the rezoning to "first industrial" of the much discussed Robertson tract in the north-western section of the city—thus clearing away the dark cloud which had hovered over it for nearly two years.

Jan. 6, 1930—Adopted resolutions on the death of William Schreiber former city treasurer, and for many years chief of the Blue Island Fire Department.

Accepted letter from Western Pipe & Steel Co., signed by Mr. C. L. Moorman, vice president, agreeing to dedicate a strip of land 60 feet wide across their property for the purpose of opening California avenue from Vermont street north, providing the city will improve the same within a reasonable time.

Passed Ordinance No. 1291, providing for the issuance of tax anticipation warrants to an amount not to exceed \$27,111.23, against the taxes levied for the year 1929.

Jan. 13, 1930—American Legion granted permission to establish a rifle and pistol range in the rear rooms of their quarters, this range to be open to use by the local police.

Superintendent of Streets Hammond, gave a very complete report on how the severe snow storms of Dec. 17 and Jan. 8 were handled. Starting with Dec. 17, when 14½ inches of snow fell it was a continuous battle with the elements until the end of the month. Horse-drawn snow-plows, powerful tractors and many extra men battled night and day to keep streets and sidewalks open. In addition to his regular force there was an extra cost of \$800.00 for labor and equipment during this time. He recommended the purchase of another 30 H.P. tractor with straight blade.

* * *

The gravity of the tax situation was making itself felt at this time and we find that the Finance Committee, with the Mayor, City Clerk and City Attorney, who had been delegated to investigate this city's funds and revenues, reported to the city council as follows:

"We find that while the majority of the funds are in good shape, it will take extraordinary precaution

in the expenditure of money until the tax situation in Cook county is settled. Providing the proper curtailment of expenditure is exercised the various departments of the city will be kept intact, otherwise not.

"We recommend that each and every head of a department from this date must have the signature of the proper committee and the Finance committee before anything is purchased."

On recommendation of the Committee on Streets, Bridges and Alleys the names of the following streets was ordered changed in order to comply with the new system of house numbering.

State street changed to Hoyne avenue.

Wabash, Fairmount and Summit to Irving avenue.

Henry street, Burr Oak place and Hanson avenue to Artesian avenue.

Exeter street to Honore street.

Tremont street to Lincoln street.

Rolls Road and Colonnade Road to Winchester street.

Robinson street and Sanders street to Seeley avenue.

Wiley avenue to Ann street.

Orange street to Oak street.

Passed Ordinance No. 1293, being an ordinance amending Ordinance No. 1266, known as the "Blue Island Building Code."

Adopted the following resolution:

Be it Resolved by the City Council of the City of Blue Island: That in all deeds of any kind hereafter executed by the City of Blue Island as a municipal corporation there be inserted the following clause:

"This deed is executed and delivered by the grantor upon the express condition that for a period of ninety-nine (99) years the property herein conveyed shall not be rented, leased, sold, bartered or deeded to persons not of the Caucasian race, which condition shall be binding on the grantees herein, their heirs, administrators, executors and assigns."

The adoption of this resolution was brought about through the squabble with John R. Robertson over the rezoning of his land in the north-west section of the city. Robertson threatened to sell his land to a syndicate of colored folks unless the property was zoned back from residential to industrial.

Jan. 27, 1930—Passed a resolution requiring charitable organizations which desire to solicit funds from the public to first obtain approval and permission from the mayor and city council.

Passed Ordinance No. 1294, fixing the building line "set back" on the north side of Orchard street.

City clerk, reported that during the past year he had issued 163 resident and 80 non-resident death certificates; also that he had issued birth certificates for 136 resident boys and 138 resident girls, also 98 boy and 92 girl non-residents.

Village of Posen filed its official acceptance of Ordinance No. 1292, passed by the City Council of the City of Blue Island, Jan. 20, 1930. This ordinance grants to the Village of Posen perpetual easement for an outlet sewer "upon, under and through" various streets, alleys and parcels of land on the south and west sides of the city.

March 10, 1930—Passed Ordinance No. 1298, providing for the holding of a general city election April 15, 1930.

March 17, 1930—Received petition bearing 825 signatures of legal voters requesting that the proposition to license boxing and wrestling exhibitions in Blue Island be submitted to a vote at the general election to be held April 15, 1930. Granted.

Mayor Kasten, in behalf of the Police Committee, the Police Department and Judge Carlson presented the city with two Chevrolet squad cars. Accepted with thanks by a rising vote of the city council.

Alderman Noble was selected to act on the election commission with the city attorney, city clerk and mayor.

Voted to have a gas house prepared so that stray dogs may be gassed instead of being shot.

April 21, 1930—Permit granted to Glenn W. Baily of the Oak Forest Bus Company to operate a bus line to 119th and Vincennes avenue.

Committee on the Policeman's Benefit dance held Feb. 22, 1930, reported total expenditures (which included cost of the two Chevrolet squad cars) of \$1727.60 and receipts of \$2432.00, leaving a balance of \$704.40.

Canvass of the votes cast at the city election held April 15, 1930, disclosed the following results:

Total number of legal votes cast in all wards 4046, divided by wards as follows:

First ward.....	505
Second ward	1043
Third ward	1006
Fourth ward	61
Fifth ward	837
Sixth ward	499
Seventh ward	95

The vote for Alderman was as follows:

First ward—*Alfred Koenecke, 296; Christian Bohne, 206.

Second ward—*Andrew Myers, 498; Charles Mosel, 426; John Bettenhausen, 107; Salvatore Ricchio, 1.

Third ward—*Rocco Guglielmucci, 567; Henry Quade, 396; John Black, 23.

Fourth ward—*James A. Noble, 59. (No opposition.)

Fifth ward—*Fred Schroeder, 526; John Lukey, 311.

Sixth ward—*Charles A. Dewar, 246; A. G. Carlson, 147; William Myer, 103.

Seventh ward—*William Gerdes, 95. (No opposition.)
*Elected.

On the proposition to license boxing and wrestling exhibitions the vote was: "For," 2715; "Against," 822. Proposition carried.

April 28, 1930—Received letter from Philip Yarrow, superintendent of the Illinois Vigilance Association, also one signed by Helen Hoag, chairman of the Better Films Committee of the Greenwood Parent-Teacher Association, protesting against the proposed showing of a motion picture, "The Party Girl," at a local theatre. The letters branded the picture as "decadent and dangerous" and requested the mayor and city council to prevent it from being shown in Blue Island.

Mayor Kasten said that at no time would he permit any picture to be shown in Blue Island which was obscene or immoral.

The aldermen left the matter to the mayor—and the picture was not shown—publicly.

In answer to a question raised at a previous council meeting, City Attorney Massena reported as follows: "The City of Blue Island is entitled to and should get one-half of the road and bridge tax levied and collected by the townships on property within the limits of the city."

(Continued on Page 337)

* * *

\$3,000 Damage by Blasting

An extra heavy charge of explosives set off by the Guthrie Construction Co., while blasting rock for the Calumet-Sag canal, September 20, 1917, did more than \$3000 worth of damage to glass in stores and homes. The blast occurred at a point near Gregory street, and buildings on Vermont street, between Western avenue and the I. C. tracks, bore the brunt of the shock and damage, although some plate glass windows on Western avenue were also broken.



Central Park's artistic flower bed which was originally designed in 1930 by Arthur Strutzenberg, city superintendent of parks, is of rare beauty, with the design worked out each year with plants of contrasting colors.

Work of the Red Cross

Red Cross activities have been carried on in Blue Island ever since the World war period.

Mrs. Fred J. Nichols, 12722 Elm street, has been chairman of the annual roll call in Blue Island for the past sixteen years and has administered to the disabled ex-service men. In response to the writer's request for a statement about the work done by the local Chapter, she said:

"During the period of the World War I was volunteer worker of the Red Cross, Chicago Chapter. Following the Armistice I started as a Home Service Worker, going into the homes to investigate the boys returning from overseas, adjusting claims and explaining Vocational Training. In 1920 I began my work as Social Worker in the Cook County Institution at Oak Forest, Illinois. This offers a vast field for service, cooperating with the ex-service man, his family and with the various officials of all hospitals. Our program for disabled ex-service men is a year round project, with special emphasis placed upon Christmas.

Our object is to make the men in the hospitals as happy and comfortable as possible, never doing anything contrary to the rules of the hospital. We have a systematic plan of personal contact with all veterans. We go once a week and distribute jellies, grape-juice, oranges and other such foods that hospitals do not furnish. We visit North Shore once a month, serving 300 to 400 members with cake and coffee. We donate beads and bead looms, making a collection of cast-off silk stockings for rug making, sweaters, pajamas, head caps, thermometers, bed-slippers, and bath robes. We organize committees in women's clubs to have porch

parties in warm weather for the purpose of sewing rags for the boys to make rugs. We sponsor picnics, automobile rides, trips to the circus, baseball games, and serve ice cream and cake during the summer months. We also supply music and entertainment for the patients in all of the hospitals. I sponsor entertainment for thirty-five children."

* * *

Navajo Fields Golf Club

Navajo Fields Country Club was organized by local people in March, 1928. The club owns 147 acres of land on Burr Oak avenue, two miles west of Blue Island. There is a fine club house and 18-hole course. Membership is limited to 300. The first officers to serve were: Christian Krueger, president; Ed. Maroney, secretary; Leslie McCord, treasurer; Board of Governors: George J. Landgraf, H. E. Elmore, Christian Krueger, James Hackett, Ed. Maroney, A. C. Seyfarth, Paul Klenk, Arthur Forsell, Leslie McCord, Dr. L. T. Rowland, Roy Masena. The present officers and directors are: Vincent J. O'Malley, president; James R. Flanigan, vice-president; Edw. C. Maroney, secretary and treasurer; directors: James Hackett, Edw. C. Maroney, Dr. Leroy T. Rowland, Nels Numskvist, James R. Flanigan, Vincent O'Malley, L. B. Weber, Frank Perling, Leslie I. McCord.

* * *

Blue Island Bar Association

The Blue Island Bar Association, an organization of local attorneys and councillors, was organized March 8, 1934, with former City Attorney Paul Klenk as president and Millard Rauhoff, secretary. The association started with a membership of eighteen.

Peak Real Estate Prices

In 1923, Ed. Martens sold 26.9 ft. frontage at 293 Western avenue to Simon Beemsterboer for an average of \$500 per front foot. In December, 1927, Mr. Martens sold the same property for Beemsterboer at an average price of more than \$1000 per foot to Dr. L. T. Rowland, who bought for investment purposes. (This property is now vacant and being used as a parking lot.)

Another sale consummated by Martens at this time was that of the Sorgenfrei property at the north-east corner of Western avenue and New street, for \$100,000.00, by the Estate of Simon

leases were expiring. And that uneasiness was justified, for in every case when renewals were sought the renter was met with a demand for more money. A grocer who had been paying \$65 a month was informed the new rental would be \$125. Another store which had rented for \$125 was raised to \$200. A cleaning establishment which had paid \$35 a month was faced with the demand "\$75.00 a month, take it or leave it." In most cases the renter, unable to find a cheaper location elsewhere, chose to remain and pay the increase. About four years ago vacant store buildings could be seen on Western avenue and this had a tendency to bring rentals down again



A Modern Blue Island Residence

Beemsterboer of Roseland. The property has a frontage of 66 feet on Western avenue and 125 on New street. It is improved with a 2-story brick store and flat and a one-story frame store.

During that year, too, rents all along Western avenue, took a decided jump upward. This was the year the first big chain grocery store, the Piggly-Wiggly, opened here. The fact that this concern was willing to pay twice as much for a location as had previously been considered reasonable for similar business property, caused much uneasiness among merchants whose store

to a more reasonable figure. Merchants complain that rent is still too high, but recent investigation by the writer shows that for stores of a similar grade rentals compare favorably with those charged in Harvey, a city of about the same size as Blue Island.

* * *

During the summer and fall of 1929 all the buildings in the city were renumbered, to conform with, and as a continuation of, the numbering system employed in Chicago.

Saloons - "Taverns"

When nation-wide prohibition went into effect at midnight on January 15, 1920, 45 saloons, which had been doing business in Blue Island for many years closed their doors permanently, while others soon reopened selling near beer and soft drinks, their proprietors believing that enforced prohibition would be short-lived and that John Barleycorn would stage a quick comeback. But during the fourteen years of "drought" which intervened between that day and prohibition repeal many of the old-time saloonkeepers had passed away or gone into other lines of business. So, when beer and liquor were again legalized in 1933, few of the old-timers were left to welcome John Barleycorn's return and most of the 50 "taverns" now in Blue Island are being operated by newcomers in the business.

In 1920, Blue Island had a population of 11,424, or one saloon to every 254 of population. There are now 50 "taverns" in Blue Island, which, based on a recent estimated population of 20,000, would make an average of one "tavern" to every 392 of population.

The annual saloon license in 1920 was \$500, which, from 45 saloons, gave the city a revenue of \$22,500 each year. Looking at the financial side only, there was a loss to the city of \$315,000 in revenue during the fourteen years of prohibition.

The annual tavern license today is \$300, payable in quarterly installments. An ordinance of the city limits the number of taverns to 50.

* * *

Brickmakers Strike

"The million dollar a day" brickmakers strike is over, and local merchants and brickmakers alike are rejoicing over the settlement of differences between the unions and manufacturers.

"The settlement came after an apparent deadlock in the negotiations, following which the employers announced they would operate their plants without the striking workmen.

"Settlement was brought about by the Advisory Board of the Building Trades Council, officers of the Chicago Teamsters' Joint Council and the Brick Teamsters in a final conference. Frank Kasten, business agent of the brickmakers' union, was called in and was told that if a settlement of the trouble was not made at once the International Union of Steam Engineers and the Brick, Tile and Terra Cotta Workers' International Union would contract to provide mem-

bers of the American Federation of Labor Unions to work the yards.

Kasten agreed to withdraw the demand that the union control the hiring and discharge of men, and when this proposal was submitted to President Schlake, head of the Manufacturers' Association, a contract was signed and the strike called off.

"Under the terms of this agreement men receiving less than 40 cents an hour are to receive 1 cent an hour increase, the employers to have full control over the hiring and discharging of men.

"The strike began March 9 and although only 2000 brickmakers were out, it was estimated that nearly 150,000 men in other lines were affected. The strike from a union standpoint was a failure. The local yards had on hand 17,000,000 brick when the strike was called. The work of shipping these brick will be resumed at once."

* * *

First Woman to Seek Office

Only once in Blue Island's history has a woman aspired to an elective office in municipal government. At the general city election in April, 1921, Charlotte M. Wessel was a candidate for the office of alderman in the First Ward. She was second in a three-cornered contest, running ahead of Louis Rauch, but being defeated by Henry Schnurstein, 324 votes to 227.

* * *

Press Notes

April 24, 1921—"The body of a man lying half submerged in the mire of a swamp between here and Lemont, late Tuesday afternoon, gave the police a wierd puzzle. The man was Robert H. Brethold, 32 years old, of 2134 Cleveland avenue, son of C. H. Brethold, a wealthy building contractor of Wilmette. There was nothing to show how the body came there. There was nothing to show whether he died from natural causes, committed suicide or was slain. He was not drowned. He may have been robbed. His gold watch is missing and some of his pockets were turned inside out. But \$413, including \$410 in seven pay envelopes, which had been tucked inside his vest, had not been taken."

April 26, 1921—"Cable Drags Man In Canal Abyss; He Dies. John Kovick, an Austrian employed by the Guthrie Construction Co. at the Calumet-Sag Canal, near the gas works, was caught by a derrick cable and thrown from the bridge into the concrete culvert, about eight o'clock, Tuesday morning, a distance of about seventy-five feet. He died at St. Francis hospital an hour later. He had no relatives and lived in a shack on the construction property."

The World War

The overshadowing event of the century was, of course, our country's entrance into the so-called "world war."

On Feb. 3, 1917, the United States severed diplomatic relations with Germany and that action was followed April 6, 1917, by the government's formal declaration of war with the German Empire.

Those early days were stirring ones and patriotic fervor ran high.

Blue Island's young men by the hundreds immediately rallied to the call for volunteers and the machinery of conscription for those who lagged was quickly set in motion.

Draft Board No. 7 was organized under orders from Provost Marshal General Crowder, May 15, 1917, with the following personnel: Chairman, John L. Zacharias; Secretary, Francis M. Kehoe of Lemont; Government Special Agent, Joseph P. Eames; Clerk, C. R. Hannum of Downers Grove, and Dr. R. L. James of Blue Island, member.

This personnel was in charge until the resignation of Mr. Zacharias, who resigned June 13, 1918, because of ill health and business pressure. George C. Gobet was appointed to fill the vacancy caused by Mr. Zacharias' resignation but declined to accept the chairmanship and Dr. R. L. James was appointed chairman of the board and Mr. Gobet, member.

The board began its work in June, 1917. The first sessions were held in the council chamber of the city hall, but within a few weeks the board moved to rooms on the second floor of the post-office building.

Besides the city of Blue Island the jurisdiction of Draft Board No. 7 extended over the following towns and villages: Mt. Greenwood, Worth, Oak Lawn, Lemont, Chicago Ridge, Burr Oak and Riverdale.

More than 2600 men obeyed the first conscription order issued in June, 1917. Of 500 men drawn in the second call 164 accepted were from Blue Island.

The first contingent of men for the National Army left Blue Island over the Rock Island railroad early in September, 1917. They were assigned to Camp Grant, at Rockford, and were given a rousing send-off by hundreds of citizens who joined in the parade to the railroad station. A few weeks later the second contingent was forwarded by the local draft board and in the

latter part of October, 1917, the third group of men joined the others at Camp Grant.

Sixty men from District 7, Cook County, formed the last draft increment which left Blue Island over the Rock Island railroad at 7:40 o'clock, Thursday, June 27, 1918. The men were escorted to the train by a band and given a rousing farewell. Only those from Blue Island and vicinity left from this point. They were joined at Joliet by the men from Lemont. They were assigned to Camp Wheeler, Georgia.

The volume of work accomplished by Draft Board No. 7, which was in charge of the selective service draft in Blue Island and vicinity, was enormous. Thousands of questionnaires were mailed out and information thereon checked. Each registrant had to be examined as to his physical qualifications for the service, his claims for exemption investigated, and, if accepted for service, his family history and other data necessary to establish his identity, entered in the records.

During the board's existence 6,154 registered for the draft from this district. Of these 2,656 signed up for the first registration in June, 1917; 255 registered at the two 21-year-old registrations in June and August, 1918, and 3,242 registered at the 18-45 registration on September 12, 1918. Of the registrants within the immediate Blue Island district 588 were inducted by the board into active branches of the military service.

* * *

(NOTE—The volume of material at hand concerning the part taken by our Blue Island young men in this terrible world conflict, is so large, that it is impossible to include it within the space allotted to this history. Therefore, only data and brief mention of the more important events is given here.

It is very probable that a more complete history of Blue Island's participation in the war will be issued. This history will not only give the service record of Blue Island soldiers, but will contain many interesting experiences and incidents that occurred "at home" and "over there."—J.H.V.)

* * *

ERROR MADE IN STATE CALL

An error in figures that caused Illinois to be saddled with the burden of furnishing more men in the summer draft quota than any other state in the Union, was fortunately discovered and corrected in time before the calls in the summer drafts were completed.

The error was made at Springfield in tabulat-

ing the number of men available in Class 1, and the call for soldiers was based on these figures. It compelled Illinois to furnish more men than the states of New York and Pennsylvania combined.

When Provost Marshal Crowder received a request from Governor Lowden to investigate he took up the question and discovered the mistake.

It was decided that the June, 1918, call, which already had been made, should stand, but the balance of the 28,500 men asked for would be materially cut down, so that the number furnished by the state during the summer would be a fair proportion of those called for in the nation.

Men called ahead of their time served only about two weeks before they should have been summoned, General Crowder said.

* * *

Alien Registration

All German aliens, 14 years and upwards, living within District 7, Cook County, were required to register during the week of February 2 to 9, 1918. One of the big surprises of this registration was the disclosure that of the 52 registrants living in Blue Island, many had posed as, and were generally believed to be, full-fledged citizens, but the compulsory registration proved them otherwise. Besides the 52 German aliens living inside the city limits there were 14 registrations from the rural districts served by the Blue Island postoffice. Otto Sorgenfrei, chief of police, was the alien registrar.

A registration of female enemy aliens was held during the period beginning June 17th up to and including Wednesday, June 26th, 1918. Otto Sorgenfrei, chief of police, was the registrar for those living inside the Blue Island city limits, while those residing on the local rural routes were required to register with Postmaster Lentz.

* * *

FIRST BLUE ISLAND WAR CASUALTIES

The first death which occurred in this country of a Blue Island young man enlisted in the war service, was that of George Ruff, who died of diphtheria at the U. S. Naval hospital, Great Lakes, Ill., January 30, 1918. The first to be killed in actual fighting on foreign soil was Raymond Eames, a private in the 6th Regiment, Marine Corps, while participating in the battle of Belleau Woods in June, 1918. He was severely burned with mustard gas and died in the American hospital at Auteuil, June 29, 1918.

Blue Island Boy - War's Youngest Soldier

Private Arthur Harker, son of Mr. John Harker and Mrs. Helen Uhlich Harker, died Dec. 30, 1917, at Fort Casey, Seattle, Washington.

Arthur, probably the youngest soldier in Uncle Sam's service, was born Feb. 12, 1903, at the late Ernst Uhlich residence, now the old St. Francis hospital.

When war was declared Arthur, a mere boy of fourteen years, enlisted in the coast artillery at Ft. Casey and on account of his manly appearance was accepted. He was later transferred to the field artillery. While stationed at Butte, Montana, on guard duty at the copper mines he became sick and died. He was given a military funeral at Seattle, Wash., Jan. 3, 1918. The body was cremated.

* * *

Frank Steffes

Frank Steffes, son of Mr. and Mrs. Ben Steffes, was killed by a military prisoner whom he was guarding while stationed at Hachita, New Mexico, Feb. 7, 1918.

The official report of Frank's death was signed by Capt. W. G. Simmons, Commanding officer of Troop L, 12th Cavalry, at Hachita, New Mexico, and relates the circumstances under which Frank lost his life.

On the morning of February 6th, Frank was placed as guard over two men held as military prisoners. These men were one Fred Vogle and another named Arthur Grabbner. The duty assigned these men was to clean up the camp. A wagonload of refuse had been taken some distance out of camp to be dumped. While there Vogle drew a revolver which he had obtained in some unexplained manner and commanded Frank to put up his hands. Instead of complying Frank jumped for the prisoner and grappled with him. In the scuffle the weapon was discharged inflicting a slight flesh wound in Frank's knee. The struggle for the weapon continued furiously until Steffes was overpowered when Vogle deliberately leveled the gun and shot him through the heart. The other prisoner, Grabbner, claims he was prevented from assisting Steffes as Vogle kept him covered with his gun.

Vogle then escaped toward the Mexican border but after a four hour chase he was surrounded and seeing no escape turned the weapon upon himself and committed suicide.

In a personal letter to Mr. Steffes, Captain Simmons expressed regret that Frank did not save his own life by permitting the prisoner to escape, but commended very highly the courage

and devotion to duty displayed by the young man. The letter is in part as follows:

"It is with the deepest regret and sympathy that I send you the enclosed official report of the death of your son.

"However, it may be of some small comfort to you to know that he went to his death as a man and a soldier should. While I deeply regret that he did not obey the command of the prisoner to put up his hands and thus allow the prisoner to escape, still I cannot commend too highly his sense of devotion to duty and his courage that led him to grapple with the prisoner and attempt to prevent his escape, even after he had been wounded.

"Your son bore a splendid reputation in his troop, was never tried for any offense whatever, and was well liked by his comrades. I, and all the membership of his troop, extend to you our deepest sympathy and condolences."

The body of Frank Steffes was escorted from Hachita to Blue Island by Sergeant-Major Biehm, of Troop L. Funeral services was held at St. Benedict church, Requiem High Mass being conducted by Rev. Theo. G. Gross. Company M, Eleventh Illinois Infantry, under command of Capt. Crout acted as a military escort from the home at 52 Western avenue to Mt. Greenwood cemetery where the body was temporarily placed in a vault. As soon as weather conditions permitted it was buried in St. Benedict cemetery.

* * *

Honor Roll

(*Blue Island's Honor Roll as printed in the Sun-Standard, March 15, 1918*).

CAVALRY—Leland Newman, Gust Engstrom, Tony Pacholki, George Kazlowski, Louis Radwan, George Ludwig, Bernard Ciesielski, Frank Steffes, John Groszewicz, Calvin O'Grady, Arthur Kennedy, William Pahl, George Benton, Elmo Schugt.

NAVY—Al. Friske, Arthur Boyd, Everett Downey, Wilbur Burno, Henry Link, Harry Withers, Ernst Karchner, Theron Simkins, Jack Martin, Everett Lake, Fred L. Brewer, Homer J. Woods, George Ruff, Victor Ames, Russell James, Andrew J. Brouette, Arthur Bender, Victor Dahl, Fredrick C. Sammons, R. A. Walsh, Fred A. Nickel, Frank Millard, Martin Nelson, Frank Kapanka, Raymond Earley, Clarence Manson, Alwin Johnson, Mark Earner, Frank Ehrhart, Lerbert Ehrhart, Frank King, Ray William, E. A. Etter, Lawrence Dagenais, Leonard Nylander, Oscar Hultgren, L. Gustafson, Harry Isler, Harold McAley, Richard E. Sorgenfrei.

MARINES—Fred Nadler, Walter Crossland, Raymond R. Eames, Frank A. Thomas, David McKillip, James Cassel, M. A. Cassel.

ARMY—Howard Hohmann, Claude Colburn, Ernst C. Renaud, George Dornhecker, Norman Seim, Russel Robinson, Ben Ferrers, Edward Ennis, Morton Smith, Marcus T. Bauch, Arthur Edmunds, Walter Schott, Frank

Ray, Willard Gibson, Rudolph Racine, George Kennedy, William Baumbach, William McGuire, Walter Mueller, Henry Ermschler, Ray Kauffman, John E. Frayne, John Ermschler, Chester Mitchell, Herman Hartman, Emmerson Eames, E. J. Lacy, Paul Stefek, James McGuire, Nels A. Ringquist, Edward Hall, Merrill Pronger, Hobart Angel.

OFFICERS—William D. McPherson, Harry M. Schlemmer, Louis K. Burno, Leslie W. Swett.

MUSICIANS—Clarence Cain, Oscar Carlson, Louis Wiessner, Walter Wiessner, Walfried Hogbloom, David Buisono.

SIGNAL CORPS—Edwin E. Stothard, Robert James, Jeitry Canty, Lee Quinn, Gilbert Mueller, John S. Tuomey, Chester Stanley.

AVIATION CORPS—Stanley H. Volp, Carroll Eversole, Robert Payton, William Lietzow, George Roscoe, Arthur Fordtran.

ENGINEERING CORPS—Archie Sypneski, Bert Wyant, Harry Hume, Henry Weigand, Walter McDowell Adolph Tuffanelli, Leslie J. Hague, C. C. Cox, Harry E. Neff, M. Martin, L. O. Nelson, T. Vondoran, Harold Cates, Ralph Palmer, Carl Palmer, Otto Sommerfeld, Hugo Gersten, Leslie J. Rowe, Clarence O. Williams, Louis Robertson, Frank Kohart, Harry W. Babb, Lee O. Wilson, Fred E. Law, Fred Dougherty, Patrick McCoy, David Fleming, Ralph Sullivan, Roy J. Scuffham, Harry E. Shaw, F. J. Ludwig, George Harris, John W. Grimes, Robert Cates, A. C. Sorgenfrei, A. C. Rosenquist.

HOSPITAL CORPS—Franklin Cool, Miss Margaret Rudd, Howard Thomas, John Thomas, John Steinhart, Ralph F. Becketl, Charles Morrill, Dr. W. J. Byford, Daniel L. Sinise.

COAST DEFENSE—Gilbert Boeber, Merwin Small, Edwin Hallinan, Berger Hogle, John S. Szczurek, John Brown, Leslie Morrill, Joseph Tragnitz, Archie Ely.

ORDINANCE—Joseph Denny, George Lietzau.

Women's War Work

Immediately after war was declared, many activities designed for the successful prosecution of the war and for the comfort of the soldiers in camps and trenches were soon under way.

In these activities the women of Blue Island entered loyally and whole heartedly. It is doubtful if there was one woman in the city who did not, to a greater or less degree, contribute her share to these patriotic services.

War had scarcely been officially declared than the Red Cross opened rooms in the High School building for the making of bandages and other surgical dressings.

Ladies' aid societies from various churches joined in this work and in the knitting of sweaters and making of comfort bags. Fraternal and other local organizations formed groups of workers and gave aid in every way possible. The volume of war work done by these loyal women was enormous.

* * *

Sittings of the Legal Advisory Board in the draft room in the postoffice were discontinued Oct. 1, 1918.



Decorated Floats in Blue Island Day Parade



Labor Day Parade—About 1919

For many years before and following the World War period the citizens of Blue Island staged parades and celebrations on Labor Day. The Blue Island Commercial Association sponsored these affairs and the day became locally known as "Blue Island Day." Merchants, the brickmakers' union, fraternal and other organizations participated and the affair always attracted many visitors from the surrounding country. A picnic at Calumet Grove usually followed holding of the parade. The views printed above show one of these affairs held about 1919, when horse-drawn vehicles were still numerous.

LETTERS FROM SOLDIERS

(Received by Mr. John H. Volp, Publisher of the
Blue Island Sun)

Somewhere in France, Dec. 24, 1917—

Dear Friend Harry: Received your letter and tobacco a few days ago, so will try and answer and thank you for the smokes. I suppose you have heard all about our trip across. Have been here in France about four months and I cannot talk French yet. Guess there is no hope for me. Believe me, this is different from where you, Kordewick and I were two years ago, and not the way you like it, either. No Barleycorn here like there was there and from what I read in the papers I guess the good old U.S.A. will be dry by the time we get back. But it will be better at that.

Private C. O. Williams,
Co. B, 13th Engineer Ry., U. S. Army A.E.F.
*The above letter was written by Private Williams to
Harry Slater.*

Somewhere in France, Dec. 23, 1917—

Dear Mr. Volp: Am in receipt of your paper with Milton Bowman's write-up. I learned that he was in the 503rd Engineers so immediately looked him up. Just as luck would happen found out that he was in this camp. He was on a working party all day and on his return to quarters he was the most surprised boy to know that I had left word he should call on me in the Marine Barracks. We got together that evening and who do you suppose was along with him—Sorgenfrei. Ned Nelson, Frasor, Ellis, Lay, Fay, Tom Wall and several others. Well, it didn't take long to get together with the "old bunch." It sure makes a fellow feel good to run into a bunch like that, especially from your home town. You might tell Harold I received his letter and appreciate very much his writing to me. The W.O.W. identification coin was received o.k.

From your friend, Walter.
W. N. Crossland, 74th Co., 6th Reg., U.S.M.C., A.E.F.

From M. A. Cassel, 100th Co., Marine Barracks, Paris Island, S. C.—

Dear Sir: Just received a copy of your paper and sure appreciate the local news. In looking over the names of the boys with the colors I note my name is not listed. I am with the marines at the above place and it is the real life. We have parade drills and review of troops, also sunset parade at retreat.

M. A. Cassel.

From Milton M. Bowman, Co. D, 503rd Engineers Service Battalion, A.E.F., in France—

My Dear Mr. Volp: Just a line to let you know I am safe, well and perfectly satisfied. I sincerely trust you and my many friends enjoyed the holidays as much as I did by being with the Uncle "over here" and want to take this opportunity to wish you all, including "The Sun," a very prosperous New Year. Your paper was the means of me meeting and hearing from two dear friends. Walter Crossland read my address and looked me up while our company was in one of the cities, while McDowell read it and got my company name and number and sent me a long letter telling me all about the other boys from the home town. I am not at the front, but hope I get to see the fireworks before they are all over so I can have something interesting to tell you. Hoping soon to hear from you and again wishing you the compliments of the season, I am yours truly,

Milton M. Bowman.

The following letter was received from Henry Weigand, son of Mr. and Mrs. John Weigand, of the south side:

Somewhere in France, Jan. 1, 1918.
Blue Island Sun, Mr. Volp, Editor.

Dear Friend: Received your papers dated Nov. 9, 16 and 23, today, and was certainly glad to read them. . . . Enjoyed reading Milton Bowman's letter as he sure is having great times. If he comes over here very soon he will hit our camp as the 502nd and 504th Regiments have already arrived. Our Christmas and New Year dinners were fine.

H. O. Weigand.
16th Reg. Engineers, A.E.F. in France, Co. C.

From Claude Coleburn, Co. M, 131st Inf.,
Camp Logan, Tex.—

Dear Mr. Volp: I received the paper you sent me and am taking this means of thanking you for the same. It surely makes one more cheerful to read the news of what is going on at home although we are so far away. I have met several of the boys who were sent down here from Rockford, also some of those who enlisted and are with other regiments.

Claude F. Coleburn.

The following letter from John W. Gorby, vice-president of the Central Manufacturing District Bank of Chicago, explains itself:

Mr. John H. Volp, Editor, Blue Island Sun, Blue Island, Illinois—

Dear Mr. Volp: You or someone in your neighborhood has very kindly sent me the July 19th issue of your good paper containing the record of the immortal heroism of one of your soldier sons. I congratulate you on the splendid way in which you have presented the record of this sacrifice. I am sure the good people of Blue Island fully appreciate this presentation. I am not surprised by this manifestation of patriotism as my recent visit to your city filled me with pride over your splendid spirit. Thanking you for the paper and with best wishes, I am, very sincerely yours,

John W. Gorby.

* * *

Company M, I.N.G.

A Company of the 11th Regiment, Illinois National Guard was organized in Blue Island during the month of August, 1917. It was known as Company M, with Captain Frank Collins in command. A few weeks later the company was ordered to Springfield for uniforms and for two weeks training.

During this interval public agitation was started to provide suitable barracks for the company. The matter was taken up with the city council and resulted in the city taking a one-year lease on the Institutional building, corner Oak street and Greenwood avenue. The building was remodeled and arranged to provide suitable barracks for Co. M and for use in other activities incident to the war period.

The 13th Engineers (Railway)

One of the first volunteer army contingents to be organized in the United States for overseas duty was that known as the 13th Railway Engineers.

This country severed diplomatic relations with Germany Feb. 3, 1917, and on the same date Brigadier General W. M. Black, Chief of Engineers, U. S. Army, issued a call to the presidents of the Illinois Central, Chicago, Rock Island & Pacific, Chicago Great Western, Chicago, Milwaukee & St. Paul, Chicago & Northwestern, and Atchison, Topeka & Santa Fe railways to select officers and men from their personnel to correspond to six complete companies. These companies were to be selected, examined, enlisted, and held in reserve; officers for five and men for four years; each company to be composed of 164 men.

Each company was to include four officers—Captain (Division Superintendent), First Lieutenant (Trainmaster), First Lieutenant (Master Mechanic), and a Second Lieutenant (Division Engineer).

The railways concerned immediately placed bulletins over their entire systems exposing the plan and calling for volunteers. The responses were numerous and highly patriotic, some companies receiving as high as a thousand applications to fill a unit of 164 men.

Shortly after the declaration of war upon Germany by the United States (April 6, 1917), the personnel recruited was ordered to report in Chicago for examinations as to physical qualifications, character and ability before they were passed for regular army enlistment.

Training quarters were established on the municipal pier, Chicago.

The six companies composing the 13th Engineers (Railway) were as follows:

- Co. "A"—Illinois Central railway.
- Co. "B"—Rock Island railway.
- Co. "C"—Chicago Great Western.
- Co. "D"—Chicago, Milwaukee & St. Paul
- Co. "E"—Chicago & Northwestern.
- Co. "F"—Atchison, Topeka & Santa Fe.

The following men, all employees of the Rock Island railroad, enlisted from Blue Island in

Co. "B"—Harry I. Bailar, Claude C. Cox, Edward Ford, William Gilbert, B. Hamilton, Henry Harbaugh, Leo Lay, Harry Neff, Leo Nelson, Walter McDowell, James O'Connor, Carl Palmer, Leslie Rowe, Otto Sommerfeld, Archie Syke, Adolph Tuffanelli, Thomas Wall, Albert Wyant, Clarence O. Williams.

Enlistments, training and organization were completed during May and June and on July 19, 1917 Companies, "A" and "B" of the First Battalion, entrained at Chicago over the Nickel Plate R. R. for the East.

Departure for overseas was made from Hoboken, N. J., July 22, via the American Line steamship, St. Louis. This contingent of new men got a taste of war before setting foot on foreign soil, when, about 200 miles off the northwest coast of Ireland the St. Louis was attacked by a German submarine. The sub evidently had failed to torpedo the American boat and came to the surface and started shelling. The St. Louis replied with her 4 and 6-inch guns. The engagement lasted about 30 minutes during which time the sub fired twenty shells, all of which fell very close to the St. Louis and some shrapnel hit the wireless cabin but did no damage.

This contingent of engineers arrived at Liverpool, England, July 31, 1917, and were transported at once to the large British concentration camp at Borden. The Second Battalion with Co. "C" arrived August 12th and also were sent to the concentration camp at Borden.

On August 15, 1917, the 13th Engineers and other American troops paraded through the streets of London and were reviewed by the King. Everywhere along the line of march they were greeted with thunderous applause by the assembled multitudes.

They left England, August 16, and the next day arrived at Havre, France, entraining almost at once for "somewhere in France."

Here the men received their first introduction to the small French box-cars bearing the now famous legend "40 hommes, 8 chevaux"—meaning 40 men or 8 horses—the capacity of the cars.

Co. "B" with Capt. V. H. Hagelberger as superintendent of the 2nd District, was assigned the territory Fleury terminal to Ippecourt, on the main line, and from Autrecourt to Clermont-on-Argonne, a line running through the Argonne sector where heavy fighting was then in progress.

Co. "C" with Capt. E. E. Stroup as superintendent 3rd District was assigned territory from Ippecourt to Dugney Grand Vaux and from Souilly to Dombasle Junction on the Rampont line.

The 13th Engineers (Railway) did valiant service keeping railroad transportation lines open and operating the antiquated motive equipment from the supply posts to the men at the front, frequently working under heavy shell fire from the German artillery and airplanes.

A report of these operations says: "The Germans, finding American troops in this territory, shelled and bombed the detachments and line Lemmes to Dugney during the month of October exceedingly heavy. Members of these detachments were highly commended by the French authorities for their bravery and devotion to duty. The Germans bombed and harassed with machine gun fire all points on the 6 Bis Ligne for the first ten days after the arrival of the regiment."

A tribute is given to the personnel for their courage, loyalty and effectiveness during the first trying month which, more than at any other time, established the success of the "Lucky 13th Engineers," and brought honor to the regiment and the American Government.

The "Windy City Echo," the regimental paper of the 13th Engineers, derived its name from Chicago, "The Windy City," and was published on the 13th of each month during 1918 and up to and including February 13, 1919.

The paper was published for the purpose of having some way for the men of the 13th to give voice to their sentiments and to afford them amusement in an unofficial way. It was sold only to members of the regiment and three French war orphans were purchased through the Stars and Stripes from the profit derived from the sale of the paper.

The paper was instigated by the enlisted men of the 13th Engineers, contributions being given by correspondents from the various companies of the regiment and printed at Bar-le-Duc (Meuse). The price was "21½ washers."

H. R. Tinsman was the "Echo" correspondent for Co. "B." The "news" consists mostly of pithy comments and jokes on members of the different organizations.

Commenting on the fact that the Echo had increased from four pages to six, the editor calls attention to the following advertisement:

"If you wish to live where things are pretty
Just make your home in the Windy City."

"Windy City, Somewhere in France, Convenient to Hill 13. The home of the Hairtrigger 13th Engineers (The Lucky 13th). Population including rats, rabbits and six dogs, 7000; Well paved street; Water (plain, fancy, river and rain); Police Department and Sanitary Jail; Convenient Cemetery and Commodious Morgue; Sewer Without System; Free Transportation to the Front—None to Paris; Attractive Forest of Six Trees and One Bush Covered with Leaves of Absence, with or without permission. Unparalleled Mud Baths; Magnificent View of Railroad Yards and Water Tank.

"Amusements—All Free—Rat Hunting Contests; Dugout Races; Trench Swimming; Aeroplane Raids; Music (trench) at All Hours.

"Desirable Building Sites—For Sale on Allotment Plan; Individual Lots 2'x6'x6' for Permanent Abode, Furnished Free. Choice Bungalows For Rent with all the Modern Conveniences Except Water, Light, Heat, Floor and Bathroom; Large Knotholes Provided for Raindrops; Ventilation Unexcelled; Hospital on Ground—a Pill for every ill."

The 13th Engineers (Railway) sustained only thirteen losses during their service in France, and only one death was due directly to German shellfire. Peter Miller, a private in Co. "F" was killed by shellfire while repairing a telephone line. Carl Hanson, another private in Co. "F," was killed when a German shell with which he was tinkering exploded. Co. "B," the Rock Island contingent, sustained but one loss—Private P. R. Van Ryssingham, who was killed Dec. 27, 1917, in a railroad accident. Pneumonia, tuberculosis and spinal meningitis claimed the others.

The 13th Railway Engineers left France on the homeward voyage April 13, 1919; arrived in Chicago, May 12, 1919, and the next day paraded in Chicago. They were mustered out at Camp Grant, May 14, 1919.

* * *

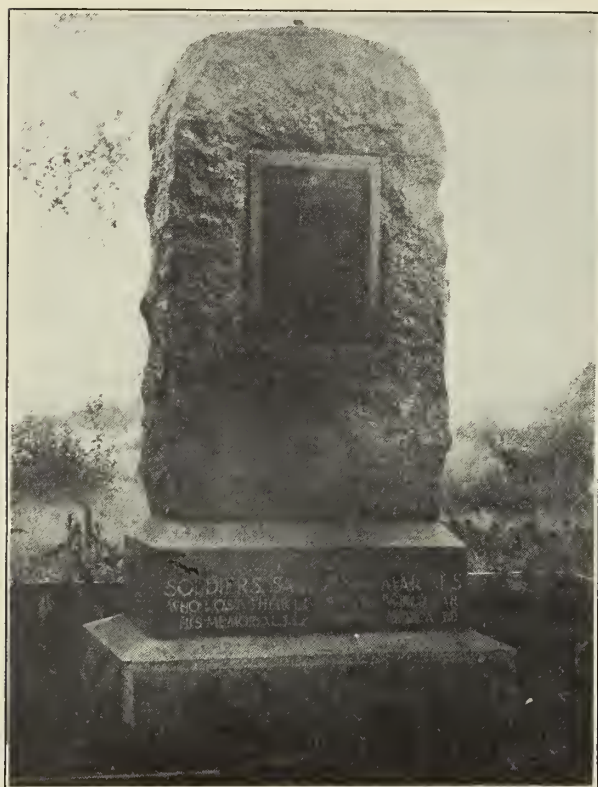
ONLY A VOLUNTEER

Why didn't I wait to be drafted,
And be led to the train by a band?
And put in a claim for exemption,
Oh, why did I hold up my hand?
Why didn't I wait for the banquet,
Why didn't I wait to be cheered?
For the drafted men get all the credit.
While I only volunteered.

Nobody gave me a banquet,
Nobody said a kind word;
The puff of the engine, the grind of the wheels,
Was all the goodbyes I heard.
Then off to the training camp hustled,
To be trained by the next half-year,
And in the shuffle forgotten—
I was only a volunteer.

And perhaps some day in the future,
When my boy sits on my knee
And he asks what I did in this great war
And his little eyes look up at me,
I will have to look back into those little eyes
That at me so trustingly peer,
And tell him I wasn't drafted—
That I was only a volunteer.

Patriotic Memorials



The granite shaft shown above was erected as a memorial to the brave soldiers, sailors and marines of Blue Island who gave up their lives in defense of the United States of America in the great World War. The names on the bronze tablet are:

RAYMOND EAMES
STANLEY FAY
ERNEST FISCHER
ALBERT HECHT
HERMAN KLOPP
ANTONIO LOUIS
GEORGE RUFF
WALTER SCHOENENBERGER
FRANK STEFFES
CHARLES WEIMAR
LEO WOLSHON
HOMER WOODS
WALTER WYKOFF

RAYMOND EAMES, Private, 96th Co., 6th Reg. U. S. Marine Corps. Enlisted June 17, 1917, at Paris Island. Trained here until August, 1917. Trained at Quantico from August, 1917, to January, 1918. Landed at St. Nazaire, France, early in February, 1918. Trained at Blevain-

court until March 17th. Was in trenches in Verdun Sector to May 12, 1918. Went into battle at Chateau Thierry, June 1st or 2nd, fighting until June 6th, advancing each day. Went over top on June 6th and he was one of the men who entered the town of Boursches. Fought until June 12th, when Company was withdrawn. Thrown into Belleau Woods again on June 13th, due to threatened German attack, close to Lucy Le Bocage. Entire Company severely shelled and gassed. He was severely burned with mustard gas and sent to temporary American Hospital at Auteuil. Died June 29th. Buried in American Cemetery at Suresness.

STANLEY FAY. Died at Camp Mills, N. Y., Oct. 10, 1918, of influenza. Body brought to Blue Island under military escort and buried with honors Thursday, Oct. 17, 1918, in Mt. Greenwood cemetery. (Son of Mr. and Mrs. Lawrence Fay.)

ERNEST FISCHER, Private, 14th Co., Coast Artillery. Left for training camp April 3, 1918. Fort McKinley, Portland, Maine. Died Sept. 29th, 1918, of pneumonia. Buried in First Lutheran cemetery on Burr Oak Ave. (Mrs. A. Fischer, 332 E. Desplaines.)

ALBERT HECHT. Was inducted into the army June 1, 1918, at Jefferson Barracks, Mo., transferred from there to Nogales, Arizona, and later to Camp Travis, Texas, where he died Dec. 9, 1918, from an attack of influenza and pneumonia. Body brought to Blue Island under military escort. Buried in Lutheran cemetery on Burr Oak avenue.

HERMAN KLOPP, Private first class, 123rd machine gun company, 33rd Division, U.S.A. Killed by a shell on Hill 281, Bethancourt on Forges Creek, France. Body returned from France and buried in Lutheran cemetery, Sunday, Sept. 25, 1921, with full military honors by American Legion Post No. 50.

ANTONIO LOUIS, 12632 Lincoln St. Sergeant Co. C., 47th Infantry. Died with honors in the service of his country on the 9th day of August, 1918, in action on the Vesle River. Body returned from France and interred at Mt. Olivet cemetery, June 12, 1921. Military honors by American Legion Post No. 50.

GEORGE RUFF, died at U. S. Naval Hospital, Great Lakes, Ill., Jan. 30, 1918, of diphtheria. Interred at German Lutheran cemetery. (Mrs. Martin Wolff, 67 Greenwood.)

WALTER C. SCHOENENBERGER, died at Camp Grant, Sept. 30th, 1918, of pneumonia. Interred at Oak Hills cemetery, Oct. 5, 1918. Company M, I.N.G. acted as military escort.

FRANK STEFFES, Private, Troop L., 12th Cav. Hachita, New Mexico. Killed Feb. 7th, 1918, in performance of guard duty. Buried in St. Benedict cemetery on 135th St., Company M. I.N.G. acting as military escort.

CHARLES L. WEIMAR. Corporal, Battery D. 339th field artillery, U.S.A. Died in hospital at Rouen, France, Nov. 5, 1918. Body brought to Blue Island in May, 1921, and interred in Mt. Hope cemetery, Sunday, May 29, 1921, with military honors by American Legion Post No. 50.

LEO WALSHON. Died at base hospital, Camp Travis, Tex., Feb. 16, 1918, of dysentery. Interred in St. Benedict cemetery on 135th St.

HOMER WOODS. Died at U. S. Naval Hospital, Norfolk, Virginia, Oct. 10, 1918, of bronchial pneumonia. Interred in Mt. Hope cemetery with military honors Oct. 15, 1918.

WALTER WYKOFF. Buried in Arlington Cemetery, Washington, D. C.

The monument in honor of Blue Island's hero dead was erected at the north-east corner of the intersection of Burr Oak and Western avenues, and was a feature of the Decoration Day program, May 30, 1923. Unveiling and dedicatory services were conducted by the Soldiers, Sailors and Marines Welfare Bureau in the presence of a large gathering of citizens. The monument stood at this location for a year when it was moved to its present permanent location in Memorial Park. Errors, which unfortunately were made in the original bronze tablet, had been corrected and visitors to the cemetery on Decoration Day, 1924, found the inscription of names to be as shown above.

TREE MEMORIALS

On Armistice Day, Nov. 11, 1921, the Current Topic Club planted a memorial tree on the lawn of the Blue Island Public Library in honor of the soldiers, sailors and marines who served from this city in the World War. The tree and a memorial stone carrying the inscription are on the east lawn of the grounds.

* * *

Also on Armistice Day, 1921, the congregation of the Congregational church held appropriate services and planted three shade trees in front of the church on York street, to commemorate the services in the World War of 30 young men, members of families of the church.

* * *

Twenty maple trees were planted in Central Park on Armistice Day, 1921, in honor of Blue Island's hero dead. Each tree is specifically in honor of one certain hero and is designated by

an aluminum disc, with the name, rank and company data stamped on. Those honored by trees who were killed in action and during the war: Herman Klopp, Antonio Louis, Raymond Eames, Walter Wykoff, Ernest Fischer, Homer Woods, Charles L. Weimar, Walter C. Schoenberger, Leo Lereh, Frank Steffes, Stanley Fay, Albert Hecht, George Ruff. Those who died after the war due to injury or exposure while in service: Leo Wolshon, William Burns, David Bussino, Andrew Olson, Albert Wyant, Otto Swigert, Frank Hopf, Albert Witt.

* * *

G. A. R. MEMORIAL

On Memorial Day, 1926, the Blue Island Woman's Relief Corps dedicated a monument in memory of the Grand Army of the Republic with appropriate ceremonies. The stone is located near the High street entrance to Central Park. It is six feet high and three feet wide and bears the following inscription:

Erected by
BLUE ISLAND WOMAN'S
RELIEF CORPS No. 315
In Memory of
G. A. R.
1861-65
May 30, 1926

* * *

Community Service Flag

Blue Island's Community Service Flag was unfurled and hung across Vermont street just west of Western avenue amid appropriate ceremonies by Mayor Edward Stein, on May 18, 1918. Captain John W. Gorley, vice president of the Central Manufacturing District was the speaker.

The flag, 6 feet by 10 feet had the words "Blue Island" across the top. There were two gold stars representing the boys who had already died in service, and a single star and large numeral 425 indicating the number of boys from here to whose memory and honor the flag was unfurled.

* * *

"Slacker" Drive

Forty-one men were rounded up in a "slacker drive" conducted in District 7 during the month of October, 1917. Wherever eligible these men were registered for enlistment in the National army.



Blue Island Opera House as rebuilt into modern Moving Picture Theatre



A Modern Business Block. The Blue Island Elks occupy the second floor

The Liberty Loans

Blue Island went "over the top" on everyone of the five Liberty Loans. The first and second loans each went over the required allotments by good margins.

The third Liberty loan drive was conducted under the chairmanship of J. E. Lemon, superintendent of the Blue Island public schools, who was assisted by the following ward captains: first ward, Postmaster John A. Lentz; second ward, Alderman Arnold Myers; third ward, William Witt; fourth ward, Harry Rohrbach; fifth ward, Nicholas Crossland. This group was assisted by sub-committees and sub-workers.

This district's allotment for the Third loan was placed at a minimum of \$200,000.

That quota was not only reached easily but was exceeded by 60 per cent—total bond sales amounted to \$317,150—an excess of \$117,150 over the requirement.

Of the total bond sales reported on this loan \$276,000 was shown to have been made by Blue Island people. On this record the city was awarded an "honor flag," which thereafter was flown from the staff on the city hall.

The staggering allotment of \$500,000 was given this district to raise in the Fourth Liberty loan. This amount was more than double that required under the Third loan. But the committee entrusted with the job of raising a half million dollars organized and set resolutely at work with the avowed object of not only attaining that goal, but of exceeding it.

The following businessmen of Blue Island constituted the general committee in charge of the drive: John L. Zacharias, Nicholas Crossland, J. E. Lemon, John A. Lentz, J. M. Lobough, Harry Rohrbach, John H. Volp, Wm. Frasor, Harry G. Dare, P. R. Fletcher, chairman; P. H. Krick, secretary.

Each of the wards of the city was divided into two parts and the following placed in charge as captains: first ward, W. O. King, Harry Massey; second ward, John Nagel, Frank Krueger; third ward, A. C. Rohe, Frank J. Synakiewicz; fourth ward, E. C. Schick, Ernst Luscombe; fifth ward, Martin Amelung, Charles Olson. These men selected their own workers.

More than \$100,000 in bond sales were reported by the "flying squadrons" in the first five days of the drive, and on Oct. 25, 1918, when the campaign closed, total sales were found to be \$560,350—a safe margin of \$60,000 "over the top."

Wm. M. Frasor was chairman of the Fifth, or

"Victory" Loan drive. He was assisted by the following general committee: Harry G. Dare, W. O. King, John Nagel, O. A. Woodward, E. B. Bronson, N. Crossland, John Aregood, Mayor Edward Stein, Perry Heinecke, Robert Krueger, John H. Volp, J. John Joens, Joseph Lentz, Barney Hammond, Fred Hegner, Rev. Theo. Gross, Rev. Nirum Olmsted and Peter Heintz. They were assisted by ward and district captains and various groups of workers, including many women.

Blue Island's allotment for the Victory Loan was \$375,000, a rather "stiff" requirement, it was thought at the time. The campaign started April 21 and closed May 10, 1919. During the twenty days \$517,100 worth of bonds were subscribed for, an excess of \$142,100 over the required allotment. The result of this intensive drive was remarkable, as more than a million dollars worth of bonds had already been sold in this district in the preceding loan drives.

Chairman Frasor, when making his final report thanked all those who in any way contributed to the success of the campaign, but paid a special tribute to the band of loyal and energetic men and women who participated in the final drive for government funds.

* * *

Victory Day

Victory Day, Nov. 11, 1918, was the biggest day in the history of Blue Island. The celebration was a spontaneous outburst of patriotic relief at the ending of the war. Victory parades were the general order of the day and began as early as five o'clock in the morning when a large number of men, women and children, some carrying lanterns and electric torches started out with the first flash of the good news that the German government had acceded to the armistice demands of the United States and Allies for an "unconditional surrender."

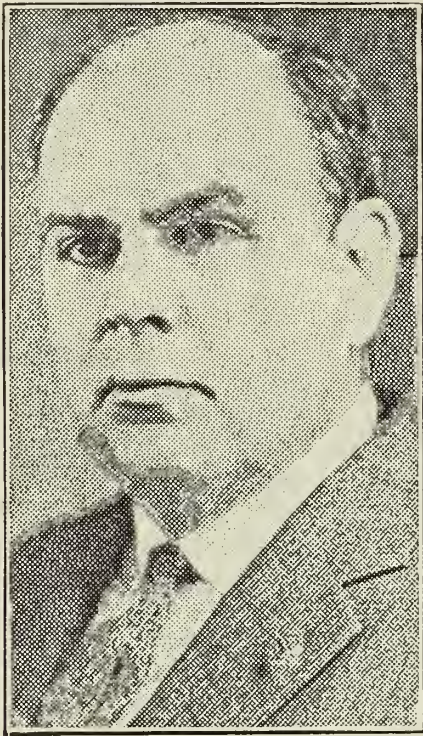
As the enthusiasm increased all business houses closed for the day and everybody in Blue Island able to walk or ride either took part in the parades or watched from the sidelines. This wild celebration was echoed throughout the entire United States. Even saloons voluntarily closed their doors before 10 a.m. and remained closed for the rest of the day.

Every fraternal organization, private and public schools, city officials and department workers, boy scouts, civil and Spanish War veterans took part. Hurriedly decorated floats, flag draped automobiles and hastily gathered bands made the day the greatest that Blue Island has ever witnessed. It was a day such as the city never had before, and perhaps never will see again.

American Legion

The first meeting for the purpose of effecting an organization of Blue Island soldiers, sailors and marines, who had served in the World War, was held in the High School auditorium Friday, March 28, 1919, under auspices of the Soldiers and Sailors Welfare Bureau. The intention of the Blue Island group was to later affiliate with the Allied Army Veterans, an organization which at that time was active organizing "dug-outs" among the men who were being mustered out.

A temporary organization was formed at this meeting with Walter Crossland, late of the marine corps, chairman, and Norris Quinn, secretary. A "booster" committee was named with Richard Sorgenfrei, chairman.



Harry Schlemmer
First Commander Post No. 50

Thirty-five men recently discharged from the service were present at the second meeting held April 3, 1919. A question hotly debated at this meeting was: "shall this be an organization of enlisted men only, or may drafted men be accepted to membership." A committee appointed to settle the question, after some deliberation, reported back that it would be rank injustice to exclude drafted men, since many so chosen had bravely borne the brunt of battle in various branches of the American service abroad.

This question disposed of, the name "Allied Veterans' Association of Blue Island" was adopted for incorporation. The following sixteen men signed the charter application: W. W. Lochow, Gordon Stuart, George Lindeman, Stanley Baddock, Walter Crossland, Norris W. Quinn, H. Hollinger, Dr. M. Finkel, Harry Voss, E. Johnson, Glenn Diffenderfer, E. Weimar, Theodore Hoffman, W. A. Nickerson, Ernst Boermel, Richard Sorgenfrei.

In the meantime officers and men of the American Expeditionary Forces still abroad had held a meeting in Paris a month or so previous and had organized under the name "American Legion." This name was brief and broadly expressive and quickly became popular.

At a meeting of the Allied Veterans Association of Blue Island early in May, 1919, it was voted to drop the name first selected and become affiliated with the American Legion. Officers of the former Allied Veterans Association, were retained until the new organization was fully perfected. The American Legion was approved as a national organization at a convention held in St. Louis in June, 1919, at which meeting Blue Island's application for membership was accepted.

The Blue Island group received its charter as Post No. 50, and on Monday, January 26, 1920, the following first permanent officers of the Post were elected: Harry Schlemmer, commander; Paul T. Klenk, vice commander; Norris W. Quinn, adjutant; Glenn Diffenderfer, finance officer; William Heatley, sergeant-at-arms. An executive committee of seven was chosen and dues were fixed at \$2 a year. The Post rented and fitted up temporary quarters in a vacant store room on Western avenue, north of Wessel's market, and began to function in earnest.

Agitation for some form of war memorial had already got under way locally, but public opinion seemed to be about equally divided as to whether such a memorial should be in the shape of a monument, or whether it should be a building which could be used as a home by the American Legion and for civic gatherings.

There was a strong sentiment in some quarters in favor of buying the so-called Institutional building at the corner of Oak street and Greenwood avenue. This building was used during the war period as an armory by Co. M, Illinois National Guards.

A memorial association was formed with W. N. Rudd, chairman, this association to bring about a decision on the question and then to devise methods for raising funds. A public

vote to decide whether the soldier memorial should be a monument or a building was taken during the first week in April, 1919. The result of this vote was decisively in favor of a building. Of 538 ballots cast, 515 favored a building and only 16 were for a monument; 7 ballots were rejected as incomplete. This seemed to settle the argument, but after several months of further delay, during which time the American Legion Post had been officially established, the whole question was thrown into the lap of the Legion. There the matter seems to have taken a long rest. The newly formed American Legion was busy fitting up temporary quarters and pushing a drive for more members.

Then, in August, 1921, with the third anniversary of Armistice Day approaching, a

time acquired for a Memorial park. (See page 231).

Meantime the question of a memorial building, or permanent quarters for use of the American Legion, although not entirely forgotten, was allowed to slumber.

But in the spring of 1924, when the city council voted to build an addition to the city hall the way was opened for a solution of the Legion's problem.

At a joint conference of the city authorities and a committee from the Legion an agreement was entered into whereby the Legion was to lease the second floor of the new city hall for a period of 50 years on the following terms: The Legion to pay \$5000 cash upon execution of the lease, \$1000 per year for the next five



A Tree Bordered Residential Street in Blue Island

movement was launched for a bronze memorial tablet to be erected at some suitable spot in the city to the memory of those heroes who had given up their lives in the great war.

This movement gained quick support. Money for the purpose was raised by popular subscription and soon the necessary fund had been gathered. Delays, though, again intervened and it was not until Decoration Day, 1923, nearly two years later, the tablet was unveiled with appropriate ceremonies under auspices of the American Legion. The granite boulder in which the tablet is embedded was erected at the northeast corner of Western and Burr Oak avenues. In May, 1924, it was removed from that location to a spot near the entrance to the old Blue Island cemetery, property which the Blue Island Memorial Association had in the mean-

years thereafter and \$1.00 per year for the balance of the term. The Legion is required to pay for the care and upkeep of its quarters and may make such alterations as it may require, if sanctioned by the city council, at its own expense.

This agreement was ratified on July 14, 1924, under the administration of Mayor Paul Klenk.

Blue Island Post No. 50 has a membership of more than 400. It takes an active part in all civic affairs and patriotic demonstrations. The officers (1935-36) are: Commander, Wm. Juby; senior vice commander, Harvey O. Antilla; junior vice commander, L. A. Davison; adjutant, Henry W. Longfield; finance officer, Wm. Schimmel; sergeant-at-arms, Walter Witte; chaplain, Guy R. Fox; historian, Ralph B. Sullivan. Regular meetings of the Post are on the first and third Mondays.

Clear Accused Officers

Desk Sergeant August Zacher and Patrolman Dreischerf were accused by Mrs. Paul Truschke, 487 Broadway, of being pro-German and refusing to arrest a neighbor whom she accused of making pro-German remarks. The officers were suspended but a thorough sifting of the charges proved the accusation to be without foundation and the men were reinstated on Aug. 10, 1918. Both officers had sons serving in the U. S. Army.

* * *

War Time Jingles

The war and conditions connected with it were legitimate and fruitful subjects for the amateur poets among the boys in the camps and cantonments. These jingles were usually written in a humorous vein and many of them were of more than ordinary merit. They were generally enclosed with letters to the "folks at home" and were passed from friend to friend, thus becoming known to the public.

Here is one about camouflage, the art of making something look like it isn't—the hospital chef's specialty:

* * *

CAMOUFLAGE

By Stan. L.

At camouflage our chef's no dub,
And every day at mess
He practices on all our grub,
With great effectiveness.

He serves a cereal, of course,
For breakfast every day,
The same would even fool a horse,
It tastes so much like hay.

The tea and coffee that is placed
Before us in that hall,
Are camouflaged so they don't taste
Like anything at all.

And he can camouflage the stew
That's given us to eat,
So we can't find a gol darn clew
Of any kind of meat.

On his efficiency I'd bank;
Today I tried to take
A bite of solid hickory plank,
Disguised as sirloin steak.

While camouflage may be an art,
We possibly may need,
I'm asking you, please have a heart,
Why camouflage our feed?

"—LESS" DAYS

My Tuesdays are meatless,
My Wednesdays are wheatless,
I'm getting more eatless each day.

My home it is heatless,
My bed it is sheetless,
They're all sent to the Y.M.C.A.

The bar-rooms are treatless,
My coffee is sweetless,
Each day I get poorer and wiser.

My stockings are feetless,
My trousers are seatless,
My God! how I do hate the Kaiser.

ALL BALLED UP

"What do you knit, my pretty maid?"
She purled then dropped a stitch.
"A sock, or sweater, sir," she said
"I'm darned if I know which."

* * *

* * *

Red Cross Fund Drive

The drive for funds for the National Red Cross started May 20, 1919. Blue Island's quota was \$10,000. P. R. Fletcher was chairman of the local drive and was assisted by the following ward captains: first ward, Wm. Frasor and Martin Amelung; second ward, Alderman Arnold Myers and N. F. Hilt; third ward, A. C. Rohe and Otto Wielgorecki; fourth ward, L. R. Hurlbut and A. M. Weaver; fifth ward, L. H. Lurno and Mrs. Emil Eidam. Twelve thousand four hundred dollars were raised, an excess of \$2,000 over the required quota.

* * *

Fuel Shortage

By order of the national fuel administrator all places of business were ordered close for five days from Friday, Jan. 18, 1918 to Tuesday, Jan. 22, inclusive, and every Monday thereafter. Only work that was absolutely necessary was allowed. This was done in order to conserve coal of which there was a very serious shortage.

Grocery stores and markets could be open until 12 o'clock noon on Mondays. Drug stores remained open all day, but were allowed to sell only drugs and medicines. All other general lines were ordered closed tight. Saloons were also closed on Mondays. Theatres, picture shows and other places of amusements, such as billiard halls, bowling alleys, etc., were allowed to remain open on Mondays but had to close on Tuesday. Banks and coal yards were allowed

to do business as usual and the railroads ran on Sunday schedule.

While the administrator's orders seemed drastic, all were advised to accept it in the proper patriotic spirit and abide by the order.

The local fuel situation reached its most critical stage of the winter on Monday, Jan. 14, 1918, when four of the five local coal yards reported "no coal of any kind and very little wood." This report followed right on the heels of the worst snow storm and blizzard known in many years, with all of the railroads snow-bound and no prospect of trains or coal moving for several days.

Mayor Stein and the city officials were besieged by people without coal. Finally after appealing to the fuel administrator, they were permitted to confiscate several cars of coal from the B & O yards (where 250 cars were reported sidetracked).

The mayor and council met a committee of the local dealers, who agreed to take as much of the coal as necessary and to do everything in their power to relieve the desperate situation. It was agreed to distribute in small lots only, so that all in need could be supplied.

The next day, however, the local committee was informed by the fuel administrator that they could not have the coal. Meanwhile 200 tons of coal were obtained from the Public Service Co. and 150 tons were taken from the public schools which were closed in the emergency.

By Thursday morning the situation was relieved by the arrival of eleven cars of soft coal which was sent out by the fuel administrator and distributed through the local dealers. Two or three cars of hard coal also came through. Every available team in the city was busy and within twenty-four hours all of the most desperate cases had been relieved.

* * *

Scarcity of Print Paper

Due to a scarcity of print and other papers the government decreed that all publishers must show a 15% reduction in the use of newsprint by Nov. 1, 1918 or be subject to investigation. All free copies and exchanges were banned, no subscribers could be kept on the list if their subscription remained unpaid for three months. No special or holiday editions were allowed to be printed. At this time there were two papers in Blue Island, the Sun and the Standard. In order to conserve both print paper and labor the papers consolidated and formed what is now the Blue Island Sun-Standard, Blue Island's oldest newspaper.

Flu Epidemic

Owing to the prevalence of Spanish Influenza at army camps and contonments, all orders for the induction of men into the service was cancelled temporarily during October and preventive inoculation ordered for all men liable to be called for service. Amusement places were closed and no public gatherings were allowed.

The Spanish Inflenza was widespread throughout the country and claimed many lives among soldiers and citizens alike. One of the most prominent of Blue Island citizens was Dr. Jesse R. Kauffman, 233 York street, who contracted the flu while tirelessly attending to the numerous calls made upon him. He labored night and day administering to flu victims, and refused aid for himself until finally forced to bed, but too late to save his life. He died Oct. 30, 1918. Dr. Kauffman was born in Blue Island, Dec. 18, 1883 and was associated with his father, Dr. J. S. Kauffman.

Among other victims here in Blue Island were Sister M. Pancrotia of St. Francis Hospital, Fred Banderob, Leonard Rothenburger, James Smith, Frank Giza, P. S. Pierson, Martin Mangold, John W. Itach, Victoria Krawnec, Anna M. Rauwolf, Mrs. Paul Kovalski, Agnes Bauer and Mrs. A. Oetter. In one family, it took both mother and daughter. Mrs. Ida Carlson and her daughter, Pearl, 844 Summit avenue, both dying of the dread disease.

So widespread was the epidemic that the Lincoln School was turned into an emergency hospital and nursery to care for the children of sick parents. Blue Island Red Cross women visited and cared for the sick in their homes. At one time there were 17 patients housed at the Lincoln School.

A second invasion of influenza and pneumonia occurred in January, 1920, and this dread malady again claimed many victims. Although of a milder variety than that which visited Blue Island in 1918, it became known that one doctor turned in a list of 24 cases. Mayor Edward Stein and City Treasurer Walter Crossland were among those stricken, but both were up and around again after a few days.

* * *

Fruit Pit Liberty Barrel

A "Liberty Barrel" was installed at Aulwurm Bros. Store at 285 Western avenue, for the gathering of peach and plum pits. Housewives were asked to save all the pits from fruits they canned and deposit them in this barrel for Uncle Sam's use. Carbon which was used in the gas masks of the soldiers was manufactured from the fruit pits.

Richard Sorgenfrei Re-Enlists

Richard Sorgenfrei, 477 High street, after serving a previous enlistment on the U.S.S. Stribling as third gunner's mate, re-enlisted in the navy and left for the east on June 15, 1918. "Dick" was assigned to the U.S.S. Connecticut during the World War. During his former



"stretch" he toured the world with the fleet and visited practically every port of importance.

Since his discharge from the navy, "Dick" has been a member of the Blue Island Police force.

* * *

Sugar Rations

In July of 1918, Blue Island was put on a "sugar ration". Grocers were given the responsibility of seeing that none of their customers received more than the Food Administrator's allotment of three pounds per month per person. Many times during this period it was impossible to buy sugar due to the fact that each grocer was placed more or less on a ration and could not buy enough at times to satisfy his trade.

The food administration issued sugar certificates for 25 pounds of sugar for canning purposes but this did not compel a grocer to sell that amount if his stock was low. Individual dealers were compelled to keep a record of each customer and these records were checked by the Food Administrator's office.

* * *

Early in December, 1918, the boys in khaki "Blue Island's fighting men" began to return home, some from overseas, some from cantonments in various parts of the country, all with honorable discharges in the pockets of their khaki overcoats.

First Official Welcome

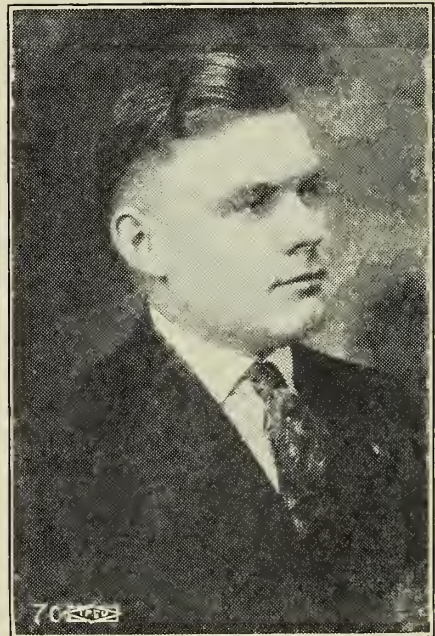
In August of 1919 the first official welcome of Blue Island's war veterans was celebrated by the entire city which gathered for a picnic and gala day at Calumet Grove. Mayor Stein issued a proclamation designating Wednesday, August 27, 1910 as a holiday and all stores were closed at noon. Dr. R. L. James was general chairman of the celebration.

More than 4000 persons attended and the returned service men were tendered a rousing, cordial and happy welcome. All service men were given sandwiches, coffee, soft drinks, ice cream and cake, from a fund which had been raised by popular subscriptions for this purpose. Prizes for the many athletic contests were donated by Blue Island merchants.

* * *

Awarded Legion of Honor

A Blue Island boy, Louis D. Holmes, a corporal in the A.E.F., was signally honored by the Government of France on July 16, 1923, when the French General, Henri Joseph Eugene Gouraud, pinned the Legion of Honor with scar-



let ribbon, the highest honor conferred on heroes by France, on his breast.

Only two veterans of the World War from this section of the country were thus decorated, the other being General Abel Davis. Corporal Holmes was the first man of the 149th Field Artillery to shed blood on French soil. A German shell tore off his leg close to his body.

City Council Notes

(Continued from Page 317)

May 26, 1930—Amended Zoning Ordinance No. 1135 to permit the building of public garages, automobile fuel or service stations, provided the written consent is secured and filed with the application for permit of a majority of the property owners within 200 feet from the exterior boundaries of the lot on which it is proposed to locate such a building.

June 9, 1930—Alderman Guglielmucci, as chairman of the Police Committee, presented a bill of sale to the city for two new Harley Davidson motorcycles for use of the police department which were purchased with the proceeds from the Policemen's dance.

June 19, 1930—The proposition of permitting boxing, sparring and wrestling matches having been submitted to the people in a general election and the majority being in favor of the proposition, the council passed Ordinance No. 1306 providing for the issuance of permits and licenses by the State Athletic Commission for such exhibitions. Any person desiring to hold an exhibition must agree to pay 10% of the gross receipts to the City of Blue Island. Violation of any provisions governing this ordinance would permit a fine of not less than \$2.00 or more than \$200.00.

July 7, 1930—Passed Ordinance No. 1307, being an amendment to the Building Code, requiring that a separate permit be obtained for each separate building to be erected. Permit to be void unless work started within 6 months after issuance.

July 14, 1930—Passed Ordinance No. 1308 providing for the issuance of Tax Anticipation Warrants in a sum not to exceed \$20,000, bearing 6% interest and payable out of the taxes, against which they shall be drawn, when collected.

Sept. 22, 1930—Passed a resolution permitting the Chicago Rock Island and Pacific Railway to install flashlight signals, each with double two-way lamps automatically controlled by track circuits at the 120th street crossing and to discontinue the manually operated gates at this point. The railroad to assume all installation, maintenance and operation thereafter.

Oct. 13, 1930—According to the U. S. Census Bureau, the population of Blue Island in 1930 was 16,509.

Oct. 20, 1930—Passed Ordinance No. 1312 prohibiting the erection of frame dwellings, garages, stables, sheds or additions of any kind within the fire limits of the city unless built of fireproof construction, or of masonry construction, with the exception that small out buildings such as small sheds and garages in the district zoned for first or second residential purposes may be of frame construction.

Nov. 10, 1930—Sanitary District notified City Council that it would discontinue supplying electrical power for street lighting and other municipal purposes on January 5, 1931.



Carl J. Carlson
County Commissioner
Former Police
Magistrate



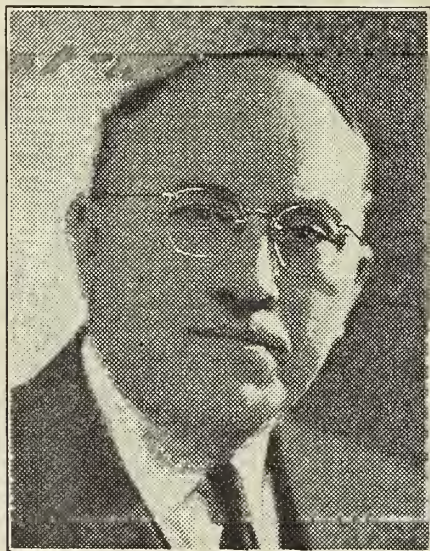
J. P. Wiessner
Former Alderman and
City Treasurer

At a special meeting held on November 20 the old contract was allowed to be continued for a year or more.

Nov. 17, 1930—Village of Robbins made application for purchase of water from the City of Blue Island. The Village of Robbins requested that the City furnish water to the village at a point where the west limits of Blue Island adjoin the water main constructed by the village, in sufficient quantities to supply consumers within the Village and at no greater price than is charged for like quantities through meters in the City of Blue Island. It was estimated that the Village of Robbins would require 30,000 gallons of water per day.

Jan. 12, 1931—Passed Ordinance No. 1316 discontinuing the offices of Superintendent of Streets and Public Engineer, effective April 30, 1931, the end of the fiscal year. Also passed Ordinance No. 1317 which read that on and after May 1, 1931, the Board of Local Improvements of the City of Blue Island shall consist of the Mayor and all of the members of the City Council.

March 16, 1931—Passed Ordinance No. 1322 that the proposition as to whether or not the City of Blue Island and the electors thereof should adopt and become entitled to the benefits of an act entitled "An Act to Regulate the Civil Service of Cities" approved March 20, 1895 as amended, be submitted to the voters at the general election to be held on April 21, 1931. At this election there was a total of 3658 votes cast, 2595 being "For" and 1063 being "Against" the proposition. A majority of



George F. Fiedler
Alderman of the Second Ward

all votes cast being in the affirmative the proposition carried, putting practically all city employees under civil service.

March 23, 1931—Passed Ordinance No. 1323 annexing to Blue Island the land lying between Sacramento avenue and the Calumet river from 135th to 139th streets. This territory was not incorporated in any village and was commonly known as "No Man's Land."

March 30, 1931—Passed a resolution whereby the City of Blue Island agreed to furnish water to the Village of Robbins in such quantities as required to supply consumers within the said Village. Price to be the same as that charged to consumers in the City of Blue Island.

April 27, 1931—Results of the general election held April 21 showed a total of 6894 votes cast. Frank Kasten was elected Mayor with a total of 4048 votes, George J. Landgraf was given 4839 votes for City Clerk and John H. Ganzer received 3694 votes for City Treasurer. The Aldermen elected were, Harold C. Volp, first ward, 451 votes; George Fiedler, second ward, 947 votes; Louis F. Brockman, third ward, 596 votes; Joseph W. Lentz, fourth ward,

815 votes; Rudolph Swanson, fifth ward, 784 votes; Charles H. Lorenz, sixth ward, 375 votes and Clarence O. Williams, seventh ward, 445 votes.

May 18, 1931—Committee from the City Council met with representatives of the Regional Planning Association, County Highway Department, State Division of Highways and U. S. Army Engineers to consider the through highway problems of Blue Island brought out by the proposed widening of the Sanitary Canal to 200 feet.

Librarian's annual report showed the circulation of 77,482 volumes from the Blue Island Public Library for the year May 1, 1930 to April 30, 1931.

June 1, 1931—Passed Ordinance No. 1325 providing for fire guards in the theatres.

June 15, 1931—Passed Ordinance No. 1326 appropriating funds for corporate purposes to the amount of \$483,986.30 for the year May 1, 1931 to April 30, 1932.

June 29, 1931—Passed Ordinance No. 1327 providing for the levying, assessment and collection of taxes for the fiscal year May 1, 1931 to April 30, 1932.

July 6, 1931—Passed Ordinance No. 1329 providing for the issuance of tax anticipation warrants for corporate purposes in the amount of \$40,000 bearing 6% interest.



L. Brockman
Former Alderman
Third Ward



C. O. Williams
Alderman
Seventh Ward

July 20, 1931—Mayor Kasten appointed Blue Island's first Civil Service Board naming Charles Schrage, Ben Jebson and John Wolff as members.

Sept. 8, 1931—The City of Blue Island authorized contract with the City of Chicago to furnish water to the Village of Robbins.

Sept. 28, 1931—Passed Ordinance No. 1333 providing for the zoning of newly annexed territory. West of Western avenue from 135th to 139th streets was zoned as first residential, also the territory from 135th to 138th streets east of Western avenue to Division street. Between 138th and 139th streets from Western avenue to Division street was made second residential.

Oct. 5, 1931—Passed resolution favoring a bill in Congress providing for the widening of the Sag channel. Work to be done by the United States Government as speedily as possible.

Nov. 7, 1931—Mayor Kasten and City Council participated in parade and celebration on the opening of Chicago street car service on Western avenue to 111th street.

Nov. 23, 1931—Passed Ordinance No. 1334 providing for the issuance of \$21,000 worth of tax anticipation warrants at 6% interest for corporate purposes, Ordinance No. 1335 for \$10,000 in warrants for the Library Fund and Ordinance No. 1336 for \$9,000 in warrants for the redemption of bonds and interest.

Dec. 7, 1931—City Council voted money to equip Police cars with radio receiving sets.

Dec. 21, 1931—Passed Ordinance No. 1337 providing for the issuance of windshield sticker instead of metal plate on payment of vehicle license beginning in 1932.

Jan. 11, 1932—City Clerk Landgraf reported 140 deaths and a total of 204 births for the year 1931. He also reported issuing 3742 vehicle licenses and collections totaling \$21,797.30.

Jan. 18, 1932—Passed resolution of sympathy and condolence to be sent to Alderman Koenecke and adjourned to Jan. 25 out of respect of Alderman Koenecke's wife, Mrs. Florence Koenecke, who was accidentally killed in auto accident on January 16.

Jan. 25, 1932—Passed Ordinance No. 1338, an amendment to Ordinance No. 1335 providing for the zoning of certain new territory annexed to the third ward. Passed Ordinance No. 1339 regarding out of town users of city water and establishing charges and applications for the use of this water. Passed Ordinance No. 1340, amending Ordinance No. 1306 referring to the holding of boxing and wrestling matches.

Feb. 1, 1932—Passed Ordinance No. 1341 annexing certain territory contiguous to the third ward of the city.

Feb. 15, 1932—Passed resolution of sympathy and condolence and ordered a copy sent to the family of V. B. Schreiber, a former member of the city council.

March 7, 1932—Passed resolution on the death of Mrs. John A. Lentz, wife of former alderman and postmaster of the City of Blue Island, and mother of Alderman Joseph W. Lentz.

Passed Ordinance No. 1342 providing for a general election to be held on April 18, 1932.

March 21, 1932—Passed resolution of condolence and sympathy of the death of Ferdinand



Frank Kasten
Former Mayor



James A. Noble
Former Alderman
Fourth Ward

Landgraf, an old settler and the father of City Clerk George J. Landgraf.

Received notice of the filing a certificate of convenience and necessity by the South Suburban Motor Coach Co. for motor bus service through Blue Island from Chicago to Kankakee.

April 25, 1932—Passed resolution demanding a three way split on the gasoline tax from the State Legislature and Government. The canvass of the election held April 19, 1932 showed a total of 4,106 votes cast in all wards. First ward Alderman Koenecke received 46 votes. Second ward, Andrew Myers, 719; Charles Mosel, 456. Third ward, R. Guglielmucci, 664; Henry Quade, 512. Fourth ward, James A. Noble, 61. Fifth ward, Fred Schroeder, 488; Max Gese, 385. Sixth ward, Charles A. Dewar, 430; W. O. Tackett, 241. Seventh ward, Wm. A. Gerdes, 81.

May 2, 1932—The oath of office was administered by City Clerk Landgraf to the newly elected alderman Koenecke, Myers, Guglielmucci, Noble, Schroeder, Dewar and Gerdes. Passed resolution favoring the appointment of Wm. H. Weber as a member of the Board of Tax Appeals of Cook County.

May 9, 1932—Concurred in the report of Committees on Committees naming council committees for the ensuing year.

May 23, 1932—Annual report of the Fire Chief showed 129 calls answered with damage totalling \$39,003 or a per capita loss of \$2.17.

June 6, 1932—Public Librarian's annual report showed a total circulation of 96,450 books.

June 20, 1932—Passed Ordinance No. 1343 amending Ordinance No. 1165 regarding the licensing of soft drink parlors.

June 26, 1932—Passed Ordinance No. 1344 appropriating a total of \$387,408 for the year beginning May 1, 1932 and ending April 30, 1933.

July 18, 1932—Passed Ordinance No. 1345 covering the tax levy and Ordinance No. 1346 for the issuing of tax anticipation warrants with interest not to exceed 6%. Accepted the report of the Finance and Water committees that work be started at once on the water main on the new Ashland avenue bridge over the Sanitary channel, estimated cost \$2,572.50, bill to be presented to the War Department.

Aug. 1, 1932—Passed Ordinance No. 1347 providing for the borrowing and issuing of bonds of \$23,000. Passed Ordinance No. 1348 providing for the borrowing and issuance of bonds to the extent of \$100,000. Passed Ordinance No. 1349 providing for an election for the purpose of submitting the proposition of issuing \$123,000 worth of funding bonds, on Sept. 20, 1932.

Ordered purchase of Caterpillar snow plow at a cost not to exceed \$2,000.00.

Aug. 8, 1932—Passed Ordinance No. 1350 making Longwood Drive a through street and prohibiting heavy traffic.

Sept. 19, 1932—Ordinance No. 1351 amending building code and Ordinance No. 1352 regarding volunteer fire department were passed.

Sept. 26, 1932—Canvass of vote on bond issue showed 2950 votes cast, 745 "yes" and 2205 "no", on the \$23,000 issue; and 2945 votes cast, 715 "yes" and 2230 "no", on the \$100,000 issue, both being defeated.

Sept. 30, 1932—Passed Ordinance No. 1353 regulating meetings of the city council to two regular meetings a month.

Oct. 31, 1932—Ordinance No. 1354 withdrawing certain unpaid Special Assessments was read and passed.

Nov. 14, 1932—Passed Ordinance No. 1355 regulating the distribution and licensing of handbills.

Dec. 27, 1932—Passed Ordinance No. 1356 providing for vacating of the alley from 120th place to 121st street, between Gregory street and Irving avenue. Ordinance No. 1357 regulating roofers and roof repairs passed and Ordinance No. 1358 calling for a primary election on Tuesday, Feb. 28, 1933 for all city officials was read and passed.

Motion was made and passed to have an audit of the City's books made by Jonathan B. Cook Co., covering a period of three years.

Jan. 23, 1933—Passed resolution of condolence on the death of John L. Beer, former city treasurer. Also on the death of Julius Wessel, former Mayor of Blue Island.

City Clerk Landgraf reported a total of \$17,325.00 collected for various vehicle licenses for the year 1932. Fines on traffic violations amounted to \$1,152.90. Report showed that 3158 pleasure car stickers had been issued.

Report on births and deaths for 1932 showed 173 deaths and 321 births registered.

As a matter of economy a resolution was passed dispensing with the Primary election of April, 1933, as no candidate had filed a petition for any city offices.

A resolution of condolence was passed on the death of Alderman George Fiedler's mother.



George J. Landgraf
Former City Clerk



Joseph W. Lentz
Alderman Fourth Ward

Jan. 27, 1933—Ordinance No. 1359 calling for a general city election on April 18, 1933 was read and passed.

Feb. 27, 1933—Report of auditors of city's books showed a corporate deficit of \$27,382.12 as of April 30, 1932 with unpaid taxes amounting to approximately \$149,000 for 1929, 1930 and 1931 uncollected.

March 27, 1933—Passed Ordinances Nos. 1360-61-62 and 63 providing for the issuance of anticipation warrants for various purposes. Also passed Ordinance No. 1364 for the licensing of Malt stores.

April 3, 1933—Passed resolution of sympathy on the death of Robert H. Airey, for many years a member of the Blue Island Police Department. Passed Ordinances No. 1365-66 and 67 regulating the sale and handling of beer and wines due to the abolishment of the Prohibition amendment.

April 24, 1933—Canvass of the votes cast at the election of April 18, showed a total vote in all wards of 7087. Results were as follows:



A. L. Koenecke
Former Alderman
First Ward



Fred C. Schroeder
Alderman
Fifth Ward

for Mayor, Frank Kasten, 4011; Frank Boyd, 2991 votes. For city clerk, George J. Landgraf, 3205; Louis F. Schwartz, 3594. For city treasurer, Clifford Aulwurm, 2864; Fred A. Rice, 3853. For police magistrate, Carl Carlson, 3100; Otto Wilcke, 1989. For alderman, 1st ward, L. W. Rauch, 370; Harold C. Volp, 240; Christian Bohne, 79. Second ward, George Fiedler, 691; Chas. F. Mosel, 542. Third ward, Chas. A. Ulrich, 433; Julius Griff, 361; Henry Quade, 360. Fourth ward, Joseph Lentz, 755. Fifth ward, Stewart Sandberg, 743; Chas. Van Wie, 641; Benjamin Sippel, 151. Sixth ward, August Zavadil, 348; Thomas Keehan, 325. Seventh ward, C. O. Williams, 360.

May 1, 1933—Oath of office was administered to the newly elected city officials.

May 8, 1933—Mayor Kasten submitted his annual message to the city council. Communication was read from the State Highway Commission requesting the abolition of "No left turn" sign at Vermont and Western avenues.

Mayor Kasten read the names of the council committees for the ensuing year. Miss Helen Boeber was appointed city collector.

The city entered into an agreement with the Illinois Emergency Relief and Special Work Division for the employment of local help.

Ordinance No. 1369 provided a license fee of \$3.00 for all female dogs and \$2.00 for all male dogs within the limits of Blue Island.

May 15, 1933—Annual report of the Public Library Board showed an increase in circulation of 9749 volumes over the previous year and asked for an appropriation of \$6500 for operating expenses for the year starting May 1, 1933. The librarians report showed an average daily circulation of 353 volumes.

Passed Ordinance No. 1371 creating office of city collector and Ordinance No. 1372 regulating and licensing public dances.

May 22, 1933—Passed Ordinance No. 1374 governing the selling of cigars, cigarettes, chewing tobacco and snuff. Also provided for the licensing of vending machines.

Fire Marshall's annual report showed a total of 96 alarms answered with approximately \$12,062.50 damage to buildings with a value of \$314,140.00 involved, or a per capita loss of only 67 cents. Also asked for an appropriation of \$18,350 for operation of the department for the fiscal year starting May 1, 1933.

June 12, 1933—Bond of city treasurer Fred A. Rice accepted. Communication read from the City of Chicago again asking for storage reservoir so that the water could be drawn from the mains during the night hours when the demand was lightest. Estimate of \$71,200 submitted by City Engineer Fox for the erection of one million gallon steel tank and tower with necessary foundation, site, valves and fees.

June 19, 1933—Received notice from Sanitary District of Chicago that electric current for street lights and other municipal purposes would be discontinued at noon on Aug. 16, 1933.

Accepted invitations to participate in celebrating 50th anniversary of Hammond, Ind. Passed Ordinance No. 1376 naming the First National Bank as official depository for City Funds.

Ordinance No. 1377 was passed appropriating \$352,891.46 for corporate purposes in the various departments for the fiscal year ending April 30, 1934.

July 10, 1933—Mayor Kasten submitted the following appointments: Roy Massena, city attorney; R. B. Hammond, commissioner of Public Works and H. J. Schnurstein, building inspector. Notified by the Municipal League that after a six year fight, a bill was passed at Springfield to have one-third of the gas tax allotted to the city in which collected, to be used for local street maintenance. The city of Blue Island's share will amount to several thousand dollars per year.

Passed Ordinance No. 1378 providing for the levying, assessment and collection of taxes for the fiscal year. Also authorized application for a loan of \$70,000 from the Public Works Division for the purpose of building a reservoir.

July 17, 1933—Passed Ordinance No. 1379 authorizing the issuance of anticipation warrants as needed against 1933 taxes.

July 24, 1933—Mayor Kasten read the appointments of Louis A. Burkhart as health commissioner; John Arnold and John Kent, playground commissioners; Mrs. Robert Berry, Mrs. Emil Schmitt and Don Boughner, members of the library board; and Ben Jebsen, civil service commissioner. All appointments were accepted.

Report received from the State Department of Public Health to the effect that Blue Island's water supply was found fully protected and safe.

It was recommended that a contract for electrical energy for street lighting and other municipal purposes be entered into with the Public Service Co. of Northern Illinois at a rate of .0137 per K.W. and asked for a sixty day extension from the Sanitary District.

Aug. 7, 1933—Received extension for the Sanitary District for street lighting current to Sept. 30, 1933. Passed Ordinance No. 1380 establishing curb lines on Wood st.

Sept. 11, 1933—Mayor Kasten appointed Louis F. Schwartz city collector, effective Oct. 1, 1933.

Sept. 25, 1933—Resolution of condolence was passed on the death of Louis Johler, a former desk sergeant of the Police department.

Oct. 9, 1933—City Engineer Allen L. Fox submitted bill for labor and material for the installation of six inch water main in Ashland avenue on the new Sag Canal bridge of \$2,113.07, which was ordered filed with the court of claims as the bill was incurred when the State of Illinois ordered construction of the 200 foot bridge. (This claim was later denied by the State and the City was forced to pay the bill.)

Contract for changes in street lighting circuits due to the switch over to Public Service Co. lighting was ordered executed in the amount of \$4,078.87 which was low bid for the work.

Passed Ordinance No. 1381 amending section 167 of the building code concerning the construction of storehouses and warehouses.

Nov. 13, 1933—Received another extension from the Sanitary district for the discontinuance of street lighting service to Nov. 30, due to difficulties encountered in making the change-over.

Nov. 27, 1933—Report made of the opening of an office in Central Park for the registration of all unemployed in the City of Blue Island.

Dec. 11, 1933—Sanitary District of Chicago granted another 30 day extension for the purpose of changing over the street lighting system to the Public Service Co.

Matter of making a loan through the C.W.A. for the building of a water reservoir to cost \$71,000 was discussed and on motion of Alderman Myers was then dropped.

Jan. 8, 1934—Mayor Kasten issued a lengthy message setting out certain accomplishments and outlining a tentative program for the coming year.

Jan. 22, 1934—Passed Ordinance No. 1382 regarding the enforcement of liens on unpaid water bills.

Jan. 29, 1934—Ordinance No. 1383 relating to the handling and sale of beer, wine and liquor was passed.

Feb. 13, 1934—Passed Ordinance No. 1384 calling for a general election of city officials on April 17, 1934.

Mayor Kasten announced the death of Ben Jebsen, a member of the Civil Service Commission, and appointed William Mangold to fill the vacancy on the board.

Feb. 26, 1934—Passed resolution of sympathy on death of Bernard C. Jebsen, member of the Civil Service Commission.

City Clerk Schwartz presented his annual report showing 298 births and 179 deaths registered for the previous year.

March 12, 1934—The City Clerk reported that the City of Blue Island's share of the gasoline tax collected amounted to \$1,940.60 for the month of January, 1934. No check for the gasoline tax allotment was issued but a credit for the amount was recorded by the State of Illinois, the funds remaining with the state. This was the first division made under the new law, splitting the tax three ways.

Passed Ordinance No. 1385 amending Ordinance No. 1384 making the term of each alderman 1 year instead of 2 years.

March 26, 1934—Passed resolution permitting the planting of 922 trees along certain state routes within the City of Blue Island, trees to be furnished by the State of Illinois and labor by the City. February gas tax allotment was \$1,721.91.

April 23, 1934—Resignation of A. C. Seyfarth as president of the Recreation Commission was read and accepted. Motor fuel allotment for March amounted to \$1,597.26.



William J. Gerdes
Alderman
Seventh Ward



Chas. J. Andersen
Former Alderman
and City Treasurer

Canvass of the votes cast at the election held April 17, 1934 revealed a total of 4,845 votes cast. In the first ward Carlton C. Cook was elected with 116 votes having no opposition. In the second ward Henry Goesel polled 722 votes, John L. Mangold 378; third ward, Rocco Guglielmucci 647, Michael Esposito 526, August Frentz 72; fourth ward James A. Noble 360, Arthur Ladwig 464, Fred W. Reinke 9; fifth ward Fred C. Schroeder 479, Henry A. Bucholz 389; sixth ward Charles Dewar 354, William C. Frey 238; seventh ward William J. Gerdes 72 votes, no opposition.

May 14, 1934—City Clerk Louis Schwartz administered the oath of office to the following aldermen: C. C. Cook, first ward; Henry J. Goesel, second ward; Rocco Guglielmucci, third ward; Arthur Ladwig, fourth ward; Fred C. Schroeder, fifth ward; Charles A. Dewar, sixth ward and William J. Gerdes, seventh ward.

Mayor Kasten announced the council committee appointments for the ensuing year.

May 28, 1934—Fire Chief Link reported on aiding the City of Chicago by sending Blue

Island's 750 gallon pumper to Engnie House 24 at 6345 Wentworth avenue in Chicago during the Stock Yards fire on Saturday, May 19. The Blue Island company answered three calls and were relieved and sent back to Blue Island at 8 a.m. on Sunday morning, May 20.

City Clerk Schwartz reported city's allotment from the gasoline tax for the month of April as \$1,846.38.

Library Board's annual report showed a total of 106,199 volumes circulated during the year and asked for an appropriation of \$3,598.02 for expenses for the ensuing year.

June 11, 1934—Ordinance No. 1387 being the appropriation ordinance for the year ending April 30, 1935, calling for \$308,841.46 for expenses for all purposes was read and passed.

Another letter from the City of Chicago stressing the need for a water reservoir was read.

The fire Chief's annual report showed 158 alarms answered during the year. It also asked for an appropriation of \$18,000 for salaries and expenses. Passed Ordinance No. 1388 regulating the sale and discharge of fireworks within the city limits.

June 25, 1934—Passed Ordinance No. 1389 providing for the levying, assessment and collection of taxes for the fiscal year. Also Ordinance No. 1390 relating to peddlers and itinerant merchants.

June 29, 1934—Passed Ordinance No. 1391 authorizing the issuance of anticipation warrants from time to time as deemed necessary against taxes levied for the year 1934.

July 9, 1934—Read a communication from the Village of Midlothian requesting a connection to the city water supply for village purposes with the right to purchase water at bulk prices for redistribution to consumers in the village. Referred to water committee.

Mayor Kasten appointed Alfred Sorgenfrei to Playground and Recreation Commission.

July 23, 1934—Mayor Kasten reappointed Chas. J. Schrage as a member of the Civil Service Commission; appointed Paul E. Thurlow to fill the unexpired term of Perry L. Heinecke (resigned and reappointed F. X. Rauwolf. Mrs. H. B. Clemmons and John C. Joens as members of the Library Board.

Ten thousand gallons of road oil was purchased at a cost of .0485 per gallon. City clerk reported gasoline tax allotment for month of June as \$2,805.94.

Aug. 6, 1934—Passed Ordinance No. 1392 setting forth an extensive street improvement program, installation and cost of same to be charged to the Fuel Tax allocation fund held by the Department of Public Works and Buildings of the State of Illinois.

Sept. 10, 1934—Fuel Tax allocation for July reported as \$1,513.16.

Sept. 24, 1934—Fuel allocation for August amounted to \$1,579.01.

Passed Ordinance No. 1393, an amendment to the Liquor Ordinance No. 1386, limiting the number of retail liquor licenses to 50.

Oct. 22, 1934—City's fuel tax allotment reported to be \$1,646.46 for the month of Sep-



Louis F. Schwartz
City Clerk

tember, 1934. Numerous resolutions referring to street maintenance and improvements under the Illinois Motor Fuel Tax law were read and passed.

Nov. 26, 1934—Passed a resolution conveying to the United States government perpetual right of way on all streets and alleys abutting or crossing the Calumet River and Sag Channel in the City of Blue Island for purposes of widening and deepening these waterways.

Ordinance No. 1394 regulating the parking of automobiles in alleys between the hours of 9 p.m. and 7 a.m. was read and passed.

Motor Fuel tax allotment for October, 1934, amounted to \$1,516.88.

Dec. 10, 1934—Mr. Carl J. Carlson tendered his resignation as Police Magistrate in order to take his seat on the Board of County Commissioners of Cook County. His resignation was accepted.

Motor Fuel allotment for November, 1934, amounted to \$1,629.47 according to report of city clerk.

A resolution of condolence was passed on the death of John L. Zacharias, president of the Village of Blue Island for three terms and mayor of the City of Blue Island for the first two terms. Mr. Zacharias was chairman of the board of director of the First National Bank of Blue Island at the time of his death.

Dec. 17, 1934—A communication was received from the Sanitary District of Chicago for representation at a meeting concerning the purchase of the Sanitary channel by the United States government.

Jan. 14, 1935—City clerk Schwartz submitted the birth and death record for the year 1934. There were 132 male births and 155 female making a total of 287 births; 105 male deaths and only 77 female deaths making a total of 182 deaths during the year.

The police department reported the acquisition of 6 bullet proof vests valued at \$100 each obtained through popular subscription.

Jan. 28, 1935—Passed Ordinance No. 1395 authorizing the abatement of nuisance and fire hazard at 2414 Union street.

Feb. 11, 1935—City Clerk reported motor fuel allocation of \$1,356.06 for December, 1934. Motor fuel allowance for January, 1935, reported to be \$1,011.54.

Passed Ordinance No. 1396 vacating north and south 16 foot alley in Block 2, Brand subdivision in SW $\frac{1}{4}$ of NE $\frac{1}{4}$ of Section 31 Township 37, Range 14.

Passed Ordinance No. 1397 calling a general election in the City of Blue Island for April 16, 1935 and naming the judges and clerks for same.

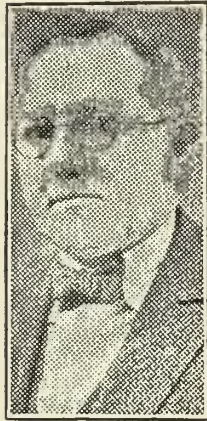
Ordinance No. 1398 regulating the operation of motor vehicles in the City of Blue Island was read and passed. Also passed Ordinance No. 1399 amending Ordinance No. 804 providing for the inspection and sealing of weights and measures.

March 11, 1935—Passed a resolution of condolence on the death of Alderman George Fiedler's wife.

March 25, 1935—The city clerk reported that the city's Motor Fuel Tax allotment for February was \$956.66.

The appointment of John Kent, Fred A. Nickel, Ira G. Vanderpoel, Ralph Dempsey, William Weiss and Walter P. Gannot as special police officers of the City of Blue Island was approved.

April 8, 1935—The city council concurred in the appointment of John McEvoy as Chief of Police. A resolution of condolence on the



Former Police Magistrates

Henry W. Buhring

P. W. Heintz

death of Mrs. Fred C. Schroeder, wife of Alderman Schroeder of the fifth ward, was read and passed.

April 22, 1935—City clerk Schwartz reported \$1,252.50 as the amount of the city's allocation of the Motor Fuel tax for the month of March, 1935.

Official canvass of the general election held on April 16, 1935, showed a total of 7400 votes cast as follows: for Mayor—Frank Kasten 3397, Fred Rice 3846; City clerk—Louis F. Schwartz 4432, Max Gese 2471; City Treasurer—Chas. Andersen 3708, Louis Johnson 2819; Police Magistrate—George Heatley 3027, Henry Buhring 2125, Peter W. Heintz 861, Richard E. Seyfarth 993. For Aldermen—First Ward, Henry Bauman 188, Otto C. Joens 140, Louis Rauch 495, John Tichan 302, Burtie S. Watt 175, Marvin Labahn 99; Second Ward—George F. Fiedler 475, Gilbert Boeber 312, George Kri-zik 336, Martin C. Lohse 377, Henry J. Goesel 601 and Charles F. Mosel 373. Third Ward—Michael Esposito 513, Frank A. Bella 613, Rocco Guglielmucci 652, Charles Ulrich 617; Fourth Ward—Joseph W. Lentz 869, Arthur C. Ladwig 694, Charles J. Schrage 353; Fifth Ward—Fred C. Schroeder 819, Stewart W. Sandberg 835, Harry A. McGovern 574, Walter

F. Carlson 615; Sixth Ward—Charles A. Dewar 318; A. G. Zavakil 290, Thomas W. Scanlan 369, Harry W. Hattendorf 363; Seventh Ward—Clarence O. Williams 421, William J. Gerdes 486, Robert L. Witherspoon 244 and Arthur L. Schaller 211.

Due to an act of the State Legislature to change the terms of all municipal officials from two years to four years, two aldermen were elected in each ward. By agreement after the election, one alderman in each ward was selected to serve only two years. The purpose of this act was to set elections two years apart instead of holding an election each year as had been done previously. In the future one alderman in each ward will be elected every two years for a term of four years.

May 6, 1935—The oath of office was administered to the newly elected officials namely; Mayor Fred Rice, City Clerk Louis F. Schwartz, City Treasurer Charles J. Andersen, Police Magistrate George E. Heatley and the following aldermen: First Ward, Louis Rauch and John Tichan; Second Ward, George F. Fiedler and Henry J. Goesel; Third Ward, Rocco Guglielmucci and Charles Ulrich; Fourth Ward, Joseph W. Lentz and Arthur C. Ladwig; Fifth Ward, Fred C. Schroeder and Stewart W. Sandberg; Sixth Ward, Thomas W. Scanlan and Harry W. Hattendorf; Seventh Ward, William J. Gerdes and C. O. Williams.

Mayor Rice then announced the members appointed to serve on the various committees for the coming year.

May 13, 1935—The bonds of the city clerk and treasurer were approved. Mayor Rice appointed Louis F. Schwartz, city collector and W. Otto Wielgorecki, city attorney. He also named George Fiedler as acting chief of police replacing John McEvoy who had been appointed by Mayor Kasten on April 1, 1935. Fiedler's appointment was confirmed by a vote of the city council, 8 voting for and 5 against confirmation.

May 27, 1935—Mayor Rice announced the following appointments: R. B. Hammond, superintendent of public works, Allen L. Fox city engineer; Wells Crockett, tax commissioner; Mrs. Florence Smith, Mrs. George Borman, J. C. Uehrke as members of the library board; W. Kennelly, Paul Schulz, H. W. Buhring, Paul E. Thurlow, Thomas Keehan as members of the board of appeals; Jessie Piper, Richard Seyfarth, John Over, Clifford Witherspoon and J. H. Griff members of the playground and recreation commission. All appointments was approved and concurred in by the council.

Passed resolutions asking federal funds in the amount of \$400,000.00 for the purpose of grade separation over the Rock Island tracks at Vermont street. The allocation to the city from the motor fuel tax for the month of April, 1935, amounted to \$1,955.11.

The Library Board presented its annual report and asked for an appropriation of \$9500 for library purposes for the year ending April 30, 1936. The librarians report showed a total circulation of 68,836 volumes, with an average daily circulation of 228 volumes.

June 10, 1935—Read and passed resolution calling upon the County Commissioners to procure whatever funds are necessary to replace the 45 year old viaduct over the Rock Island tracks at Burr Oak avenue with a modern concrete structure.

June 24, 1935—The City council sitting as Judges of Election for the purpose of disposing of the petition filed by Frank Bella contesting the aldermanic election in the third ward, examined and counted the ballots and found that Guglielmucci received 650 votes, Ulrich 614, Bella 613 and Esposito 509. One disputed ballot which Bella claimed and which, if counted for him, would have tied him and Ulrich was voted out by the council by a vote of 8 to 5.

Passed Ordinance No. 1400 appropriating \$213,908.00 for expenses and salaries for the fiscal year ending April 30, 1936.

July 1, 1935—Purchased 20,000 gallons of road oil at .0455 per gallon to be spread on streets. Motor Fuel tax allocation for May was reported to be \$2,058.58.

July 29, 1935—Passed Ordinance No. 1401 regulating the speed and operation of motor vehicles. City's allotment from the motor fuel tax for the month of June, 1935, was \$2,225.54.

Passed Ordinance No. 1402 providing for the levying, assessment and collection of taxes for the year ending April 30, 1936.

Aug. 19, 1935—Ordinance No. 1403 authorizing the issuance of tax anticipation warrants for general corporate purposes was read and approved.

Moved by Alderman Guglielmucci and seconded by Alderman Rauch that the matter of preparing a float to accommodate the entire City Council at a cost not to exceed \$50.00, be referred to the Finance Committee.

Sept. 16, 1935—Passed Ordinance No. 1404 authorizing the issuance of tax anticipation warrants for public benefit, library and playground purposes.

Received official notice that the 2% Retailers Occupational Tax does not apply to city plants on water and electricity.

Sept. 30, 1935—Dr. A. J. Roemisch was appointed health commissioner to fill the vacancy caused by the resignation of Louis F. Burkhardt who had held the position for many years.

City's allocation of the motor fuel tax for the month of July amounted to \$2,117.26 and for August \$2,444.62.

Oct. 28, 1935—Passed Ordinance No. 1405 repealing Ordinance No. 1376 which designated the First National Bank of Blue Island as the official depository for city funds. The vote was 8 for and 6 against.

Motor fuel tax for September, 1935, amounted to \$2,510.77.

Nov. 18, 1935—Ordinance No. 1406 vacating certain streets and alleys and dedicating them to the Blue Island Park District for improvement of Memorial Park was read and passed.

Motor fuel tax for October was reported to be \$2,258.02.

Nov. 25, 1935—Adopted resolution providing for the filing of an application with the Federal Emergency Administration of Public Works to finance the construction of a water storage reservoir.

The License and Finance committee recommended the reduction of the vehicle license for pleasure cars under 35 h.p. to \$2.00 per year and for cars over 35 h.p. to \$3.00 per year. The recommendation was adopted.

Dec. 9, 1935—Formal application made by the Village of Midlothian for water connection on 139th street six inch main was referred to the Water and Finance Committee.

Passed Ordinance No. 1407 amending the Vehicle license ordinance.

Mayor Rice appointed Albert Eick, acting chief of police, effective as of Dec. 1, 1935. After considerable heated discussion the motion to concur in the Mayor's appointment was defeated on roll call 13 to 0, Alderman Rauch absent.

The City's motor fuel tax allotment for the month of November was \$2,372.87.

Dec. 23, 1935—Moved by Alderman Fiedler and seconded by Alderman Guglielmucci that Mayor Rice remove acting chief of police Eick at once. The mayor declared the motion out of order.

ROSTER OF CITY OFFICIALS

1901 - 1935

Year 1901—John L. Zacharias, Mayor; Fred Hohmann, City Clerk; A. C. Boeber, Treasurer; George Guenther, Attorney; Emil Boehl, Police Magistrate; Aldermen: Harry Rohrbach and John Neibert, First Ward; John Joens and Louis Groskopf, Second Ward; George Gobet and V. B. Schreiber, Third Ward; C. R. Foster and William Henke, Fourth Ward; A. Danielson and Max Gese, Fifth Ward.

Year 1902—John L. Zacharias, Mayor; Fred Hohmann, City Clerk; A. C. Boeber, Treasurer, George H. Guenther, Attorney; William H. Doolittle, Police Magistrate; Aldermen: John Neibert and George Engelland, First Ward; John Joens and Louis Groskopf, Second Ward; V. B. Schreiber and August Kern, Third Ward; William Henke and C. R. Foster, Fourth Ward; Max Gese and George Warren, Fifth Ward.

Year 1903—John L. Zacharias, Mayor; Fred Hohmann, City Clerk; C. J. Heckler, Treasurer; George H. Guenther, Attorney; William H. Doolittle, Police Magistrate; Aldermen: Harry Rohrbach and George Engelland, First Ward; Anthony Heintz and L. L. Whitson, Second Ward; V. B. Schreiber and August Kern, Third Ward; William Henke and C. R. Foster, Fourth Ward; Max Gese and George Warren, Fifth Ward.

Year 1904—John L. Zacharias, Mayor; Fred Hohmann, City Clerk; C. J. Heckler, Treasurer, George H. Guenther, Attorney; William H. Doolittle, Police Magistrate; Alderman: George Engelland and Harry Rohrbach, First Ward; Louis Groskopf and Anthony Heintz, Second Ward; V. B. Schreiber and August Kern, Third Ward; C. R. Foster and William Henke, Fourth Ward; Max Gese and George Warren, Fifth Ward.

Year 1905—George C. Gobet, Mayor; Fred Hohmann, City Clerk; George H. Guenther, Attorney; Carl H. Schmitt, Treasurer; Alden P. Pierce, Police Magistrate; Max Gese, City Collector; Aldermen: George Engelland and John A. Lentz, First Ward; L. L. Whitson and Anthony Heintz, Second Ward; August Kern and August Marx, Third Ward; C. R. Foster and Harry Rohrbach, Fourth Ward; George Warren and L. C. Steinbach, Fifth Ward.

Year 1906—George C. Gobet, Mayor; Fred Hohmann, City Clerk; George H. Guenther, Attorney; Carl H. Schmitt, Treasurer; Alden P. Pierce, Police Magistrate; Max Gese, City Collector; Aldermen: John A. Lentz and George Engelland, First Ward; Anthony Heintz and John F. Klein, Second Ward; August Marx and John Ganzer, Third Ward; Harry Rohrbach and Jerry Jones, Fourth Ward; L. C. Steinbach and Gustav Aschan, Fifth Ward.

Year 1907—George C. Gobet, Mayor; Fred Hohmann, City Clerk; George H. Guenther, Attorney; William Schreiber, Treasurer; Alden P. Pierce, Police Magistrate; Max Gese, City Collector; Aldermen: George Engelland and John Lentz, First Ward; John F. Klein and Henry Roll, Second Ward; John Ganzer and August Marx, Third Ward; Jerry Jones and Harry Rohrbach, Fourth Ward; J. P. Mossberg and Henry Groskopf, Fifth Ward.

Year 1908—George C. Gobet, Mayor; Fred Hohmann, City Clerk; George H. Guenther, Attorney; William Schreiber, Treasurer; Alden P. Pierce, Police Magistrate; Max Gese, City Collector; Aldermen: John A. Lentz and George Engelland, First Ward; Henry Roll and John Klein, Second Ward; August Marx and John Ganzer, Third Ward; Harry Rohrbach and C. R. Foster, Fourth Ward; J. P. Mossberg and Henry Groskopf, Fifth Ward.

Year 1909—Edward N. Stein, Mayor; Fred Hohmann, City Clerk; Thomas McGrath, Attorney; Harry Rohrbach, Treasurer; William H. Doolittle, Police Magistrate; Laurence Luson, City Collector; Aldermen: George Engelland and John A. Lentz, First Ward; John F. Klein and Henry Clausen, Second Ward; John Ganzer and John Wolff, Third Ward; C. R. Foster and James Noble, Fourth Ward; Henry Groskopf and Louis Steinbach, Fifth Ward.

Year 1910—Edward N. Stein, Mayor; Fred Hohmann, City Clerk; Thomas McGrath, Attorney; Harry Rohrbach, Treasurer; William H. Doolittle, Police Magistrate; Laurence Luson, City Collector; Aldermen: John A. Lentz and Herman Jauchzer, First Ward; Henry Clausen and Louis Storz, Second Ward; John Wolff and William Kruse, Third Ward; James A. Noble and Jerry Jones, Fourth Ward; Louis Steinbach and Henry Groskopf, Fifth Ward.

Year 1911—Julius A. Wessel, Mayor; Fred Hohmann, City Clerk; Judd H. Matthews, Attorney; John L. Beer, Treasurer; William H. Doolittle, Police Magistrate; Louis Staffel, City Collector; Aldermen: Herman Jauchzer and William Meyer, First Ward; Louis Storz and Ernst Kott, Second Ward; William Kruse and John Wolff, Third Ward; Jerry Jones and James A. Noble, Fourth Ward; Henry Groskopf and Walter Bruce, Fifth Ward.

Year 1912—Julius A. Wessel, Mayor; Fred Hohmann, City Clerk; Judd H. Matthews, Attorney; John L. Beer, Treasurer; James H. Carroll, Police Magistrate; Louis Staffel, City Collector; Aldermen: Herman L. Jauchzer and William Meyer, First Ward; Arnold Myers and Ernst Kott, Second Ward; William J. Kruse and John Wolff, Third Ward; Jerry Jones and James A. Noble, Fourth Ward; Charles J. Olson and W. C. Bruce, Fifth Ward.

Year 1913—J. Jones, Mayor; Fred Hohmann, City Clerk; Judd H. Matthews, Attorney; Louis F. Schwartz, Treasurer; James H. Carroll, Police Magistrate; Louis Staffel, City Collector; Laurence Luson, Business Agent; Aldermen: Herman Jauchzer and Alfred Koencke, First Ward; Arnold Myers and Ernst Kott, Second Ward; William Kruse and John Wolff, Third Ward; James A. Noble and E. B. Bronson, Fourth Ward; C. J. Olson and Walter C. Bruce, Fifth Ward.

Year 1914—J. Jones, Mayor; Fred Hohmann, City Clerk; Judd H. Matthews, Attorney; Louis F. Schwartz, Treasurer; James H. Carroll, Police Magistrate; Louis Staffel, City Collector; Laurence Luson, Business Agent; Aldermen: Alfred Koenecke and Ilo G. Ward, First Ward; Ernst Kott and Peter Maltry, Second Ward; John W. Wolff and William J. Kruse, Third Ward; E. B. Bronson and James A. Noble, Fourth Ward; Walter C. Bruce and C. J. Olson, Fifth Ward.

Year 1915—J. Jones, Mayor; Fred Hohmann, City Clerk; Judd H. Matthews, Attorney; Edward N. Stein, Treasurer; James H. Carroll, Police Magistrate; Aldermen: Alfred Koenecke and Ilo G. Ward, First Ward; Louis C. Groskopf and Peter Maltry, Second Ward; John W. Wolff and Wm. J. Kruse, Third Ward; James A. Noble and E. B. Bronson, Fourth Ward; Henry A. Groskopf and Charles J. Olson, Fifth Ward.

Year 1916—J. Jones, Mayor; Louis Staffel, City Clerk; Judd H. Matthews, Attorney; Edward N. Stein, Treasurer; James H. Carroll, Police Magistrate; Aldermen: Ilo G. Ward and Alfred Koenecke, First Ward; Arnold Myers and Louis C. Groskopf, Second Ward; Edward E. Hansen and John W. Wolff, Third Ward; E. B. Bronson and James A. Noble, Fourth Ward; Charles J. Olson and Henry A. Groskopf, Fifth Ward.



Former City Treasurers

Edw. H. Hopf

John Ganzer

Year 1917—Edward N. Stein, Mayor; George J. Landgraf, City Clerk; George J. Roll, Treasurer; Paul T. Klenk, Attorney; Peter W. Heintz, Police Magistrate; Aldermen: Henry J. Schnurstein and Ilo G. Ward, First Ward; John Mangold and Arnold Myers, Second Ward; William M. Hartzel and Edward E. Hansen, Third Ward; Charles J. Schrage and E. B. Bronson, Fourth Ward; Charles Adams and Charles J. Olson, Fifth Ward.

Year 1918—Edward N. Stein, Mayor; George J. Landgraf, City Clerk; George J. Roll, Treasurer; Paul T. Klenk, Attorney; Peter W. Heintz, Police Magistrate; Aldermen: Ilo G. Ward and Henry J. Schnurstein, First Ward; Arnold Myers and John Mangold, Second Ward; John Wolff and William M. Hartzel, Third Ward; E. B. Bronson and Charles J. Schrage, Fourth Ward; Charles J. Olson and Charles Adams, Fifth Ward.

Year 1919—Edward N. Stein, Mayor; George J. Landgraf, City Clerk; Walter N. Crossland, Treasurer; Roy Massena, Attorney; Peter W. Heintz, Police Magistrate; Aldermen: Henry Schnurstein and Ilo G. Ward, First Ward; John Mangold and Arnold Myers,

Second Ward; William M. Hartzel and Rocco Guglielmucci, Third Ward; W. T. Davis and E. B. Bronson, Fourth Ward; J. P. Wiessner and Charles J. Olson, Fifth Ward.

Year 1920—Edward N. Stein, Mayor; George J. Landgraf, City Clerk; Walter N. Crossland, Treasurer; Roy Massena, Attorney; Peter W. Heintz, Police Magistrate. Aldermen: Henry Schnurstein and Robert Atkinson, First Ward; John Mangold and Arnold Myers, Second Ward; William M. Hartzel and Rocco Guglielmucci, Third Ward; W. T. Davis and E. B. Bronson, Fourth Ward; Charles J. Olson and J. P. Wiessner, Fifth Ward.

Year 1921—Paul T. Klenk, Mayor; George J. Landgraf, City Clerk; Harvey L. Melvin, Treasurer; Henry Buhning, Police Magistrate. Aldermen: Henry Schnurstein and Robert Atkinson, First Ward; George F. Fiedler and Arnold Myers, Second Ward; Charles Andersen and Rocco Guglielmucci, Third Ward; Joseph W. Lentz and E. B. Bronson, Fourth Ward; Edward Hopf and J. P. Wiessner, Fifth Ward.

Year 1922—Paul T. Klenk, Mayor; George J. Landgraf, City Clerk; Harvey L. Melvin, Treasurer; Henry Buhning, Police Magistrate. Aldermen: Alfred L. Koenecke and Henry Schnurstein, First Ward; Arnold Myers and George Fiedler, Second Ward; Rocco Guglielmucci and Charles Andersen, Third Ward; Joseph W. Lentz and Charles F. Schrage, Fourth Ward; Edward Hopf and J. P. Wiessner, Fifth Ward.

Year 1923—Paul T. Klenk, Mayor; George J. Landgraf, City Clerk; George J. Roll, Treasurer; Henry Buhning, Police Magistrate. Aldermen: Harold C. Volp and Alfred L. Koenecke, First Ward; George F. Fiedler and Arnold Myers, Second Ward; Charles Andersen and Rocco Guglielmucci, Third Ward; Joseph W. Lentz and Charles F. Schrage, Fourth Ward; J. P. Wiessner and Edward Hopf, Fifth Ward.

Year 1924—Paul T. Klenk, Mayor; George J. Landgraf, City Clerk; George J. Roll, Treasurer; Henry Buhning, Police Magistrate. Aldermen: Alfred L. Koenecke and Harold C. Volp, First Ward; Charles Mosel and George Fiedler, Second Ward; Rocco Guglielmucci and Charles Andersen, Third Ward; Charles Schrage and Joseph W. Lentz, Fourth Ward; Edward Hopf and J. P. Wiessner, Fifth Ward.

Year 1925—Paul T. Klenk, Mayor; George J. Landgraf, City Clerk; Willis W. Whitfield, City Treasurer; Millard A. Rauhoff, Police Magistrate. Aldermen: Alfred L. Koenecke and Harold C. Volp, First Ward; Charles J. Mosel and George Fiedler, Second Ward; Rocco Guglielmucci and Louis Brockman, Third Ward; James A. Noble and Joseph W. Lentz, Fourth Ward; John P. Wiessner and Alfred Brunner, Fifth Ward.

Identifying Cut on Opposite Page—

Bottom row, left to right—Ald. Chas. F. Mosel; City Atty., Roy Massena; City Treas., J. P. Wiessner; Mayor, Paul T. Klenk; Civil Eng., Allen L. Fox; Ald. A. L. Koenecke; Ald. J. W. Lentz. Middle row—Bldg. Insp., Henry J. Schnurstein; Ald. Chas. Lorenz; Ald. Geo. F. Fiedler; City Clerk, Geo J. Landgraf; Ald. Jas. A. Noble; Ald. Rudolph Swanson; Ald. C. O. Williams. Top row—City Eng., R. B. Hammond; Ald. Chas. A. Dewar; Ald. Alf. Brunner; Ald. L. F. Brockman; Ald. Harold C. Volp; Ald. William Gerdes; Ald. Rocco Guglielmucci.



BLUE ISLAND'S CITY ADMINISTRATION—1928-29.

(See Page 348)

Year 1926—Paul T. Klenk, Mayor; George J. Landgraf, City Clerk; Willis P. Whitfield, City Treasurer; Millard A. Rauhoff, Police Magistrate. Aldermen: Harold C. Volp and Alfred L. Koenecke, First Ward; George Fiedler and Charles Mosel, Second Ward; Rocco Guglielmucci and Louis Brockman, Third Ward; Joseph W. Lentz and James A. Noble, Fourth Ward; Alfred Brunner and John P. Wiessner, Fifth Ward; Charles Lorenz (1 year term) and A. B. Jerrain (2 year term), Sixth Ward; C. O. Williams (1 year term) and William Gerdes (2 year term), Seventh Ward.

Year 1927—Paul T. Klenk, Mayor; George J. Landgraf, City Clerk; J. P. Wiessner, City Treasurer; Millard A. Rauhoff, Police Magistrate. Aldermen: Harold C. Volp and Alfred L. Koenecke, First Ward; Charles Mosel and George F. Fiedler, Second Ward; Rocco Guglielmucci and Louis F. Brockman, Third Ward; James A. Noble and Joseph W. Lentz, Fourth Ward; Alfred Brunner and Rudolph Swanson, Fifth Ward; A. B. Jerrain and Charles H. Lorenz, Sixth Ward; William Gerdes and C. O. Williams, Seventh Ward.

Year 1928—Paul T. Klenk, Mayor; George J. Landgraf, City Clerk; J. P. Wiessner, City Treasurer; Millard A. Rauhoff, Police Magistrate. Aldermen: Harold C. Volp and Alfred L. Koenecke, First Ward; George F. Fiedler and Charles Mosel, Second Ward; Louis F. Brockman and Rocco Guglielmucci, Third Ward; Joseph W. Lentz and James A. Noble, Fourth Ward; Rudolph Swanson and Alfred Brunner, Fifth Ward; Charles H. Lorenz and Charles A. Dewar, Sixth Ward; C. O. Williams and William J. Gerdes, Seventh Ward.

Year 1929—Frank Kasten, Mayor; George J. Landgraf, City Clerk; Edward H. Hopf, Treasurer; Carl J. Carlson, Police Magistrate. Aldermen: Harold C. Volp and Alfred L. Koenecke, First Ward; George F. Fiedler and Charles F. Mosel, Second Ward; L. Brockman and Rocco Guglielmucci, Third Ward; Joseph W. Lentz and James A. Noble, Fourth Ward; Rudolph Swanson and Fred C. Schroeder, Fifth Ward; Charles H. Lorenz and Charles A. Dewar, Sixth Ward; C. O. Williams and William J. Gerdes, Seventh Ward.

Year 1930—Frank Kasten, Mayor; George J. Landgraf, City Clerk; Edward H. Hopf, Treasurer; Carl J. Carlson, Police Magistrate. Aldermen: A. L. Koenecke and Harold C. Volp, First Ward; Andrew Myers and George F. Fiedler, Second Ward; Rocco Guglielmucci and L. Brockman, Third Ward; James A. Noble and Joseph W. Lentz, Fourth Ward; Fred C. Schroeder and Rudolph Swanson, Fifth Ward; Charles A. Dewar and C. H. Lorenz, Sixth Ward; Wm. J. Gerdes and C. O. Williams, Seventh Ward.

Year 1931—Frank Kasten, Mayor; George J. Landgraf, City Clerk; John H. Ganzer, Treasurer; Carl J. Carlson, Police Magistrate. Aldermen: Harold C. Volp and Alfred L. Koenecke, First Ward; George F. Fiedler and Charles F. Mosel, Second Ward; L. Brockman and Rocco Guglielmucci, Third Ward; Joseph W. Lentz and James A. Noble, Fourth Ward; Rudolph Swanson and Fred Schroeder, Fifth Ward; Charles H. Lorenz and Charles A. Dewar, Sixth Ward; Clarence O. Williams and William J. Gerdes, Seventh Ward.

Year 1932—Frank Kasten, Mayor; George J. Landgraf, City Clerk; John H. Ganzer, Treasurer; Carl J. Carlson, Police Magistrate. Aldermen: Alfred L. Koenecke and Harold C. Volp, First Ward; Andrew Myers and George F. Fiedler, Second Ward; Rocco Guglielmucci and L. F. Brockman, Third Ward; James A. Noble and Joseph W. Lentz, Fourth Ward; Fred C. Schroeder and Rudolph Swanson, Fifth Ward; Charles A. Dewar and Charles H. Lorenz, Sixth Ward; William J. Gerdes and Clarence O. Williams, Seventh Ward.



Former Police Magistrates
Millard A. Rauhoff George E. Heatley

Year 1933—Frank Kasten, Mayor; Louis F. Schwartz, City Clerk; Fred Rice, Treasurer; Carl J. Carlson, Police Magistrate. Aldermen: Louis Rauch and Alfred L. Koenecke, First Ward; George Fiedler and Andrew Myers, Second Ward; Charles A. Ulrich and Rocco Guglielmucci, Third Ward; Joseph W. Lentz and James A. Noble, Fourth Ward; Stewart W. Sandberg and Fred Schroeder, Fifth Ward; August G. Zavadil and Charles A. Dewar, Sixth Ward; Clarence O. Williams and William J. Gerdes, Seventh Ward.

Year 1934—Frank Kasten, Mayor; Louis F. Schwartz, City Clerk; Fred Rice, Treasurer; Carl J. Carlson, Police Magistrate. Aldermen: Carlton C. Cook and Louis Rauch, First Ward; Henry J. Goesel and George F. Fiedler, Second Ward; Rocco Guglielmucci and Charles A. Ulrich, Third Ward; Arthur Ladwig and Joseph W. Lentz, Fourth Ward; Fred C. Schroeder and Stewart W. Sandberg, Fifth Ward; Charles A. Dewar and August G. Zavadil, Sixth Ward; William J. Gerdes and Clarence O. Williams, Seventh Ward.

Year 1935—Fred A. Rice, Mayor; Louis F. Schwartz, City Clerk; Charles A. Andersen, Treasurer; George E. Heatley, Police Magistrate. Aldermen: Louis Rauch and John Tichan, First Ward; George F. Fiedler and Henry J. Goesel, Second Ward; Rocco Guglielmucci and Chas. Ulrich, Third Ward; Joseph W. Lentz and Arthur C. Ladwig, Fourth Ward; Fred C. Schroeder and Stewart Sandberg, Fifth Ward; Thomas J. Scanlan and Harry Hattendorf, Sixth Ward; William J. Gerdes and Clarence O. Williams, Seventh Ward.

Railroad Strike

Protesting against the delay of the railroads in granting a wage scale which had been promised, 713 railroad shopmen of Blue Island went on strike Friday morning, August 1, 1919. The strikers comprised shopmen, machinists, iron and metal workers, carmen, boilermakers and blacksmiths, who were employed in car and engine repair in the local roundhouses.

The Rock Island was hardest hit having 700 men out on strike while the Indiana Harbor Belt had twelve out and the B. & O. C. T. had only 1 out. The two Rock Island roundhouses here were paralyzed by the strike, no repair work being done in either of the shops.

The strikes demanded a minimum wage of 60c an hour for helpers and 80c an hour for mechanics. The shopmen had been promised an increase in February which had failed to come through. The strike was general throughout the country. After being out two weeks the men returned to work following a plea from President Wilson that the dispute be settled by Federal arbitration.

The situation looked grave in Blue Island for a time and had it continued for another week, Suburban service would probably had to be abandoned as all suburban engines are repaired at the local roundhouses.

Switchmen's Strike of 1920

In April, 1920, occurred the big strike of railroad switchmen when the three main railroad systems through Blue Island were paralyzed by the walk-out of 400 switchmen in the local yards. The railroads most heavily affected were the Rock Island, 145 men; the B. & O. C.T., 115 men; the Indiana Harbor, 150 men. The Grand Trunk was not seriously affected and was able to operate, although six of its men also "resigned."

The strike, as such, was not so much against the railroads, as against the dilatory methods of the Federal railway board at Washington which had ceased operation after having failed to adequately settle the railway wage problem.

"This is not a 'strike'," a union leader told the Sun-Standard. "The men did not quit in a body, they quit individually. We have simply decided to lay off for a time and go fishing.

"We are going to try out the same methods that are being employed by the Federal government at Washington. We shall appoint arbitrators, conciliators, mediators and numerous committees, at the same time doing nothing at all.

That is the way we have been treated by the government."

These were the demands union officials said would have to be met before the switchmen would withdraw their resignations:

1. A wage of \$1 an hour for all foremen.
2. Five dollars a day for all switch tenders not tending more than three switches.
3. Pay equivalent to that of helpers for all switch tenders tending more than three switches.
4. Time and one-half time for all overtime eight hours and for work done on Sundays and holidays.
5. Double time for all work done in excess of eight hours on Sundays and holidays.

* * *

Libby Strike

Six hundred employees of the local Libby, McNeil and Libby factory, comprising all the men and women in the mechanical department of the plant, walked out on strike, Tuesday morning, July 15, 1919.

The strikers demanded an eight hour day, a raise of 20 cents an hour and a union factory. The plant had been operating as an open shop.

The strike committee presented their demands to the Libby officials on Monday, giving 24 hours notice, and when its demands had not been met Tuesday morning, the strike began. Later in the week, there appeared to be a deadlock, with neither side showing any signs of breaking. Picketing was resorted to and the Libby plant was protected by a score of deputy sheriffs.

As the strike continued minor clashes were reported. After three weeks, the company opened their doors and offered to take back all employees, promising a raise of two and one-half cents an hour to both women and children. This was the only concession offered to the strikers. A large number of employees returned to work on Monday and again on Tuesday, but through the work of the pickets the force on Wednesday was cut down to five or six and there it remained.

To feed the destitute families of the strikers, the strike committee opened a commissary where food was distributed without cost to the strikers according to the size of their families.

Clashes became more frequent, on one occasion shots were fired by the deputy sheriffs. Another time a mob of strikers followed William Racine, a foreman, and threatened to kill him.

After the strike had lasted for eight weeks, a conference between union representatives and Libby officials, ending in an agreement by which the workers returned to their jobs. Although the workers did not gain all their demands, they were granted the following six points:

1. Minimum scale for women shall be 25c an hour.
2. Minimum scale for men shall be 42½c an hour.
3. An increase of 2½ an hour for all employees earning more than 42½c.
4. Privilege of organizing the plant as union.
5. Appointment of a grievance committee to take up all questions of discharges and working conditions.
6. No discrimination against workers who were out on strike.

* * *

Facts Briefly Stated

The original brick paving on Western avenue was opened through from the north to the south end of the city, approximately two miles, August 22, 1913.

The first agitation and drive for concrete streets in Blue Island was made following a trip of local businessmen and good roads boosters to Detroit, on August 29, 1913, where they inspected the first piece of concrete highway laid in that state. Concrete roads were practically unknown at that time.

The original ordinance creating fire limits, regulating the construction, alteration, repair and removal of buildings, was passed July 18, 1904.

The first shovelful of earth officially marking the beginning of work on the Calumet-Sag canal, was dug on July 4, 1913, by Green & Sons on section 5, west of Blue Island.

Blue Island women cast their first votes for city officials at the general city election in April, 1914.

On March 7th, 1842, the schooner "Drift," was the first vessel to arrive in Chicago—via the Calumet river from Blue Island.

Miss Mable Carlson, public health nurse, started to work in Blue Island on April 7, 1919, with headquarters in the library building. Her first activity was to organize public health work in the local schools.

Adopt Public Service Lighting

On Monday, Aug. 13, 1923, by a unanimous vote of the City Council, Mayor Paul T. Klenk and City Clerk George J. Landgraf were directed and ordered to execute, for the City of Blue Island, an agreement with John G. Learned of the Public Service Co. of Northern Illinois, for the furnishing of electric light and power for homes and industries in the city. The agreement also carried with it an option to purchase the street lighting system within one year for the sum of \$27,000. The franchise ran for three years and the Public Service Co. paid \$54,000 cash to the city on the signing of the order.

The signing of this franchise ended a long drawn-out controversy with the Sanitary District of Chicago who had formerly furnished electrical energy for all purposes in the City of Blue Island. The District had threatened over a period of years to discontinue the commercial service and it was only with the greatest difficulties that the city's administrations had prolonged the service.

The City of Blue Island did not exercise its option on the sale of the street lighting system within the year but signed a contract for electrical energy for street and city purposes late in 1933. In January of 1934 the switch to Public Service Co. energy was made and Blue Island municipal lighting has been furnished since that date by the Public Service Co., although the lines and equipment still remain the property of the City of Blue Island.

* * *

Pronger Store Fire

Fire broke out in the Pronger Bros.' furniture store, 346 Western avenue, on Sunday, January 20, 1918. The fire was discovered by a driver for the Bowman Dairy Co., who noticed smoke issuing from the front of the building and turned in the alarm.

Firemen found a brisk fire raging and the whole interior of the store filled with dense smoke which laden with the pungent odor of burning varnish was almost impossible to face. However, after an hour or so of hard work the flames were subdued but the big stock of pianos, talking machines and furniture, which had not been consumed by the fire were utterly destroyed by smoke and water. But for the timely discovery of the fire the Maine Grocery Store which occupied the south end of the building and the new Lyric Theatre which adjoined it on the north would have suffered severe damage. Probable cause of the fire was crossed electric wires.

Diphtheria Epidemic Avoided

In December of 1921 a diphtheria epidemic was avoided by prompt action of the City Council. The State Health Department notified the Mayor that there were more cases of the disease in Blue Island than in any other city of its size in the State. Dr. J. S. Kauffman addressed the council on the matter and stated that out of one school where tests had been made more than 10 per cent of the pupils were found

Roche's Woods

One of the largest single real estate deals in the history of the city was closed in October of 1922 when Peter H. Krick, a local real estate broker purchased what had been known for 40 years as Roche's Woods. This tract comprised nearly 40 acres in the residential district of the city fronting on Maple avenue from York to Union streets and from Maple to Ogden avenues.

All improvements such as water, sewer, cement walks, gas and concrete pavement, to-



*A beautiful Blue Island home and garden—The T. J. Cole's
on Burr Oak Avenue*

to be infected. Health Commissioner Louis Burkhardt was ordered to devote his full time (which had been split up with one-half time duty as desk sergeant for the police department) to preventing the spread of the malady and through various methods the scare was curbed and a serious condition averted.

gether with ornamental street lights were installed by private contract and the property subdivided into approximately 70 choice building lots. Many fine homes were built and today "Highland Square", as the subdivision was named, is one of the finest residential districts in the city.

Dedicate Memorial Park

Memorial Park, an 8 acre tract located between Highland avenue and the B. & O. tracks, Burr Oak avenue and Walnut street, which was purchased by public subscription as a perpetual commemoration of the lives and deeds of Veterans of the World War, was dedicated on Decoration Day, May 30, 1922 in the presence of several thousand people. The dedicatory address was made by General Abel Davis, himself a World War veteran.

* * *

Rock Island Roundhouse

The giant Rock Island roundhouse at 123rd street and the Rock Island tracks was opened Thursday, July 10, 1919, after having been under construction for over a year.

The new building contains 20 engine stalls, each 102 feet long and 25 feet wide at the back, graduating to 14 feet at the front. The total circumference of the structure, if the circle were complete, would be 1,350 feet.

In the center of the roundhouse is a huge turntable 276 feet in circumference. This apparatus facilitates the switching of engines since the tracks radiate in all directions making it possible for an engine to be brought in on one track and by means of the turntable be sent into any stall.

T. S. Leake & Company were the contractors.

Robbins Incorporates

Early in 1918 the colored citizens living around the old stone quarry southwest of Blue Island, incorporated under the name of "Robbins," and elected their first village officials. They were: President, Thomas Keller; Trustees, Leroy Thomas, Robert Bryant, Jerry Taylor, Richard Flowers, George Winburne; Clerk, Wm. Harvey; Police Magistrate, Geo. Mohr.

The village claimed a population of over 600 men, women and children and a total vote, men and women of 489. There was no opposition to the above named ticket and only 81 votes were polled.

* * *

"Talking" Pictures

The first "Talking picture" shown in Blue Island was "The Terror," starring May McAvoy, at the Lyric, Monday, April 1, 1929. Al Jolson in the "Singing Fool" was billed for the end of the week. "Come, see, hear and be thrilled by this sensational and life-like presentation"—so read the advertisement.

* * *

Federal Ice Company

One of the largest artificial ice manufacturing plants in the world is operated at Blue Island by the Federal Ice Co. The daily capacity is 1000 tons.



An early Blue Island street scene

Install Duplex Press

In June of 1922 the Blue Island Publishing Corporation, printers of the Blue Island Sun-Standard and other publications installed a huge 12 ton high speed web perfecting press, making possible the printing of the entire newspaper at one time. The press has a speed range of from 6000 to 9000 complete papers an hour, folded and ready for delivery.

Question of Government

Late in 1921 a petition asking that the Judge of the County Court order the proposition "Shall the City of Blue Island Adopt the Commission Form of Municipal Government?" placed on the ballot for the 1922 spring election. The petition was widely circulated and many signatures were secured but the petition was not filed and the question was not voted on.

Centennial Celebration

In March of 1935, a committee composed of J. Floyd Smith, postmaster; Frank Kasten, mayor and Fred A. Rice, city treasurer, was appointed by the Blue Island Lions Club to formulate plans for the celebration of the 100th anniversary of the City of Blue Island. A special fund was set aside to start an organization of prominent citizens who were to be given charge of the many different activities to be planned. At a meeting of representative citizens, held on Monday, June 18, the definite date for the affair was set for the week of September 1 to 8 inclusive. Homecoming services in all the churches of the city was to be the opening ceremony for a week replete with activities for all. John H. Volp, publisher of the Blue Island Sun-Standard and a life-long resident of the community, after much urging from those present, accepted the general chairmanship and the permanent committee was named. A method of financing was finally devised whereby "wooden" nickels would be issued and distributed by the merchants of the city.

On Wednesday, June 26 a contract was signed by a group of local business men, underwriting the production, with the John B. Rogers Producing Co., of Fostoria, Ohio, guaranteeing a gigantic historical pageant on four nights of the city's mammoth celebration. The cast of this production called for from 700 to 1000 persons. Centennial headquarters were opened at 13000 Western ave., where registrations for participation in the pageant were recorded. A contest attracting more than 60 popular young ladies, candidates for Centennial Queen, was immediately opened.

The site selected for staging the pageant was Paul Revere school athletic field at 123rd and Gregory sts., where a gigantic stage was erected. The spread of the stage and setting was 250 feet with a stage opening of 160 feet for the production of the "Wings of Time" as the pageant was called. An elaborate amplifying system was installed, making it possible to hear in all sections of the grandstand. Seats for more than 3000 persons were erected.

On July 15, Mr. and Mrs. Jack Geller, of the John B. Rogers Co., arrived in Blue Island and started the work of picking members of the cast and rehearsals were begun at once in the Whittier Gym. The cast numbered nearly 1,000,

and scores of horses, cattle, old time buggies, railroad equipment, covered wagons, bicycles and automobiles were required for staging the monstrous spectacle.

The script for the pageant was prepared by the staff of the Rogers Co. and was based on facts as presented in this volume. "Wings of Time" was presented for the first time on Monday evening, Sept. 2, in 19 episodes with a chorus of 150 voices, trained by Rollin Pooler, furnishing the musical background during the entire production. Mr. Joe Cook, of Harvey, read the narration.

More than 2,000 people attended the Union church services on Sunday afternoon at the pageant grounds. Both Protestant and Catholic citizens assembled in religious worship for the first time in Blue Island's history. Dr. F. W. Tracy, chairman of the day, gave a short address of welcome and introduced Rev. Frank Hancock, pastor of the First Methodist church who presided for the program.

A mixed choir of 150 voices assembled from the church choirs of Blue Island and trained by Rollin Pooler, director of music at Blue Island high school furnished the singing. Miss Lillian Heitman accompanied on the piano.

Rev. Benjamin F. Freese, pastor of St. Paul Evangelical church led the reading of the Twenty-third Psalm, after which Rev. James Sopko, pastor of St. Peter and St. Paul Lutheran church read the scripture lesson. Rev. Leopold Schneider, pastor of Central Methodist church gave the invocation. Rev. Theo. G. Gross, pastor of St. Benedict Catholic church gave the address of the day. Rev. Aylesworth B. Bell, pastor of the First Congregational church, Rev. Wayne A. Garrard, of St. Aidan's Episcopal church and Rev. W. J. Ferne, of the Evangelical Lutheran church each made short addresses, reviewing the history of religion by stages in the community and looking into the future institutions, the church, the home and the school.

Monday, (Labor Day) dawned dark and dismal and by parade time a continual drizzle marred the program.

The parade was postponed until afternoon in the hope that the rain would stop. However, after throngs of people lined the curbs for several hours, at 1:30 the signal was given that started the most magnificent parade ever pro-

duced in the city on its way. More than 2500 people were in the line of march, including the cast of "Wings of Time." Approximately 10,000 persons witnessed the outstanding spectacle. Many prizes were awarded for unusual floats and groups with St. Francis hospital taking first prize in the business group. In the fraternal group of floats the Sons of Italy took first prize with a replica of the Santa Maria with Christopher Columbus at the helm; Historical group: Blue Island Liederkrantz; Private group: Dave Heimbach; Comical group: Wiessner's comedy band; Industrial group: Rock Island Railroad. The judges for the parade were: William Funk, Tinley Park; Fred Hegner, Blue Island; Otto Reich, Beverly Hills.

The real core of the Blue Island Centennial was Tuesday, Old Settlers' Day, when a crowd of present and former residents and visitors of the community participated in an afternoon program and evening dinner at Masonic Temple. Otto F. Reich, well known Chicago attorney, and a pioneer in this community, who is an authority on early history made an interesting address. John Dohrman of Hobart, Ind., also a pioneer resident presented a well delivered talk on pioneer history. Fred Meyer and Louis Ott, old fiddlers, were a treat for the audience. Bruno D'Ercole, accordionist, entertained during the banquet in the evening. Mrs. Ida Prymas sang several beautiful numbers, accompanied by Peter Kern.

Prizes were awarded to Mr. and Mrs. Gottlieb Klein, oldest couple, first; Mr. and Mrs. Cyrus Van Laningham, second. Coming greatest distance, Mr. and Mrs. Frank M. McGregor, San Mateo, Calif., first; Mr. and Mrs. H. C. Lau, Gotha, Fla., second. Oldest resident, Mrs. Johanna Schmitz, who has lived in Blue Island for 87 years, first; Mrs. Louise Reussnow, a resident for 84 years, second.

Several hundred "old timers" of all ages registered at headquarters during the day, and many friends renewed acquaintances which had been broken many years ago by one or the other moving away from the community. Many happy friendships were recalled.

On account of bad weather on Wednesday the Young American activities were postponed until Saturday afternoon and necessarily was badly disorganized. Several of the Boy Scout troops who had originally intended to take part could not be contacted or proper arrangements made. However, several troops from the South Shore and Southwest districts were present and an interesting program of races and demonstrations

was enjoyed at the Pageant grounds. Troop No. 728, J. M. Wilson, scoutmaster, took first honors; Troop No. 788, W. Gaboriault, scoutmaster, second, and Troop 608, G. C. Primm, scoutmaster, third. Cups were awarded.

The program Thursday, Farmers' Day, was quite an important affair and a huge exhibit of farm produce by farmers from all parts of Cook county, was the feature at Eagles Hall. Large crowds visited the hall continually during the afternoon.

In the evening J. Earle Smith, president of the Illinois Agricultural Association addressed the audience at the Pageant grounds.

Cash prizes were awarded the winners of first and second place in the exhibits in each class and ribbons for those finishing third, fourth and fifth.

In the Thursday night presentation of the pageant, Mayor and Mrs. Fred Rice were the principles in the early wedding scene. It was their 50th anniversary, and Rev. C. F. Schellhase, a former pastor of Central M. E. church read the ceremony. Albert Stolz acted as best man, Mrs. A. J. Roemisch, matron of honor and Louis Rauch, attendant. The Rice's came to Blue Island in 1898 and have resided here since.

The doll and buggy parade on Friday afternoon attracted many gurgling, smiling babies and (some crying ones) but it was a great success and a large display of antique carriages and costumes amused the by-standers. Some very modern and artistically trimmed as well as some patriotically decorated doll and baby buggies were applauded roundly as the parade proceeded. Many prizes were awarded.

On Friday night, under a clear, cold September moon, in the magnificent setting of the "Wings of Time" a full concert, given outdoors delighted an audience of some 1800. Through the amplifying equipment every note was clear to the farthest corner of the setting.

After various numbers by the Blue Island Liederkrantz and Liederkrantz Ladies' chorus with several solos interspersed Noble Cain, director of the festival, and his Chicago A Capella choir delighted the audience with a varied and most beautiful program of music, including Bach's "The Spirit Helpeth Us" and several Negro spirituals. The Homewood municipal band, one of the outstanding organizations of its kind and directed by J. Norman Beasley furnished the orchestration.

As mentioned earlier on Saturday afternoon the young American program took place and on Saturday evening the Centennial Ball was

the attraction. Again J. Norman Beasley's orchestra furnished the music and a large, merry crowd of Blue Islanders, old friends and visitors from other cities danced and had a general good time. The affair was held in spacious Eagles Hall.

The elaborate plans for Sunday, American Legion Day was by far the most colorful program of the week but on account of a steady and persistent downpour of rain had to be cancelled. No less than 46 units of Legion Drum and Bugle corps had sent registrations and in spite of the rain about 20 made an appearance. However, no attempt was made to hold either the parade or the competitive drills. More than \$500.00 in prize money was available and Sunday promised to be one of the highlights of Centennial Week. The committee entertained the visiting units who appeared during the after-

noon at Masonic Temple with refreshments and as usual the Legionnaires had a great time. J. Floyd Smith, was chairman of the day's program, and Civil War Veteran John S. Kauffman was to have been grand marshal of the parade.

The program for the whole week was carefully planned and was the greatest event in the history of the city. Thousands more persons would no doubt have attended the various programs but for the fact that the weather for the entire week was unseasonably cold and damp. In spite of the inclement weather, however, all presentations of the "Wings of Time" were greeted by large audiences, people coming from miles around to witness the story of Blue Island's first hundred years. It was in fact, a birthday party of which Blue Island may well be proud.

Old Settlers' Day Registration



"Old Timers" at Centennial Dinner

Many visitors neglected to register on Old Settlers' Day, September 3, 1935 although a large registration was obtained. The list is printed herewith together with the number of years the persons were residents of Blue Island. In other words the numbers after the names are not ages, excepting of course where the persons were born here and have been residents since. Addresses of out-of-town residents only are given.

William E. Heckler, 130 W. 69th St., 7; Edward C.

Duringer, 2926 Green pl., New York City, 12; John W. Reiner, 10230 Lowe ave., 31; Mrs. F. McGregor, 521 Edinburgh st., San Mateo, Cal., 35; E. Reusnow, 7034 S. Park ave., Chicago, lived in Blue Island from 1859-1885; Minnie Nagel Helbreg, 207 E. 70th st.; Sophie Miller, Chicago Heights; Susan Rodenhause, 7534 Ellwood ave., 67; John Doepler, Crown Point, 36; Mrs. G. Katzenbueger, 6225 Oxford ave., Chicago; Henry Kott, Three River, Mich., 78; Mrs. L. C. Breyfogle, Crown Point, 16; Mr. and Mrs. John F. Dorman, Hobart, Ind., 15; Mrs. Anna Hodder Knowles, 4630 N. Kilbourn ave., 36; Emma Schoth Bockelman, 6625 Drexel ave., 15; T. A. Jones, El Reno, Okla.; Mrs.

Margaret Esche Lau, Gotha, Fla., 36; Mary Hausman, 6111 Peoria st., 22; Wilhelm Buters, 11825 Princeton ave., 52; Mrs. Wm. H. Swett, 6653 Minerva, 43; H. C. Lau, Gotha, Fla.; Mrs. A. A. Munning, 8036 Justine st., 67; Louise Hug, 8114 Cottage Grove ave., 10; Joseph C. Lane, 11013 Longwood dr.; Peter Ott, Lemont; Mrs. Anna Knirsch, Tinley Park; Charles Longheld, Lemont, 62; T. M. Smith, Willow Springs, 24; Mrs. J. Schloer, 43, Ruth st., Hammond, Ind.; Leonora Leighardt, Homewood, 11; Mathilda Krueger Bartels, 5206 Kenwood ave., 35; Arthur A. Fulton, Tinley Park; Mr. and Mrs. Gottlieb Klein, 1261 W. 102nd pl., Mr. Klein came to Blue Island in 1852. He is 91 years old. He and his wife have been wed 65 years.

Louis C. Luchtemeyer, 36; Mrs. A. Klopp, 7; Margaret Wuetig, 50; John Kuegh, 51; Mrs. D. Cordt, 53; Mrs. A. Kallum, 69; Miss M. Noble, 62; Mrs. Doepp, 69; Philip Schreiber, 69; I. LaMore, 65; Mrs. R. Newhouse, 64; Mrs. A. Lostetter, 47; Carl Eckberg, 9; Elsa W. Schmidt, 49; Mrs. C. Logman, 35.

Mrs. George Amenguld, 51; Mrs. George Gruebe, 58; Mrs. H. Schmitt, 64; Louise Ostendorf, 53; Henrietta Olson, 49; Jenny Schultz, 15; Mary Roemisch, 73; Louis P. Johnson, 46; Mrs. C. Engelland, 71; Caroline Boermel, 73; Charles Schilling, 10; W. A. Porter, 30.

Katie Mintz, 68; Mrs. A. Kich, 62; Mrs. H. Baumbach, 77; Mrs. George Heim, 73; Anna L. Jebens, 74; Herman Seyfarth, 79; Mrs. Wm. Vickers, 74; Mrs. Bertha Buss Merritt, 68; Orville C. Green, 45; Thekla Staffel, 50; Mary Schippel, 38; George Stringfellow, 21; Mrs. Caroline Nagel, 43; Amelia Foss, 47.

Mr. and Mrs. Cyrus Van Laningham, 49 and 75; Mrs. Johanna Schmitz, born here in 1848—87 years ago, the oldest continuous resident of Blue Island; Joseph

Fulton, 69; Louise Schweser has lived in Blue Island 1850—85 years.

John Zeiter, 46; Lenore G. Nelson, 34; Christian E. Nelson, 35; Albert M. Weaver, 28; Sylvia Weaver, 35; Ambrose J. Piper, 50; Mrs. Emma L. Schmidt, 74; Julia A. Schroth, 67; Mrs. Emma Bahnke, 52; Gustav Volkman, 78; Christ Schilling has lived in Blue Island 10 years and 72 years previously in Bremen township; John George Diefenbach, 71; Fred A. Rice, 45; Mrs. Julia Strutzenberg, 72; Mrs. Emily Jenner, 46; Mrs. Katherine Bentson, 42; Mrs. T. J. Cole, 37; Mrs. Richard A. Napier; Mrs. August C. Boeber, 65; Margaret Dickerman, 35; Mr. and Mrs. Lester LaCount, 52; Mrs. Margaret Cunningham, 33; Miss M. Luchtemeyer; Lisette Luchtemeyer, 50; Mrs. Ida Schreiber, 57; Emma Heide, 76; Mrs. Violet Allen, 38; Wm. M. Hartzel, 44; F. E. Meyer, 52; Mrs. Louise Reusnow has lived here for 83½ years; Mrs. Mary Landgraf has lived in Blue Island since 1852—83 years; Minnie Luchtemeyer, 83 years here; Mrs. Augusta Wenzlaff, 54; Frieda Alsip, 48; George Oetjen, 51; Mrs. John Schultz, 33; Mary L. Klein, 64; Mrs. Minnie Robinson, 52; Joseph Benzinger, 47; Mrs. Tessie Witte, 55; Mrs. Anna Kehe, 53.

Henry Engelhardt, 20; Wells Crockett, 64; Henrietta Baumbach, 77; Emil H. Gaertner, 38; Myrtle Gaertner, 37; Lena Kaehlert, 18; Mr. and Mrs. George J. Landgraf, 55; Fannie A. Beer Baird, 57; Mrs. Modesta Iglehart, 55; Mrs. Mary Fouts, 40; Irene Stein Ewing, 43; Minnie Groskopf, 55; Louise Schoebes, 50; Wm. N. Hopf, 67; Mr. and Mrs. Ernest Muhs, 60; Mrs. Alvina Bauer, 63; Barbara Bauer, 50; Mrs. Mary D. Werner, 49; Arthur Swanon, 53; Minnie Koehler, 53; Mrs. Mary Kern, 67; Mr. and Mrs. J. H. Volp, 67; W. D. Henke, 76; Margaret Kruse, 65; Minnie Hodder Bronson, 63; Mary Murphy Piper, 60; Mrs. Andrew Link, 55; Mr. and Mrs. I. Gaertner, 54; John Bitter, 70; Mrs. J. Bitter, 64; Lulu Kern, 46; Mrs. W. Klopp, 41.



Massed Choir for Centennial Church Services



Blue Island Centennial Association

"Incorporated not for Profit"

OFFICERS

JOHN H. VOLP, *President*

PHILIP SEYFARTH, *Secretary*

ALBERT STOLZ, *Vice President and Treasurer*

EXECUTIVE COMMITTEE and DIRECTORS

Mayor Fred Rice

Philip Seyfarth

Dr. F. W. Tracy

Rudolph Heitman

Floyd Smith, Postmaster

Louis Rauch

Albert Stolz

John H. Volp

COMMITTEES

FINANCE—Albert Stolz, chairman; August Schreiber, Paul Klenk, Dr. L. O. Damm.

HOMECOMING DAY—Rudolph Heitman, chairman; Henry Baumann, Peter Heintz, Henry Duff.

PARADE—George ("Bill") Heatley, chairman; Barney Hammond, Wm. Juby, Richard Sorgenfrei.

FARMER'S DAY—Albert Stolz, chairman; Peter Heintz, co-chairman; M. E. Tascher, Harvey Adair, Jacob Ouwenga.

SONG FESTIVAL—Dr. F. W. Tracy, chairman; William Barthelman, Dr. Scanlan, Dr. Folkers, Ald. Rocco Guglielmucci, Mrs. Jepeway.

SUNDAY UNION SERVICES—Dr. F. W. Tracy, chairman; Ministers and Priests of all the Blue Island churches.

YOUNG AMERICA DAY—Philip Seyfarth, chairman;

PUBLICITY—John H. Volp, chairman; Hill Lakin, Sun-Standard; Kevin McCann, Bulletin; Wesley Volp, Suburban Star.

PROPERTIES—Louis Rauch, chairman; Mayor Fred Rice, H. Shipman, Harold C. Volp, Phil Seyfarth.

AMERICAN LEGION DAY—J. Floyd Smith, chairman; Wm. Juby, Commander American Legion, co-chairman; Ralph Sullivan, Albert Depew, Harvey Antilla, Harry Burkhart, A. L. Davidson, Henry Langfield.

MARDI GRAS—Mayor Fred Rice, chairman; Phil Seyfarth, Dr. F. W. Tracy.

CENTENNIAL BALL—Mayor Fred Rice, Al Stolz, Mrs. George Borman.

BABY PARADE—Mrs. Don Boughner, chairman; Mrs. G. Klein, Mrs. C. O. Williams, Mrs. Claude Harvey, Mrs. Henry Kott, Mrs. W. Hazel, Mrs. G. Brockman, Mrs. Howard Huffman, Mrs. W. Gerstenkorn, Mrs. Harold C. Volp, Mrs. Howard Wright.

TALENT COMMITTEE—Phil Seyfarth, chairman.

TICKET COMMITTEE—Don Boughner, chairman; Ed. Martens, Herbert Gierman, Ed. Stothard, A. C. Selsdorf, Bert Frobish.

RELICS COMMITTEE—Mrs. Ed. Martens, chairman; Mrs. Albert Stolz, Mrs. Charles Gunkle, Miss Sarah Noble.

"Wings Of Time"

Historical Narrations by Joe Cook

PROLOGUE

The blare of trumpets and the roll of drums by the American Legion Drum and Bugle Corps announces the appearance of Miss Blue Island, Queen of the Centennial; Miss Columbia, and her Forty-eight States; the Princesses of the Court; the Pages, and the Guard of Honor.

Miss Blue Island greets Miss Columbia and the Forty-eight States and requests them to join her in witnessing the unfolding of the colorful history of Blue Island in state from the Court of Honor.

EPISODE ONE—*The Red Man.*

Prior to the coming of the White Man, this section of the present state of Illinois and the present site of Blue Island was occupied by a village of Pottawatomies, of the Algonquin tribe. We see the Indians making camp. In the center of the circle of teepees we see the Chiefs and their warriors seated around a council fire; squaws busy themselves preparing food over the open fires, tanning the hides brought in from the hunt, making baskets and blankets.

EPISODE TWO—*The First White Men.*

Father Pere Marquette and Louis Joliet, with their small army of followers were the first white men to set foot on "the blue island." Marquette and Joliet followed the western shore line of Lake Michigan and then westward over the Calumet River in their search for the "Father of Waters," the Mississippi River. Father Marquette attempted to teach Christianity to the Indians as they wended their way through this savage territory; evidently they stayed here in 1674 before going to Palos to establish a mission.

More than 150 years later, in the summer of 1831, the Indians decided to leave this territory because of the incoming whites. The old Chief, and one or two others, could not be persuaded to leave, and these few Indians were the only remaining Red Men when the White Men started to settle this territory.

EPISODE THREE—*The Pioneers.*

A hundred years ago many a wagon train came across the prairie on their trek westward in the hope of finding a more promising land. We see a group of these sturdy pioneers and

courageous women as they follow the sun across lands inhabited by the savage Indians who resented this invasion by the Whites. After a day's hard journey the members of the little wagon train make camp for the night; some prepare the evening meal as others do the daily chores of washing, making yarn, weaving, milking, churning; the men cut wood for the fires, hunt for food and game, take care of their livestock and keep a sharp watch for raiding Indians. Enduring many hardships, they continue on until they reach the fertile land on the shores of Lake Michigan.

EPISODE FOUR—*The First White Settlers.*

In 1835, Norman Rexford, a native of Charlotte, Vermont, drove by team to Chicago, arriving on the 5th of June. He visited for a short time with his brother Stephen, who had preceded him and was located in Bachelor's Grove. A few months later Norman Rexford selected a site near the northern end of the "blue island" in a locality at that time referred to as the "long wood." Here he erected a four-room log cabin, in which he kept a tavern. This venture evidently did not prove satisfactory for, in the fall of the following year, he moved four miles farther south into the territory which later was to become the city of Blue Island.

He selected a location on the southern brow of the hill, a spot which commanded a wide view of the surrounding lower country. Here he erected a combination residence and hotel building, the frame of which was hewed from native timber, and sided with boards brought by team from Pine Creek, Indiana.

This Inn became the stopping place for officers going to and fro between old Fort Vincennes in Indiana and Fort Dearborn at Chicago—for the Vincennes Road passed through Blue Island and connected the two forts. Rexford's inn was known as the "Blue Island House" and was the first building of a permanent character to be erected here.

When Rexford located here the one-room log cabin of Thomas Courtney was the only other habitation on the southern end of the "island." Courtney had come with his wife and child from the East the year previous. He had built a small log cabin near where the First Lutheran church now stands. Beyond these few facts history is silent on any further reference to this man Courtney and his family.

EPISODE FIVE—*The First Postoffice.*

A postoffice was established at Blue Island in 1838, with Norman Rexford as postmaster, in which capacity he served for a number of years. During that time, his son, Fayette—about nine years old—took mail from Chicago to Buncombe, Illinois (a distance of about 90 miles) each week. We see the stage coach arriving from Chicago with its cargo of passengers, mail and express: and then Fayette starts his long journey.

The official name of this postoffice was "Worth" though the settlers preferred to call it Blue Island, which name was given to it legally in 1872 when the village was organized.

EPISODE SIX—*The First Church Services.*

Religious services were not dependent upon creed; but were, rather, community meetings, regardless of faith. A traveling Methodist

were thirty-two families in the village, an attempt was made to get educational facilities for the children. A one-story frame building was erected, this building being used as a town hall, where public gatherings of all sorts were held when there was no school. Wm. Hamilton, Daniel Barnard and Mary Perkins were the first teachers in this school. There had been, previous to this, a school for girls, conducted by the Misses Elizabeth and Adelaide Periam in their home.

We see one of these early sessions where there were no desks, the scholars sitting on long benches; when it was necessary to use their slates, the students usually sat on the floor using the benches for desks.

EPISODE EIGHT—*An Early Wedding.*

One of the colorful events of the social life in 1850 was a wedding and most of the settlers came in their "Sunday-best" for the ceremony



The Pioneers in the Centennial Pageant

preacher—a farmer near Kankakee—sometimes stopped over on his way to Chicago with produce on Saturday morning, bringing his Sunday clothes in a trunk. On Sunday he preached and again on Monday, went his way to market. We see one of these gatherings which during the summer months, were often held under the shading trees.

EPISODE SEVEN—*An Early School.*

Many of the children of the settlers had their first schooling at home. In 1848, when there

and the festivities which followed. We see the bride and groom united in marriage and then receiving the congratulations of their guests before they all join in a gay Virginia Reel.

EPISODE NINE—*The First Railroad.*

The Rock Island Railroad was built into Blue Island in 1852, and the first train came in on Sunday, October 10th, that same year. The name of the locomotive was the "Rocket," which pulled six coaches. N. W. Wheeler was the conductor. The engine burned wood and at Blue Island there was a large refueling yard.

We see the men at work on the roadbed; laying ties and rails; and then, amid the lusty cheers of the populace, in roars this first "steam monster."

The Illinois Central Railroad extended its suburban service to Blue Island in 1889, connecting this city with the main lines of this great railroad service. Seven railroads converge at Blue Island today, four of them being trunk lines.

EPISODE TEN—*The German Settlers.*

Many men and women of German birth or extraction came to Blue Island in the years between 1848 and 1860. Among the first were August Schreiber, Ludwig Krueger, Theodore Guenther, John Engelhardt, Ernst Uhlich, Charles Ellfeldt, and others. Being fond of music, a little group of men—Charles Ellfeldt, August Schreiber, Friederich Sauerteig, August Schubert, Louis Brandt, August Bulle, Henry Schmitt and two brothers named Bode—got together that they might sing songs of their Fatherland.

"Saengerbund" was the name under which they went for some time and Charles Ellfeldt soon became their leader. By 1853, they had decided to organize under the name "Blue Island Liederkranz."

We see a group that have met in Ellfeldt's "Lustgarden," which was patterned after the beer garden of the old country, for an evening's entertainment.

EPISODE ELEVEN—*The Ballet of Beauty and Fertility.*

Blue Island and Illinois depend, to a large extent, upon the agricultural wealth of their land. Blue Island is famed for its onions, Illinois is known for its corn and wheat. We see these Growing Things merrily swaying in the breeze when along comes a Driving Rain and beats them to the ground. Following the Rain comes the Sun and Sunbeams and again we see the green fields raise their heads as a beautiful Rainbow forms its arch.

EPISODE TWELVE—*Civil War.*

In 1861, when President Abraham Lincoln issued a general call for 75,000 volunteers to fight for the cause of the North, many men from Blue Island responded immediately.

We see the excited crowds as the first news of war is heard; the men leave their business, drop their plows, and enlist. The women are working

feverishly on new uniforms and a beautiful flag which was presented to the men just before they marched away.

EPISODE THIRTEEN—*Incorporation of Blue Island.*

When the postoffice was established in 1838, the official name of "Worth" was given to this community, but the settlers always favored the name "Blue Island."

The citizens were desirous of having the village organized and recognized as such. They petitioned the State, asking that they might have the question submitted to the legal voters. This petition was dated July 5, 1872, and sworn to August 13, 1872.

On August 22, 1872, Judge Wallace gave notice of an election for voting on the village incorporation to be held at Gottlieb Klein's home on Saturday, September 7, 1872. Christian Krueger, Henry Bertrand and Hart Massey were appointed judges of the election.

It was a memorable event, as there were many arguments between opponents, but the result was overwhelmingly for it.

We see the great celebration that took place in Blue Island that night; there was much rejoicing as the multitude, led by a small band, paraded the streets jubilantly.

EPISODE FOURTEEN—*Spanish-American War.*

Again in 1898, America heard the cry of war. Under the command of Col. Theodore Roosevelt these brave men pressed forward with the slogan "Remember the Maine."

We see a bivouac scene; the soldiers are resting around a camp fire as a messenger brings the orders for an early morning attack.

EPISODE FIFTEEN—*The Automobile Era.*

About the time of the Spanish-American War high-wheeler bicycles and tandum bicycles made their appearance on the streets of Blue Island. And then, the "horseless carriage" is praised and ridiculed as it chugs along at the beginning of the twentieth century.

We see "young sports" as they try out the new two-wheeled contraptions; and listen to their jeers as the proud owner of the first automobile makes his appearance. And then the frightened horse nearly breaks away as the "gasoline buggy" bounces here and there.



*Blue Island Grade School Band
Pictured in front of Whittier School Building*

EPISODE SIXTEEN—*The World War.*

War! War! Bleeding humanity of the Old World seeks help from young, prosperous America. Illinois' boys respond. What devastation! What Horror! And finally what a victory!

EPISODE SEVENTEEN—*Peace.*

"If you break faith with us who died,
We shall not sleep,
Though poppies grow in Flanders Field."

EPISODE EIGHTEEN—*The Grand Finale.*

By land and sea, from all corners of the world, people come to Blue Island where patriotism changes all who enter into a great people—Americans.

This spectacle symbolizes the growth of America and will be climaxed by the "Wheel of Progress" showing the Spirit of Blue Island in its ever-forward movement. "May Forward be your watchword—Perfection your goal."

THE END.

Staged by Mr. and Mrs. Jack Geller
 Massed Choir under direction of... Mr. R. Pooler
 Music director Mr. J. Norman Beasley
 Piano accompaniments by Mrs. Irene Hegner Jerstrom
 Makeup room Mrs. George Joens, Jule Shipman

Cast of Characters "Wings of Time"

Miss Blue Island, Queen of Pageant Irene Kott
 Miss Columbia Louise Rauch

PRINCESSES

Jewel Andersen	Margie Cure	Eleanor Weisenberger	Edna Weinberger
Gertrude Dornhecker	Alice Christensen	Vivian Jepeway	Margaret Hilt
Beulah Mailhoit	Laverne Kuiken	Alice Stettmisch	Lillian Troemel
Evelyn Costello			

FLOWER GIRLS

Pat Wright	Genevive Hunstock	Jewel Pahlke
Marlis Van Overtstraeten	Jean Brondell	Margaret Teutsch
	Ann Jerstrom	Marion Volp

PAGES

Lois Schultz	Mary Kathlyn Morin	Jean Nash	Lamar Landgraf
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GUARDS TO THE QUEEN

Leona Wilson	Ruth Schuldt	Clara Gustafson	Jean Pahlke
Waneta Bock	Virginia Sisco	Jane Seyfarth	Agnes Haack
Marjorie Mager	Santena Piretti	Betty Bauch	Magdalon Kissel

STATES

Mrs. Helen Holt	Mrs. Irene Ewing	Mrs. Sylvia Weaver	Mrs. Agnes Heckler
Mrs. Florence Lee	Mrs. Georgetta Nash	Mrs. Etta Juby	Mrs. Carl Caul
Mrs. Anna Mueller	Mrs. Mary Marchessault	Mrs. Frances Dost	Mrs. Anita Hupe
Mrs. Manilla Hanson	Mrs. Wm. Weir	Mrs. Gretchen Stolz	Miss Dorothy Jauchzer
Mrs. Marie Kovalsky	Mrs. Irene Rauch	Mrs. Elsie Garrard	Mrs. M. J. Hewitt
Mrs. Grace Sigtenhorst	Mrs. Arthur Hunstock	Mrs. Ruth Richards	Miss Marie Nichall
Miss Stella Groskopf	Mrs. Leonard Holt	Miss Bernice Trost	Mrs. Marie Eberhart
Miss Margaret Groskopf	Mrs. Nellie Marten	Mrs. J. J. Ferne	Mrs. Fred Nichols
Mrs. Nell Ballard	Mrs. Leslie Damm	Miss Pearl Buchmeier	Mrs. Minnie Groskopf
Mrs. Ida Renfro	Mrs. Mattie Beasley	Mrs. Bertha Anderson	Elizabeth Manas
Miss Lucille Owen	Mrs. Elizabeth Rogers	Mrs. Josephine Sopko	Phoebe Schwartz
Mrs. Lenna Owen	Mrs. Margaret Frack	Mrs. Lena Lietzau	Maybelle Wordleman

INDIAN BRAVES

George Holdefer	Jos. Kovak, Chief	Don Hanify	Vernon May
Joe Zarhara	Jno. Jensen, Chief	Bob Miller	Lloyd King
Lloyd Johnson, Chief	Edwin VanLeire	Don Valfre	Carl Gebert
Charles Travis	M. J. Mangold	E. Gustafson	Richard Garvin
Warren Schulte	Russell Lundin	Jim Brienzo	M. Drigoe
Charles Peloquin	Rocco Martino	Vincent Massona	Pat Delvaccio
Alfred Muller	Mike Disabata	Jerry Prince	Jim Mazonne
Albert Ebeling	Anthony Lepore	Henry DiBiase	Richard Garcia

INDIAN SQUAWS

Mrs. Jos. Kovack	Mrs. Al. Mercier	Mrs. Chas. Punt	Mrs. F. Koehler
Mrs. Jno. Jensen	Evelyn Dahl	Jeanette Barr	Mrs. W. Hopf
Mrs. G. Dornhecker	Mrs. Helen Barr	Julia Wolshon	Violet Janko
Marion Holmes	Mrs. Elizabeth Venske	Minnie Mueller	Susanne Brouette
Lois Frentz	Mrs. D. E. Valfre	Mary McMahon	Mrs. Christine Koehler
Anna Weisman	Mrs. R. Fredette	Helen Luscombe	Alice Vinske
Elizabeth Wenzlaff	Mrs. Emily Warren	Pauline Levie	

INDIAN BOYS

Tony Albino	Jas. Mascola	Billy Weaver	Leslie Randall
Mike LaMorte	Jno. Kott	Geo. Luscombe	Richard Garcia

INDIAN GIRLS

Teresa Cistaro	Dorothy Cistaro	Margaret Bruno	Lois Mercier
Violet Janko			

MARQUETTE GROUP

Marquette Trapper	Edw. P. Dougherty
Father Marquette	Charles Odenthal
Louis Joliet	Edward Brethauer
SCOUTS—	
H. Robertson	A. Nagel
A. Lohse	W. Wenzlaff
	J. Lyons
	E. Sossong

REXFORDS AND COURTNEYS

Courtney	Emil C. Schoebes
Mrs. Courtney	Mrs. Flora Gretencort
Courtney's Daughter	Patricia Stothard
Rexford	Emil Blatt
Mrs. Rexford	Mrs. Emil Blatt
Fay Rexford	Marshall South

PIONEERS

Dr. & Mrs. Elmer Spencer	A. W. Baer	Chas. Extrom	Emery Kott
Mr. & Mrs. Wm. Shipman	Arthur Swanson	Lauretta Schreiber	Francis Jankowski
Mr. & Mrs. Henry Shipman	T. Bridge	Ann Baer	Alice Rettker
Mr. & Mrs. George Willer	Mildred Hilt	Alice Volp	Loutiscia Shannon
Mr. & Mrs. R. Zahniser	Lois Brockman	Chas. Punt	Elaine Gerdes
Mr. & Mrs. A. Banderob	Marion Fischer	Helen Boeber	R. Freedette
Mr. & Mrs. J. Drahn	Mettie Marsh	Wm. Nelson	
J. Marshall	Irma Punt	Frank Kasten, Jr.	Maybelle Young
Mr. & Mrs. E. Brethauer	Doris Bochman	Gertrude McAllister	Elizabeth Ann Minard
Mr. & Mrs. Gus Schoeneck	Irma Jenkinson	Lillian Sundquist	Thelma Schrieber
Herman Schultz	Irene Anderson	Arthur Ricchio	Ruth Firnhaber
Thos. Maybaum	Ruth Spencer	William Fredette	Wm. Fredette
Paul Baer	Mrs. A. C. Extrom	Marilyn Elbers	Mildred Lou Holman
Norma Jean Schoeneck	Raymond Bender	Ralph Kott	Arthur Ricchio
G. Thomas Schoeneck	Donald Allan	Ralph Kott	

CIVIL WAR LADIES

Mrs. Martha Blatt	Mrs. Bess Minard	Lillian Oetjen	Mrs. F. Winterfeldt
Mrs. Alvina Bauer	Mrs. R. Heitman	Mrs. John Petersen	Lydia Boldt
Mrs. Cora Fraser	Loraine Lohse	Mrs. Cora Fraser	Mrs. M. Mangold
Mrs. Harriet Borman	Mrs. Martin Lohse	Augusta Schultz	Mrs. Walter Evans
Mrs. Helen Runkle	Mrs. Wm. Bauch	Mrs. Marie Hallinan	Mrs. Helen Fischer
Mrs. Anna Moore	Mrs. Gretchen Stolz	Mrs. Barbara Lohse	

CIVIL WAR MEN

Vernon Umgelder	Walter Lindgren	Art Helwig, Captain	Andrew Sareny
Norman Schuldt	Grant Forrester	Henry Carlson	Monroe Kuchta
Bill Witt	Harry Davis	Earl Ludwig	Clarence Duey
Norman Lindstrom	Paul Rohe, Jr.	Paul Klenk, Jr.	J. C. Burke
Roy Anderson	James Davis	Steve Sareny	Paul Le Count
Irvin Hunke	John Fritz	Henry Runge	Stanley De Forte

SPANISH AMERICAN

Clyde Frack	Frank Jankowski	Chas. Wernicke	John Street
Walter Edmondson, Com- mander	Kenneth Matieson	A. J. Myers, Vice Com- mander	Ed. Gorsuch
	P. H. Jensen		N. Luscombe

EARLY WEDDING — VIRGINIA REEL

Bride and Groom.....			Mr. and Mrs. Clarence Boldt
Preacher			Ward Hageman
Mr. & Mrs. F. J. Winterfeldt	Mrs. Mary Hallinan	Mr. & Mrs. C. M. Lohse	Mr. & Mrs. Wm. Bauch
Mr. & Mrs. Martin Lohse	Mrs. Lois Heide	Mr. & Mrs. Walter Rang	Mrs. M. Mangold
Lorraine Lohse	Mrs. Koehler	Mr. & Mrs. Elmer Bauch	Mr. & Mrs. John Tichan
Mr. & Mrs. John Petersen	Mrs. Anna Moore	Mrs. E. Kunze	Richard Mangold
Mr. & Mrs. Carl Fischer	Mrs. A. Minard	John Wolff	Mrs. Geo. Oetjen
Mrs. Wm. Schultz	Alvina Bauer	Mr. & Mrs. Walter Evans	Frank Daly, Jr.
Mrs. Gretchen Stolz	Hattie Borman	Mrs. R. Heitman	Walter Lischka
	Cora Fraser	Helen Runkle	

RAILROAD GANG

Harold Morin	Joseph Racine	Ed. Vail	Dick Harps
Phillip Racine	Dan Neary	Gus Vail	Louis Ouellette
Charles Racine	Frank Daly, Jr.	Geo. Krizik	Edward T. Watrobka
Rudy Racine	John Leja	Geo. Krizik, Jr.	Tony J. Watrobka, Jr.

EARLY AUTOS

Mr. and Mrs. F. J. Koehler	Robert Clemmons	Mr. & Mrs. Raniser	(Tandems)
Lewis M. Stuebe	Happy Ellis	Mrs. A. B. Vell	Chas. Lysholm & Anna
George Oetjen	Mary Premo	Mrs. Christiansen	Mae Costello
Mrs. Don Boughner	Mrs. Bertha Clemmons	Gerhard Dornhecker	Marjorie Costello & Bud
Mr. & Mrs. A. Engelland	Marjorie Nagel	Mary Raczkyowski	Sonnenschein
Mr. & Mrs. I. Carpenter	Darlene Sheets	Sonny Sonnenschein	(Tandem Small)
Mr. & Mrs. Henry Duff	Miss Carrie Knickerbocker	(High Bike)	Jeanette & Wilfred Stump
Dr. & Mrs. F. W. Tracy	Mary Rachey	Norman Premo	

LIEDERKRANZ BEER GARDEN SCENE

H. Kornemann, Director	Wm. Janssen	Mrs. Ben Hogan	Miss A. Bonagura
Kurt Reichel, President	Karl Zipfel	Mrs. Alex Hennig	Miss S. Hogan
Frank Mehlan, Treasurer	Geo. Borchardt	Mrs. H. Kornemann	Miss E. Konsoer
Ernst Borchardt	Harold Steinhardt	Mrs. C. Zipfel	Miss D. Konsoer
Alex Hennig	Edward Sieben	Mrs. P. Pauling	Miss M. Benzing
Wm. Uhlich	Albert Klein	Mrs. John Haase	Miss M. Piersma
Otto Benzing	Henry Gerberding	Mrs. R. Scratch	Miss Martha Piersma
Paul Hildebrand	Ernst Mais	Mrs. A. Barnes	Miss C. Piersma
John Haase	Jos. Froschhauer	Mrs. K. Reichel	
Karl Sterzel	Mrs. Jacob DeGroot	Mrs. W. Florian	

P R E L U D E

BLUE ISLAND DRUM AND BUGLE CORPS

Walter Witte	Jack Niele	Tony Bloch	Henry Ricks
Art Werner	Ben Edjynt	Clarence Cobb	Wilfred Tebo
Art Stuebe	W. Juby	Felix Felizak	Art Kreinbrink
John Stuebe	Clarence Darfler	George Babbitt	Pasquale Granolla
Lloyd Davidson	Joe Keller	Carl Selten	Leonard Novak
John Bella	Louie Weissner	W. Wordelman	Charles Straka
John Stiver	Ed. Rollette	A. Hollister	Albert Depew
Harry Eisler	F. Wiessner	Tony Bastic	George Inman
Paul Karschner	Conrad Roesner		

BALLET

CORN

Marcella Brown	Dorothy Frobish	Ada Kososki	Kathlyne Brady
Eleanor Kuruzar	Louella Schoebes	Marion Luscombe	Margaret Murnane
Margie Sullivan	Betty Poehlsen	Laura Arb	Billie Williams

WHEAT

Eleanor Albino	Thyra Groskopf	Rose Sofiak	Ethel Sidenstick
Ruth Real	Ruth Sidler	Lois Williams	Rose Tucker
Esther Brouette	Gloria Kich	Hazel Slater	Edna Mae Pahlke

RAIN

Vera Williams	Mildred Stumpf	Daisy Gerstenkorn	Betty James
Genevieve Wibbelsman	Harriet Boyd	Jean Alexander	Fay DuBach
Betty Hilt	Josephine Brienzo	Alvira Besgen	Betty Brockman
Anna Christianson	Betty Brockman	Marie Ballard	Anna Christiansen
Alvira Besgen			

SUN AND SUNBEAMS

Sun			Margie Roach
Caroline Griff	Mayburn Smith	Geraldine Schwartz	Helen Roach

RAINBOW

June Delick	Dolores Tate	Ellen Murnane	Mary Perelli
Irene Hillmer	Lois Frundle	Kathryn James	Erna Hillger
Dolores Hambel	Eleanor Daniels	LaVergne Volp	Anna Fritz
Harriet Nelson	Marion Hultgren	Dorothy Moore	

CHAPERONES

Mrs. Henry Kott	Mrs. Bert Frobish	Mrs. Arthur Holdefer	Mrs. Geo. Joens
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JACKIES

Mayburn Smith	Margie Roach	Phyllis Fletcher	Ruth Real
Caroline Griff	Helen Roach	Vivian Vandenburg	Dorothy Johnson
Geraldine Schwartz	Dorothy Vandenburg	Jane Lange	Lucille Willis
Dorothy Olson	Betty Pahlke	Jean Kent	Glendora Jepeway
Melba Herrick	Lavergne Kuiken	Juanita Alexander	Louella Schoebes
Margie Sullivan	Dorothy Seyfarth	Phyllis Antilla	Ruth Alice Sherry
Patricia Connor	Mildred McLaughlin	Gloria Kich	Margaret Murnane
Marion Luscombe	Betty Seyfarth	Rose Sofiak	Ruth Nash

JUDGES OF FIRST VILLAGE ELECTION

"Christian Krueger"	Peter W. Heintz
"H. Bertrand"	A. M. Weaver
"Hart Massey"	Henry Groskopf

EARLY SCHOOL
SCHOOL GIRLS AND BOYS

Teacher			Walter J. Meyer
Margaret Wilson	Carol Vandenberg	Jackie Alexander	Irene Winterfeldt
Kathleen Juby	Frances Elmore	Anna Dubec	Patricia Benson
Noella Miller	Mildred Hohman	Marilyn Elbers	
Donald Wright	Albert Extrom	Johnny Smith	Marvin Mangold
James Wilson	Arnold & Archer Mueller	Clinton Carty	Donald Juby
Thomas Wilson	Bernard Zimny	Robert Benson	Walter Ewaniak

WORLD WAR VETERANS

Albert Daebel	Walter Gaboriault	Claude F. Colebourn	Clarence Cain, Ambulance
Robert Danielson	Bill Clemmons	Arthur Olson	Driver
Fred J. Meyer	Chester Ballard	Victor Suk	Alden Ridenour, Stretcher
R. Britton	Ernest Evanson	Calvin Danielson	Emil Poehlsion, Taps
Richard Dick	Robert Rohe	Elmer Witt	Wendall Ganzer, Taps.
Jack Davison	Sey Rohe	J. J. Weissman	Echo
Wm. Florian			

PEACE

Angel of Peace.....	Marguerite Duringer
Red Cross Nurse.....	Darlene Sheets
Marine	Walter Witte
Sailor	Al Mercier
Wounded Soldier	Harold Zacher

FLAG GIRLS

Fritz, Anna	Lane, Carol	Baumbach, Frances	Kich, Betty
Daniels, Eleanor	White, Anna	Gerberding, Pearl	Miller, Noella
Hultgren, Marion	Dieska, Pauline	Amato, Charlotte	Ettema, Geraldine
Murname, Ellen	Heidinger, Charmaine	Jones, Dorothy	Gusa, Helen
Bochman, Anita	Hilt, Betty	Stothard, Marjory	Mosel, Lorraine
Anderson, Shirley	Brienzo, Josephine	Kovalesky, Celia	McMahon, Alice
Groskopf, Mary	Brown, Marcella	Gentile, Norma	Smith, Rosemary
Dougherty, Elizabeth	Kososci, Ada	Wibbelsman, Marie	Joens, Mildred
Vandenberg, Margaret	Williams, Billie	Clavio, Lena	Moran, Gloria
Minard, Elizabeth Ann	Sidler, Ruth	Rabka, Lorraine	Weir, Betty
Ernst, Kathleen	Sidenstick, Ethel	Presnak, Margaret	Elmore, Frances
Ernst, Bernice	Kott, Mrs. Henry	Ultsch, Mariane	Allan, Caryl
Call, Wilma	Delick, June	Tyler, Carol	Presnak, Theresa
Tuinenga, Ann	Hambel, Dolores	Miller, Jack	Ermshler, Wilmeta
Lee, Elaine	Christiansen, Anna	Simon, Virginia	Fleisher, Shirley
Ouellette, Lorraine	James, Kathryn	Johnson, Gene	Stothard, Mildred
Heckler, Winifred	Volp, LaVergne	Mercier, Victoria	Peterson, Mrs. T.
Kauffman, Anna Mae	Moore, Dorothy	Davidson, Anna May	Alderson, Mrs.
Sullivan, Ann	Schwartz, Sylvia	Smith, Mayburn	Grubbs, Mrs.
Mindeman, Marcella	Pronger, Carol	Kuruzar, Eleanor	Ruff, Winifred
Gaertner, Marion	Mueller, Mary	Arb, Laura	Edwards, Mrs. E. H.
Rauch, Lucille	Walker, June	Albino, Eleanor	Darfler, Mrs. C. H.
Mattson, Hazel	Marshalek, Josephine	William, Lois	Farren, Mrs. Chas.
Bickley, Roberta	Frobish, Jane	Tucker, Rose	Williams, Vera
Ewaniak, Jennie	Frobish, Betty	Hillmer, Irene	Wibbelsman, Genevieve
Schwartz, Lillian	Taydus, Dorothy	Frobish, Mrs. Bert	Boyd, Harriet
Sigtenhorst, Ruth	Overstraeten, Jean	Nelson, Harriet	Stump, Mildred
Richards, Marilyn	Wilson, Margaret	Perelli, Mary	Gerstenkorn, Daisy
Parker, Marjorie	Weiland, Edna	Frundle, Lois	Alexander, Jean
Kordewick, Edith	Juby, Kathleen	Hillger, Erna	James, Betty
Van Overstraeten, June	Pellegrino, Mary	Brockman, Betty	DuBach, Fay
Schultz, Ruth	Huffman, Estella	Mear, Shirley	Schwartz, Geraldine
Simon, Evelyn	Bock, Betty Jean	Mercier, Irene	Frobish, Dorothy
Kott, Lois	Moran, Vivian	Teason, Marion	Brady, Kathlynnne
Kott, Clara	Brunner, Lois	Rang, Virginia	Groskopf, Thyra
Pekin, Mary Loy	Schade, Anna	Steinhart, L.	Slater, Hazel
Dertz, Dorothy	Kennelly, Doris	Sopko, Dorothy	Unruh, Mrs. Walter
Sisco, Clara	Lange, June	Runge, Bernice	Joens, Mrs. Geo.
Scheidel, Margaret	Bohne, Mary Jane	Sisco, Angeline	Ballard, Marie
Hazel, Virginia Lee	Simon, Rosella	Daebel, Grace	Tate, Dolores
Landgraf, Jackie	Vandenberg, Caryl	Anderson, Marion	Berger, Alvera
Rice, Mary Jane	Schultz, Garnet	Weiland, Ilen	Pellegrino, Louise
Boeber, Marilyn	Fitzgerald, Murial	Hendricks, Caroline	Anderson, Barbara
Jebson, LaVila	Cione, Jennie	Mattson, Shirley	Lange, Charlotte
Strauss, Lorraine	Steinhart, Georgette	Mrs. Anderson	Lietzau, LaVergne
Buchwalter, Gladys	Cistaro, Caroline	Rauch, Joyce	Hopf, Florence
Quackenbush, Helen	Dougherty, Patricia	Ouellette, Noella	

Centennial Parade Views

*Mayor and Grand Marshal**Railroad Men's Division**The Queen and her Court in Centennial Parade**Doll Buggy Group**Industrial Group*

BRIEF BIOGRAPHICAL SKETCHES

(Continued from Page 119)

The material for the following biological sketches was received too late for classification with those beginning on page 98.

FREDERICK HENKE, a native of Hanover, Germany, came to America in 1846, settling first at Cooper's Grove, where he purchased about eight hundred acres of land, at the Government price of \$1.25 per acre. His wife, whom he married shortly after locating here, was Miss Elizabeth Magnus, also a native of Hanover. In 1854, Mr. Henke sold his farm at Cooper's Grove and purchased another in Worth Township, at what is now known as Wireton. His death occurred at Blue Island, June 19, 1887, at the age of seventy-two years. Mr. and Mrs. Henke early became identified with the German Methodist church of Blue Island and when that society in 1891 erected the present edifice on Vermont street, now known as Central M. E. church, Mrs. Henke was one of the largest contributors to the building fund. A memorial window attests her generosity. Mrs. Henke passed away January 2, 1894, aged nearly seventy-three years. Her father, Edward Magnus, was a cabinet maker by trade, and successfully followed that business at Blue Island until his death in 1871. William D. Henke, now a resident of Blue Island, is the only survivor of the six sons who constituted the family of Mr. and Mrs. Frederick Henke. William D. learned the carpenter's trade in his youth, but later was interested in various lines of business activity in this city. He was one of the first aldermen elected when Blue Island adopted city form of government, and also held office on several occasions in Worth Township.

DANIEL KLEIN, a son of Frederick Klein married Theresa Englehardt and acquired the property at 13319 Western avenue in 1871 from a man named Daemicke. The Klein's were parents of 7 children, Mary, Minnie and Josephine (twins), John F., William, Edward and Henry (twins). All the children died in infancy, except John F. Daniel Klein died in 1878 and Mrs. Klein was re-married in 1879 to John Busch. Mr. Busch died in 1900 and Mrs. Busch died in 1927. Two children were born to the Busch's but both died when small. John F. Klein, the only one of the children to survive, married Mary L. Gurrad in 1893 and in 1897 took over the saloon business at the address above (then known as Busch's). He conducted a horse and cattle buying business, along with the saloon and livery stable and during the days of the "market" Klein's place was always the center of activity. John F. died in 1931 and is sur-

vived by his widow and two children, Wilbert and Helen. Two other children preceded their father in death, Theresa who died while a baby and Marguerite, at the age of 18 years.

ALONZO NORMAN TOWNSEND was born December 7, 1846, in Barnard, Windsor county, Vermont. He was one of a family of nine children of Norman and Mary E. (Huntun) Townsend, who located in Blue Island in 1879. The father of this family died November 23, 1890, and the mother passed away April 14, 1887. "Lon" Townsend, as he was familiarly known to his fellow Blue Island citizens, was a veteran of the Civil War and participated in several important engagements in that conflict. He was present at the surrender of General Lee at Appamattox, but soon after was taken ill and was discharged while in the hospital at City Point, Va., in July, 1865. On September 22, 1868, Mr. Townsend was united in marriage with Miss Elvira E. Bassett of Bridgewater, Vt. In 1876 they came to Cook county and located on a farm in Worth Township where Mr. Townsend engaged in farming until 1890, when he moved into the fine residence he had built on Burr Oak avenue. For a while he engaged in teaming and contracting, and later in real estate and insurance. He had served many years as Justice of the Peace in Worth Township, a position he held at the time of his death, May 30, 1926.

ERNST UHLICH, a native of Saxony, Germany. (son of Carl and Sophia Uhlich), located in Blue Island in 1849. He was a carpenter by trade but followed that occupation only a short time, soon engaging in the buying and selling of real estate. In 1856 he was united in marriage with Sophia Krueger, (daughter of Mr. and Mrs. Christian Krueger, Sr.). The family lived for a short time at the southeast corner of Western avenue and Vermont street, during which time Mr. Uhlich erected the palatial home on Gregory street, now owned by and part of St. Francis hospital.

The children of this union were: Clara, who married Rudolph Brand; Eleanor married Arthur W. Stockmar; Natalie married Paul Kropf; Emily married Dr. Edward Doepp; Sophia married Louis G. Koch; Helen married John Harker; Rudolph married Mary Smith; and the eldest son, Ernst, who is still single.

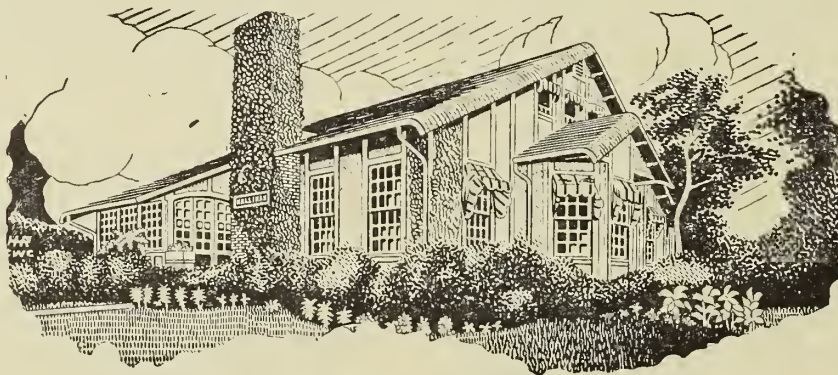
During his later years Mr. Uhlich had extensive property interests in Chicago. He was born October 16, 1830, and died October 24, 1901. Mrs. Uhlich was born in 1833 and died June 24, 1902.

August S. Uhlich, a brother of Ernst Uhlich, lived in Blue Island a number of years.

Two of Blue Island's Modern Funeral Homes



Krueger's, Greenwood Avenue at Vermont Street



Hallinan's, Vermont Street at Maple Avenue

NECROLOGY

The following list of deaths has been compiled from various sources of information. Although not complete an effort was made to include all citizens whose death, owing to length of their residence in Blue Island, business connections or for any other reason, should be recorded here. With but few exceptions only deaths which have occurred since 1900 are listed. This is largely due to the fact that in the earlier years no official register of deaths was kept by the Village; also, the only files of the local newspapers, the Sun and the Standard, prior to 1918, were destroyed in a fire. The figures enclosed in parenthesis indicate the age of the individual and the date at end of line, the date of death. None under 21 years listed.

A

- Abbe, Mrs. Christian, (59), December 8, 1924.
 Abson, James, (68), merchant, died at Munster, Ind., hospital, October 25, 1931.
 Adams, Charles (57), former alderman 5th ward, died at his farm near Hayward, Wis., November 15, 1924.
 Airey, Robert H., (76), police officer. March 24, 1933.
 Airey, Mrs. Susan, (73), (Robert), February 11, 1927.
 Albright, G. S., (52), September 17, 1935.
 Alsip, Horace G., (72), November 22, 1933.
 Alexander, Alfred, dry goods merchant, November 27, 1927.
 Alexander, Mrs. Lillie (56), (Alfred), February 13, 1923.
 Alexander, Marshall (99), railroad contractor and one of first roadmasters Rock Island railroad. Died in Los Angeles, January 6, 1923.
 Allen, Mrs. Emma B., (51), June 27, 1923.
 Amelung, Henry, (74), teacher, December 17, 1930.
 Amelung, Mrs. Henry, (51), July 29, 1927.
 Anderson, Arvid, (66), June 8, 1927.
 Anderson, Carl, (66), July 16, 1935.
 Anderson, Charles B., (69), May 8, 1931.
 Anderson, Mrs. Christine, July 17, 1922.
 Anderson, Gustave, (55), October 21, 1923.
 Anderson, John P., (70), September 5, 1930.
 Andres, Mrs. Alvina Zacharias, (Adam), January 30, 1920.
 Arens, Walter W., (38), September 28, 1934.
 Aschbrenner, Mrs. Caroline (86), February 4, 1922.
 Aschbrenner, Pauline (54), December 3, 1921.
 Aschen, Gustave, alderman fifth ward, March 13, 1907.
 Atkinson, Robert Jr., (25), by drowning, July 12, 1934.
 Atwood, Harry F., attorney, lecturer, December 13, 1930.
 Aulwurm, Mrs. Henry, (88), May 3, 1933.
 Aulwurm, Mrs. Henry C., (55), September 17, 1928.
- B**
- Bahnke, Charles A., (46), September 23, 1930.
 Bailey, Thomas, (51), August 23, 1914.
 Baker, Mrs. Electa Ann, (92), March 24, 1935.
 Ballard, Joseph, (34), auto accident, August 19, 1933.
 Balling, Frank V., (71), pioneer lumberman, September 19, 1931.
 Bandrob, Mrs. Doris, (79), May 25, 1930.
 Barlow, Mrs. Grace, (68), (Ray), August 1, 1925.
 Barthelman, Mrs. Mary Angeline, (84), September 20, 1928.
 Bartsch, August, (59), December 10, 1925.
 Batty, Mrs. Amelia, (John), April 26, 1928.
 Bauch, Mrs. Selma, (76), May 10, 1928.
 Bauer, Carl, (75), April 5, 1930.
 Bauer, Clarence ("Happy"), (32), World War veteran, May 9, 1925.
 Bauer, Mrs. Elizabeth, (94), pioneer resident, March 27, 1928.
 Bauer, Henry, (69), pioneer German settler, February 24, 1919.
 Baumann, Bernhard, 1903.
 Baumann, Mrs. Frieda, (74), May 9, 1932.
 Baumbach, Otto, October, 1917.
 Baumbach, William; merchant-tailor, January, 1911.
 Bausor, James W., (64), December 21, 1927.
 Beauteau, Honore, (61), February 19, 1933.
 Becker, August C., (65), May 8, 1931.
 Becker, Mrs. Crescentia, (89), pioneer, June 16, 1933.
 Becker, Thomas, Sr., early settler, October 4, 1913.
 Becker, Tobias Anton, (56), Calumet township supervisor, September 2, 1920.
 Beedy, Mrs. Anna. (91), at Bay City, Texas, July 14, 1930.
 Beer, Henry J., (75), veterinarian, May 9, 1920.
 Beer, John L., (53), veterinarian with U. S. government inspection at stockyards; November 28, 1932.
 Beier, Frank, (84), April 2, 1935.
 Benck, Mrs. Elizabeth, (85), July 12, 1934.
 Benck, Fred L., (68), April 24, 1920.
 Bender, David G., (64), many years plumbing inspector for the city, March 26, 1931.
 Benger, Charles, (70), November 29, 1933.
 Bennett, Mrs. Caroline, (74), (Thomas), April 26, 1914.
 Bennett, Mrs. Jane M., (53), (Allan C.), May 6, 1927.
 Bennett, Mrs. Mel Senia, (63), September 21, 1923.
 Bennett, Mrs. Ruth, (34), (Percival), June 3, 1935.
 Berger, Joseph, (76), baker, July 21, 1935.
 Berggren, Mrs. Elizabeth, (84), September 16, 1935.
 Berggren, Claus August, (76), June 12, 1931.
 Berggren, Claus A., (76), June 12, 1931.
 Bertrand, Henry, 1906.
 Bertrand, Mrs. Katherine, (66), December 21, 1913.
 Besgen, Mrs. Barbara, (62), May 14, 1924.
 Besgen, Charles, (80), born in log cabin at Broadway and Western, the son of pioneer settlers, Peter and Ann Sybella Besgen, died September 22, 1924.
 Bettenhausen, Mrs. Adam, (73), February 19, 1924.
 Bettenhausen, Christian, (71), June 1, 1923.
 Bettenhausen, Mrs. Sophia, (70), (Julius), March 3, 1929.
 Biedenkopf, Mrs. Mina, (90), May 4, 1934.
 Bingham, George, December 9, 1928.
 Bitter, Mrs. Amelia, (64), (John), November 22, 1935.
 Bitter, Oscar, (33), August 17, 1925.
 Black, Prof. Wm. J., November 20, 1914.
 Black, William (68) August 19, 1893.
 Black, Mrs. William, March 7, 1936.
 Blackmore, Mrs. Mary Anna, (84), September 5, 1921.
 Blagborne, Augusta, (58), December 28, 1925.
 Blatt, Henry, (63), contracting decorator, May 30, 1921.
 Blatt, John, (61), decorators supplies, February 12, 1919.
 Blatt, Mrs. John, (60), October 28, 1918.
 Blatt, Mrs. Julia, (72), March 20, 1928.
 Blatt, Mrs. Mary, (64), (Henry), October 26, 1925.
 Blatt, William Carl, (63), April 12, 1931.
 Blouin, Leo, (62), August 15, 1931.
 Blouin, Mrs. Mary, (nee Fredette), (55), March 13, 1932.
 Bluemke, Charles, (63), April 3, 1928.

- Bendrob, Fred (41) October 16, 1918.
 Blume, Mrs. Anna, (49), August 16, 1934.
 Bochmann, Edward E., (85), June 17, 1928.
 Bochman, Henry, carpenter, November 12, 1930.
 Bochmann, Herman, (59), August 8, 1935.
 Boeber, Frederick, pioneer settler, (74), April 15, 1891.
 Boehl, Mrs. Elizabeth, (68), (Emil), March 9, 1922.
 Boendel, Mrs. Minnie, (80), (Herman) November 28, 1932.
 Boening, Henry, (36), October 18, 1928.
 Boening, Mrs. Mary, (86), March 18, 1925.
 Boening, William, (71), contractor, April 22, 1933.
 Boermel, Miss Louisa Margaret, (46), February 16, 1929.
 Bohne, Mrs. Caroline, (72), (Christian) October 14, 1934.
 Boissoneau, Mrs. Angeline, (77), February 6, 1933.
 Boissoneau, Mrs. Louis, (33), June 25, 1935.
 Boldt, John, (74), June 6, 1928.
 Boldt, Mrs. Margaret, (86), October 19, 1930.
 Boldt, Paul, (67), June 27, 1931.
 Boldt, William C., (61), July 4, 1924.
 Bolt, Jacob, (75), March 21, 1891.
 Bonnell, Mrs. Margaret, (nee Napier), June 11, 1931.
 Borman, George F., former city attorney, January 11, 1918.
 Bormet, Christ, (70), February 22, 1928.
 Bormet, Jacob H., (52), April 17, 1934.
 Bourke, Oliver W., (68), former village president, March 14, 1927.
 Bowman, John, August 5, 1926.
 Boyce, Carlton M., (72), died at Minneapolis, May 6, 1930.
 Boyer, George R., (91), Civil War veteran, September 3, 1930.
 Boyer, Mrs. George R., (68), March 12, 1920.
 Brayton, Mrs. Elizabeth, (Sweet), January 7, 1891.
 Brayton, William B., March 23, 1900.
 Breckenridge, Mrs. Sophia Addl, (63), (Theo.), February 18, 1920.
 Breckenridge, Theodore, (76), February 9, 1920.
 Breiting, George J., (67), January 16, 1934.
 Breiting, Henry, (59), February 3, 1929.
 Breiting, John G., (58), January 13, 1920.
 Breitung, Mrs. Ida, (67), November 3, 1935.
 Breitung, Sophia Bourman, (85), June 5, 1929.
 Bretzlaff, Ferdinand, (74), January 24, 1929.
 Breivogle, Sophie, (45), January 3, 1919.
 Bretzlaff, William, (85), January 1, 1929.
 Brewer, Fred L., (70), R. I. engineer, July 14, 1927.
 Briggs, Isabella, (85), January 9, 1929.
 Brincken, Fred C., (69), September 28, 1933.
 Britton, Herbert R., (37), August 30, 1920.
 Brocky, Mrs. Betty, (Ben), January, 1925.
 Bronson, Edmond B., prominent in business and fraternal affairs, former city alderman, April 5, 1929.
 Bronson, Mrs. Mabel Darfler, (39), (Edmond), April 20, 1935.
 Brouette, Mrs. Alfred, (64), February 13, 1928.
 Brown, John, (78), February 16, 1933.
 Brunhoff, Fred, (66), chemist, December 3, 1922.
 Brunner, Alfred W., (39), January 28, 1929.
 Brunner, Mrs. Mary, September 1, 1931.
 Buehring, Mrs. Dorothea, (71), July 12, 1922.
 Buengar, William H., (54), September 14, 1925.
 Bueter, Mrs. Louise, (90), pioneer resident, March 7, 1932.
 Buchholz, Charles John, (65), April 7, 1929.
 Burgan, George S., (60), Rock Island engineer, May 30, 1921.
 Burke, James, January 14, 1925.
 Burkhart, Mrs. Augusta, (nee Harris), wife of L. A. Burkhart, for many years health commissioner of Blue Island, July 4, 1935.
 Burmeister, Mrs. Blanche, (40), February 8, 1935.
 Burmeister, Mrs. Dorothy, (92), pioneer resident, May 11, 1934.
 Burmeister, Mrs. Fredericka, (84), June 9, 1923.
 Burmeister, Henry, (66), May 30, 1933.
 Burmeister, Mrs. Theresa, (54), (Henry), January 13, 1931.
 Burns, John A., (76), November 13, 1934.
 Burns, Mrs. Margaret, (nee Bock), June 24, 1935.
 Busch, Mrs. Teresa, (77), (John G.), June 4, 1927.
 Butler, Mrs. Margaret, (29), May 15, 1934.
 Butterfield, Mrs. Elizabeth, April 16, 1922.
 Butterfield, Robert W., (54), December 28, 1919.
 Byford, Mrs. Lucille, (Dr. Wm.), July 13, 1931.
- C**
- Cantwell, Robert J. railway conductor, October 14, 1918.
 Carlson, Mrs. Blanch M., (42), (Arthur), February 23, 1932.
 Carlson, Mrs. Henry F., (41), January 26, 1928.
 Carlson, John Peter, (80), April 21, 1922.
 Carlson, Mrs. Louise, (74), November 3, 1930.
 Carpenter Florence, (76), (Sylvester), January 12, 1928.
 Carroll, Mrs. Jennie M., (60), (Chas.), September 22, 1933.
 Chase, Rev. George, (68), local preacher, died at Lake Clark, Mrs. Hattie, (50), March 17, 1925.
 Claussen, Arthur W., (45), December 12, 1929.
 Clausen, Jason M., (57), July 10, 1928.
 Clausen, Mrs. Katherine, (79), December 2, 1928.
 Clausen, Mrs. Margaret, (John), November 20, 1914.
 Clausen, C. C., former resident, died at St. Cloud, Fla., March, 1917.
 Clausen, Henry, (75), carpenter contractor, June 28, 1927.
 Clausen, Henry G., (54), at Walnut, Ia., May 8, 1927.
 Clausen, Henry J., (57), December 1, 1927.
 Clemens, Julius, (80), January 8, 1920.
 Clemmons, William H., (69), October 20, 1924.
 Cline, Mrs. Anna, (67), May 3, 1929.
 Cline, Charles F., (68), railway conductor, April 14, 1928.
 Cole, Mrs. Carrie, (47), March 10, 1928.
 Colebourne, William J., (73), at Louisville, Ky., January 17, 1935.
 Collins, Mrs. Clara L., (91), October 19, 1928.
 Conant, Mensel Alvin, (78), auto accident, June 12, 1933.
 Conant, William A., (50), auto accident, June 10, 1933.
 Conklin, Mrs. Christine, (Henry), March 24, 1929.
 Consoer, William, (62), July 7, 1921.
 Cool, Mrs. Edward, (29), July 1, 1891.
 Geneva, Wis., July 2, 1920.
 Cool, Edwin, (70), April 1, 1922.
 Cool, Frank, March 21, 1922.
 Cool, Mrs. Grace King, (Nelson), April 16, 1930.
 Cool, Mary Forrest (Nelson A.) May 1, 1901.
 Cool, Nelson, (79), at Alberta, Canada, July 15, 1929.
 Corey, George F., "Shorty", (47), October 5, 1935.
 Courtemanche, Moses, (82), March 26, 1929.
 Crawford, William, ("Speedy") railway detective, killed while at work in Rock Island Ry. Yards, January 18, 1926.
 Crossland, Nicholas, (55), October 2, 1924.
 Crueger, Thomas, (67), March 1, 1927.
 Culp, James A., (56), Rock Island engineer, August 20, 1923.
 Cunningham, Joseph, (63), May 12, 1922.

Cure, Mrs. Anna, (54), September 16, 1935.
 Cure, Mrs. Caroline, (49), January 22, 1931.
 Cure, Mrs. Laura, (42), (Peter), February 17, 1935.
 Cure, Mrs. Mary, (81), February, 23, 1929.
 Cure, Mrs. Mary, (80), April 8, 1928.
 Curtice, Alexander E., (66), veteran railroad engineer, May 21, 1935.

D

Dagenais, Oliver, (63), June 28, 1931.
 Dahl, Mrs. Mathilda Matson, February 3, 1925.
 Dale, Mrs. Alice Anita, (73), April 17, 1926.
 Dale, Mrs. Cora, (71), August 30, 1933.
 Damm, Mrs. Mary G., (45), February 2, 1927.
 Damm, William, (82), April 6, 1929.
 Damm, Mrs. William, (65), August 23, 1921.
 Davidson, George E., (71), January 25, 1932.
 Davoust, Gabriel, (92), veteran of Franco-Prussian war, December 22, 1934.
 Day, Mrs. Amelia Gilson, (75), December 8, 1921.
 DeArmond, Frank, (77), Rock Island conductor, July 17, 1933.
 Dee, Edward W., (57), Rock Island conductor, May 9, 1922.
 Degenfelder, Andrew, (58), May 23, 1929.
 Degenfelder, Josephine (Sister M. Brunnois), at Washington, Mo., October 10, 1930.
 Dehnhardt, Justus Julius, (64), October 15, 1924.
 Delories, Mrs. Phoebe, (62), July 29, 1927.
 Denner, Mrs. Emma, (79), daughter of the pioneers William and Marie Sorgenfrei (nee Krueger), June 9, 1935.
 Derby, Charles Gifford, (73), January 6, 1935.
 Devine, William J., (30), April 28, 1905.
 Dickerman, Charles D., (59), February 24, 1919.
 Dickman, Mrs. Wilhelmina, (99), pioneer resident of Dolton, February 12, 1935.
 Diefenbach, F. G., many years a leading businessman. Postmaster 1890 to 1898, April 18, 1917.
 Diefenbach, John, brother of F. G. Diefenbach, July 12, 1921.
 Doehler, George, Civil War veteran, April 17, 1922.
 Doering, Mrs. Hazel, (William), May 30, 1923.
 Doermann, Rev. Henry G., (73), at St. Paul, former pastor First Lutheran Church of Blue Island, February 10, 1933.
 Dohrman, William, (76), January 26, 1929.
 Dohrman, William H., (58), merchant, May 7, 1934.
 Doolittle, Mrs. Charlotte, (68), (William), November 5, 1931.
 Dorjahn, Rev. Joachim Henry, (75), January 22, 1933.
 Dormann, Christian Henry, (74), December 28, 1924.
 Dormann, Mrs. Dorothea, (85), November 3, 1921.
 Dorman, Fred, (61), May 28, 1927.
 Dornhecker, Mrs. Eva, (72), (George), September 18, 1923.
 Dornhecker, Mrs. Frances, (48), (John) December 8, 1921.
 Dornhecker, Mrs. Mary, (69), (John), January 11, 1931.
 Dorow, Frederick W., (81), August 6, 1931.
 Dougherty, William E., (75), July 10, 1930.
 Downey, Mrs. Catherine, (67), (William), October 9, 1935.
 Downey, Harold, (55), railroad engineer, August 29, 1933.
 Downey, Peter A., (82), old time resident, December 5, 1930.
 Downey, Thomas F., (82), saloonkeeper of the early days, June 7, 1934.
 Downey, William, ("Pete"), (61), November 25, 1925.
 Draeger, John L., (49), August 13, 1934.
 Dreischerf, Mrs. Herman, (58), December 5, 1924.

Dreischerf, Louis, (73), March 30, 1931.
 Dreyer, Mrs. Mary Stein, (Alvis), December 27, 1925.
 Driese, Albert, (56), painter, May 15, 1934.
 Duller, Mrs. Sylvia D., (79), (Alfred), December 27, 1924.
 Dunning, Derbin S., (56), Rock Island railway conductor, September 8, 1921.
 Danielson, Adolph, (66), one of first aldermen 5th ward, October 16, 1928.
 Day, Mrs. Susan, (71), August 26, 1928.
 Durringer, Conrad, (68), March 3, 1928.
 Douglas, A. W., September 18, 1934.
 Durham, Mrs. Edith E., (35), August 26, 1930.
 Dyson, James, (72), April 9, 1931.

E

Eames, Mrs. Mary, (73), (Joseph P.), daughter of the pioneers, Mr. and Mrs. Stephen Rexford, died at Los Angeles, Cal., August 6, 1935.
 Eames, Melville C., October, 1917.
 Eames, Rev. Joseph, May 14, 1891.
 Eames, Joseph P., (67), attorney, October 10, 1930.
 Earner, Mrs. Bridget, Gibbons, (Thomas), July 1, 1927.
 Earner, Mark Edward, (24), April 30, 1922.
 Earner, Thomas, (72), switchman, April 25, 1929.
 Ebeling, Mrs. Stella, (22), auto accident, October 22, 1935.
 Ebert, Emil A., (30), April 5, 1928.
 Ebert, Mrs. Katie, (69), November 9, 1927.
 Eckdahl, Frank G., (78), May 6, 1934.
 Ecklund, John, (76), May 7, 1928.
 Edgerly, Jason H., (94), Civil War veteran, June 11, 1933.
 Edgerly, Mrs. Lucy (Jason), August 28, 1925.
 Edwards, Samuel, (69), coal dealer, June 28, 1935.
 Ehrhardt, Anthony, Rock Island railway engineer, killed in accident at Rock Island, September 1, 1930.
 Eichhoff, Mrs. Emma (Edward), April 1, 1920.
 Eidam, Carl Ferdinand, (92), pioneer German settler, shoe merchant, June 4, 1923.
 Eidam, Charles H., supervisor Worth township, president park board, June 22, 1927.
 Einhorn, Mrs. Minnie (Michael), September 13, 1925.
 Einhorn, Peter, (74), May 23, 1924.
 Eisendrath, Mrs. Regina, (89), October 6, 1931.
 Ellerman, Mrs. Fred (nee Stark), (69), February 26, 1926.
 Emerson, Charles W., (62), railway conductor, February 4, 1922.
 Engelland, Mrs. Anna, (73), May 22, 1933.
 Engelland, Arthur C., (40), October 13, 1935.
 Engelland, Carsten (72), March 22, 1928.
 Engelland, George Sr., (83), early resident, January 17, 1926.
 Engelhardt, Mrs. Augusta, (nee Huhnstock), (60), November 8, 1935.
 Engelhardt, Mrs. Carl, (45), February 23, 1931.
 Engelhardt, John, proprietor, Union House, (68), October 9, 1891.
 Engelhardt, John W., (54), February 5, 1935.
 Engelhart, Mrs. Minnie, (64), (August), July 9, 1922.
 Engelland Peter, (65), August 15, 1924.
 Engelland, Peter (77) November 25, 1902.
 Erickson, Mrs. Eva Julia, (66), September 11, 1931.
 Erickson, Mrs. Sophia, (58), April 25, 1928.
 Ernst, Mrs. Anna, (33), (Edward), November 2, 1925.
 Ernst Edward A., (39), January 16, 1929.
 Errett, Albert W., (40), in California, May, 1924.
 Esche, Mrs. Caroline, November 14, 1914.
 Esche, Emil, (45), October 31, 1923.
 Esche, Hugo, December 29, 1922.
 Esche, Mrs. Margaret, (45), (Emil), February 11, 1932.
 Evans, Thomas, December 24, 1913.

F

- Fadke, Elizabeth, (58), December 11, 1928.
 Fairbanks Mrs. Matilda, (88), April 20, 1920.
 Fairnon, Elverton, (72), May 1, 1918.
 Farren, Elizabeth Ann, (64), (Chas.), March 14, 1920.
 Fay, Lawrence, (76), October 27, 1931.
 Fay, Mrs. Frances, (71), November 5, 1933.
 Feddeler, Mrs. Emma, (47), April 30, 1929.
 Ferrers, Frederick, (69), August 11, 1921.
 Feddeler, Mrs. Minnie, (49), March 15, 1929.
 Fiedler, Mrs. Antoinette, (43), wife of Alderman George Fiedler, March 5, 1935.
 Fiedler, Stephan, (70), April 28, 1919.
 Fiedler, Mrs. Tillie, (60), January 22, 1933.
 Fischer, Mrs. Ann, (76), December 3, 1933.
 Fischer, Mrs. Carrie, (65), December 15, 1921.
 Fischer, Johanna, (41), November 9, 1925.
 Fischer, John, (84), Civil War veteran, January 28, 1918.
 Fischer, John L., (51), March 5, 1934.
 Fischer, Mrs. John, (78), December 21, 1917.
 Fischer, Mrs. George, (82), May 2, 1927.
 Fischer, Louis, (52), June 15, 1924.
 Fisher, Nick, (63), native of Blue Island, died at Verona, N. Y., November 9, 1934.
 Flassig, Benjamin, (74), February 25, 1929.
 Flassig, Mrs. Christine, (60), September 25, 1929.
 Flassig, Henry A., (70), July 7, 1929.
 Fleischer, Mrs. Christina, (70), April 24, 1924.
 Fleming, David H., (67), February 25, 1924.
 Fletcher, Perry R., (54), former civil engineer for city, December 18, 1919.
 Flory, William, (76), January 31, 1935.
 Foley, John James, (40), railroad conductor, November 7, 1921.
 Folman, Marie, (57), December 23, 1922.
 Foote, John U., (56), September 12, 1935.
 Fordtran, Henry, (63), photographer, October 13, 1924.
 Forry, Mrs. Martin, (27), September 12, 1927.
 Forster, Mrs. Rose Crofton, (57), March 9, 1928.
 Foster, Charles R., (71), former alderman, died at Shelby, Mich., July 9, 1927.
 Fouts, James J., (40), September 25, 1934.
 Frahm, Miss Katherine, (59), August 27, 1930.
 Frahm, Mrs. Maria, (75), April 21, 1930.
 Frasor, Mrs. Alice, (Harold), April 10, 1925.
 Freberg, Mrs. Laura, March 9, 1925.
 Frechette, Mrs. Elsie V., (25), November 29, 1922.
 Fredericks, Mrs. Anna, (75), September 12, 1931.
 Fredette, Mrs. Julia, (58), May 3, 1927.
 Frentz, Ferdinand, W., (69), June 18, 1928.
 Frentz, Mrs. Marie Henrietta, (68), January 6, 1935.
 Frentz, Henry, (44), May 5, 1923.
 Frentz, Henry, (73), November 11, 1923.
 Frith, Mrs. Mary E., (88), November 9, 1931.
 Fuller, Mrs. Ann C., eldest child of the pioneer settlers Mr. and Mrs. Charles D. Robinson, March 9, 1918.
 Fullerton, Mrs. Jane Eleanor, (50), April 25, 1925.
 Fullerton, James, (58), railway engineer, January 4, 1931.
 Fulton, Mrs. Phoebe Jane, (80), May 16, 1929.

G

- Gaboriault, Arthur, (41), January 25, 1925.
 Gambler, Jesiah, F., November 25, 1930.
 Gammel, Mrs. Charlotte H., (80), January 24, 1929.
 Gantszkow, Mrs. Minnie Brethauer, 11026 Prospect Ave., February 9, 1922.
 Ganzer, Mrs. Caroline, (88), March 14, 1925.
 Ganzer, John, (86), November 30, 1920.
 Gavin, Daniel, (82), retired section foreman, October 13, 1934.
 Gebert, Christian, (58), November 30, 1930.
 Gebert, Christian, (69), old resident, May 29, 1913.
 Gebert, Fred, (60), December 11, 1925.
 Gebert, Henry (World War veteran), May 6, 1925.
 Gebert, Mrs. Mary, (86), April 25, 1934.
 Geiman, Mrs. Elizabeth, (Michael), November 18, 1914.
 Gierman, John (89) January, 1916.
 Gilbert, Mrs. P. H. (42), April 15, 1910.
 Gilson, Hiram, (78), April 16, 1922.
 Gilson, Howard, (64), October 12, 1935.
 Goble, Harvey J., (66), June 15, 1925.
 Goesel, Mrs. Marie Pressler, April 13, 1925.
 Goetze, Fred, (60), May 25, 1933.
 Goble, Mrs. Louisa, (76), December 27, 1934.
 Grader, George, (68), December 15, 1924.
 Grader, Lydia E. (33) February 16, 1919.
 Grabowski, Mrs. Anna, (62), December 2, 1934.
 Grandchamp, Fred, Sr., (69), June 2, 1935.
 Green, John M., January 5, 1933.
 Green, Mrs. Mary (John M.) July, 1932.
 Green, William Hugh, (56), former engineer, municipal plant, December 16, 1921.
 Griggs, William, (72), Civil War veteran, March 30, 1919.
 Grebin, Otto, (74), February 18, 1934.
 Guest, Sheldon H., (74), retired switchman, October 9, 1922.
 Guenther, Mrs. Katherine (Theodore) April 14, 1911.
 Guenther, Theodore (71) February 26, 1894.
 Gurgel, Mrs. Alvina, (68), July 13, 1929.
 Gustafson, Rev. Gustaf A., (68), pastor Swedish Mission church, March 12, 1926.
 Gallagher, Patrick, (66), April 9, 1928.
 Gierman, Mrs. George, (58), April 12, 1928.
 Gese, Mrs. Minnie, (71), April 19, 1921.
 Gruebe, George J., (60), November 23, 1931.
 Gretencort, Arthur, (33), June 15, 1931.
 Goebel, Henrietta, (82), (John), March 17, 1930.
 Goesel Charles F., (68), May 1, 1930.
 Gebert, Frederick, (59), August 19, 1929.
 Goetter, Mrs. Elizabeth, (66), March 24, 1929.
 Guenther, Dr. Theodore C. son of pioneer parents, died at Chicago, October 28, 1928.
 Griggs, Mrs. Dorothea, (74), September 15, 1920.
 Gerstenkorn, Christina, (65), January 24, 1920.
 Groskopf, Louis C., (79), former village trustee, January 26, 1928.

H

- Haas, Charles, popular restaurateur, taken sick while at sea, died in Municipal Hospital in Munich, Germany, June 6, 1928.
 Haas, Mrs. Minnie, (64), (Chas.), December 4, 1925.
 Haas, Rev. William, (67), former pastor M. E. church, February 19, 1912.
 Haase, Friederich, (80), January 11, 1926.
 Haase, George, (54), March 23, 1925.
 Haase, John, (45), February 26, 1925.
 Haase, John, (82), retired farmer, April 19, 1926.
 Haase, Mrs. Margaret, (54), May 16, 1927.
 Haase, Mrs. Marie Sophia, (80), May 19, 1933.
 Habich, John, (75), March 5, 1923.
 Habich, Mrs. Theresa, (75), October 19, 1928.
 Haffner, Mrs. Anna, (John), May 7, 1927.
 Haffner, Mrs. Blanche Emma, (42), April 27, 1928.
 Haffner, John Sr., (72), July 20, 1934.
 Hagelberger, V. H., (61), R. I. trainmaster, October 1, 1928.
 Hageman, Louis, (81), February 14, 1929.
 Hageman, Charles, (83), old settler, March 15, 1924.
 Hague, James, (62), December 29, 1931.
 Hale, Harvey, (38), December 3, 1928.

- Hallinan, Henry, (60), April 5, 1922.
Hallinan, Harry W., (42), auto accident, March 9, 1934.
Hallman, Felix A., (58), March 4, 1928.
Hallinan, Patrick T., (62), mortician, February 17, 1931.
Hamilton, John, (83), November 28, 1925.
Hamm, Mrs. Katherine, (65), January 26, 1928.
Hammond, Mrs. Ashley K., (Jessie Robinson), (76), at Stony Brook, Long Island, June 3, 1933.
Hammond, Frederick, (71), July 9, 1929.
Hammond, Herbert, (57), railroad engineer, August 22, 1918.
Hanson, Edward, (former Alderman 3rd Ward), April 17, 1925.
Hanson, James, (87), May 2, 1931.
Hanson, Mrs. Lizzie, (Edward), February 15, 1909.
Harrison, Eliza Ann, (70), June 16, 1929.
Hartwell, Mrs. Marie, (88), January 13, 1925.
Hartwig, William, (84), May 2, 1935.
Hartwig, Mrs. William, (79), May 10, 1935.
Hartzell, George W., (74), January 12, 1929.
Haselow, Mrs. Mary, (88), February 19, 1931.
Hansberg, Otto, (38), December 6, 1928.
Hausburg, Miss Ella D., (40), February 7, 1923.
Hawthorne, W. D., (76), June 16, 1934.
Hayes, Mrs. Maude Robinson, (Richard), former teacher in Blue Island schools, died at Brooklyn, N. Y., August 9, 1920.
Haywood, Mrs. Philip, July 26, 1931.
Hecht, Mrs. Henry, (49), January 8, 1933.
Heckler, Henry I., former cigar manufacturer, September 20, 1930.
Heckler, Mrs. Mathilda, (nee Witt), (75), (Gregory), Heckman, John, early settler, (81), June 10, 1914.
Hedden, Mrs. Hazel, (37), May 20, 1934.
Hegner, Mrs. Anna, (79), July 27, 1913.
Heim, Edward, (64), florist, January 1, 1933.
Heim, George, (72), January 19, 1925.
Heim, John William, (90), early settler, May 9, 1918.
Heim, Henry, (70), March 22, 1935.
Heim, Walter, (35), December 27, 1933.
Helm, William E., (56), October 6, 1927.
Heimbach, Herman, (70), early resident, April 9, 1922.
Heinecke, Herman, (62), former lieutenant of police, January 31, 1921.
Helbrig, Matilda, (84), April 17, 1932.
Hellman, Mrs. Helena, (80), (John), March 3, 1935.
Helquist, John Adolph, (65), March 4, 1921.
Helquist, Mrs. J. A., (64), (John), July 18, 1935.
Herwig, Anna Katarina Weissenborn, (94), April 11, 1918.
Helwig, Carl A., (47), postmaster at time of death, December 17, 1931.
Helwig, Michael, (90), October 8, 1931.
Henschler, Bernhardt, (68), February 2, 1918, October 17, 1934.
Henschler, Mrs. Caroline Bornschein, (80), March 18, 1929.
Herzog, Harry F., (44), February 24, 1934.
Hill, Mrs. Mary J., (81), February 24, 1934.
Hinkley, George C., (29), June 25, 1928.
Hinman, George E., (75), Civil War veteran, February 3, 1902.
Hinman, Mrs. Mary Annie, (89), (George), September 25, 1913.
Hochheimer, John, April 10, 1925.
Hochheimer, Mrs. Minnie, (65), November 8, 1929.
Hock, Fred H., (41), October 16, 1931.
Hock, Mrs. William, (101), pioneer, November 3, 1918.
Hochstadter, Fred, (38), Helen Hochstadter, (35), his wife, Herbert (13) and Jean Hochstadter (11) their children; Arthur Patno, (34) and Ethel Patno (33) his wife, killed in auto accident on B. & O. C. T. tracks at Vermont street, October 14, 1934.
Hodder, William G., (82), pioneer Rock Island engineer, August 31, 1923.
Hodder, Mrs. William, (78), February 24, 1924.
Hodge, George William, (73), local preacher, died in Augusta, Ga., August 12, 1919.
Hofeldt, Mrs. Rose, (59), (Henry), March 22, 1921.
Hoffman, Mrs. Bertha, (70), (nee Sorgenfrei), October 13, 1928.
Hoffman, Julius E., (80), blacksmith, May 10, 1934.
Hogblom, Carl A., (55), February 12, 1918.
Hogblom, Carl W., (36), World War veteran, May 3, 1931.
Hohmann, Fred (69) June 16, 1915.
Hohn, Mrs. Caroline, (88), June 11, 1935.
Holl, Mrs. Mary, (78), February 12, 1928.
Holm, Mrs. Anna Jors, (47), November 15, 1922.
Holt, Frank J., October, 1917.
Holland, Mrs. Grace Roche, December 1, 1926.
Hooper, William H., (88), June 1, 1935.
Hopf, George W., (85), early resident, January 1, 1923.
Hopf, Mrs. George W., (nee Louise Krueger), (85), October 23, 1929.
Hopf, Mrs. Lina, (90), (Michael) January 19, 1926.
Hopf, William H., Sr., (59), October 26, 1931.
Hopkins, Mrs. Elizabeth, (68), January 28, 1923.
Hopp, Emil, (32), February 11, 1928.
Hoth, Mrs. Josephine Ehlers, (91), February 20, 1934.
Huard, Mrs. Julia, (46), March 30, 1928.
Huber, Mrs. Christine, (Julius), August 24, 1924.
Huber, Julius, (61), September 24, 1924.
Hubing, Peter J., (71), April 26, 1929.
Hughes, Mrs. Colinda, (42), died in Los Angeles, Cal., July 19, 1931.
Hulett, Mrs. Delaney, (66), April 16, 1920.
Hulett, Mrs. Margaret Ann, (60), October 25, 1919.
Humphries, Mrs. Delora, (44), April 10, 1928.
Hunke, Mrs. Otilie, (65), February 11, 1934.
Huntington, Mrs. Clara, (51), (Henry), August 6, 1927.
Huntington, Henry, Rock Island conductor, October 1, 1913.
Huntington, Henry H., (46), Rock Island railway conductor, December 10, 1926.
Hunstock, Theodor, (67), August 9, 1935.
Hupe, Mrs. Margaret, (75), Dec. 13, 1933.
- I**
- Iglehart, Charles W., (51), December 23, 1927.
Iglehart, Nicholas Holbrook, (83), December 28, 1920.
Isler, Fredericka, (74), March 26, 1918.
Illi, Eric Max, (32), April 15, 1931.
- J**
- Jaeger, Frank, (59), December 29, 1927.
Jaglowitz, Mrs. Rose, (61), May 30, 1931.
Jahnke, August, (64), August 1, 1928.
Jahnke, Otto, (73), June 23, 1935.
James, Edwin A., (40), February 9, 1923.
James, Mrs. Mary Ann, (77), February 8, 1933.
Jameson, John Forrester, (49), Rock Island yardmaster, September 3, 1923.
Jebens, Fred, hardware merchant, September 21, 1914.
Jebens, Bernhardt Claus, (55), February 2, 1934.
Jenner, James D., (77), February 4, 1923.
Jenner, Janette M., (21), January 26, 1919.
Jennings, Mrs. Caroline Doberteen, (76), January 6, 1923.

- Jensen, Mrs. Magdalene, (75), (Simon), February 7, 1935.
- Jerrain, A., alderman 6th ward, May 28, 1928.
- Jerrain, Charlotte H., (64), September 29, 1928.
- Jeru, Mrs. Mary, (46), May 22, 1930.
- Jezisik, Henry, (48), December 8, 1933.
- Jezisik, Mrs. Mary Semred, (52), (Joseph), September 11, 1931.
- Joens, Mrs. Anna Maria, (77), June 16, 1927.
- Joens, J. John, (70), lumberman, September 2, 1923.
- Johler, Gustave A., (56), February 9, 1932.
- Johler, Louis B., (59), September 4, 1933.
- Johler, William, (58), October 21, 1919.
- Johnson, Claude, (38), April 21, 1930.
- Johnson, George, (71), January 29, 1935.
- Johnson, Mrs. Elmer M., (42), June 5, 1923.
- Johnson, Mrs. Helen, (32), March 17, 1928.
- Johnson, John, (83), February 17, 1929.
- Johnson, Philip C., (51), piano manufacturer, February 2, 1933.
- Jones, Mrs. Agnes, (76), November 7, 1934.
- Jones, Asa C., (38), at Jackson, Tenn., Feb. 9, 1920.
- Jones, Eda, (74), first white child born in Blue Island, July 26, 1840, died in Pasadena, Cal., April 18, 1914.
- Jones, Stephen Decatur, merchant, April 28, 1909.
- Jors, Mrs. Carl, December 22, 1924.
- Jors, Mrs. Marie, (78), December 22, 1924.
- Juby, Miss Ellen, (36), November 4, 1928.
- Juby, John, December 15, 1924.
- Juby, Mrs. J., October 5, 1921.
- Jargensen, Mrs. Peter, (58), October 1, 1925.
- K**
- Kallum, Fred T. E., (66), former postmaster, May 20, 1929.
- Kantzler, August C., (80), pioneer resident of Blue Island died at Mattox, Va., February 6, 1926.
- Karsten, Fred, July 1, 1913.
- Kasten, Mrs. Anna Kich, (35), (Frank), May 7, 1913.
- Kauffman, Dr. Jesse, (45), during flu epidemic, October 29, 1918.
- Kauffman, Mrs. John, January 18, 1922.
- Kauffman, Stewart, Rock Island railway engineer killed in wreck at 91st street, August 28, 1926.
- Keeley, Mrs. Ida M., (73), September 14, 1935.
- Kenniston, William, (65), railway conductor, October 7, 1927.
- Kerger, Mrs. M. H. October 3, 1922.
- Kern, August G., former Supt. of Streets, April 27, 1925.
- Kern, Monroe George, (29), World War veteran, October 22, 1924.
- Kich, August, (68), March 10, 1928.
- Kich, Conrad, (87), pioneer resident (1848), October 31, 1922.
- Kich, Mrs. Mathilda, (75), (Conrad), May 17, 1913.
- Kich, Peter A., (65), former police officer, September 22, 1930.
- Kich, Waldemar, (40), September 18, 1933.
- Kich, William, (61), August 28, 1931.
- Kiessling, Louis, (36), May 6, 1923.
- Kiessling, Nicholas, (74), October 10, 1924.
- Kiessling, William J., (44), August 20, 1924.
- Kieffer, Edward, pioneer settler, June 20, 1914.
- Kiessling, John, (82), October 23, 1927.
- Kile, Fred C., pioneer citizen, former postmaster, July 25, 1915.
- Kile, Merrill, October 26, 1906.
- Kimmel, Mrs. Catherine, (77), March 7, 1931.
- King, Mrs. Lillian L., (56), January 20, 1929.
- Klaeske, Carl, (84), March 19, 1924.
- Klein, Mrs. Christine, (79), April 25, 1921.
- Klein, Daniel M., (55), February 20, 1929.
- Klein, Mrs. Emma, (74), (Jacob), September 11, 1935.
- Klein, Jacob, (88), June 9, 1933.
- Klein, John F., (59), April 21, 1931.
- Klein, Miss Minnie F., November 4, 1933.
- Klein, Mrs. Theresa, (nee Kantzler), (90), August 28, 1933.
- Klinkman, Mrs. Lorraine, (23), March 15, 1932.
- Klopp, Mrs. Amalia, (68), January 27, 1925.
- Klopp, Albert Otto, (43), April 23, 1925.
- Klopp, Mrs. Emma, (74), April 25, 1934.
- Klopp, Herman L., (67), February 25, 1928.
- Klopp, Mrs. Minnie, (81), April 23, 1901.
- Klopp, William, (58), July 16, 1933.
- Klump, Lester Dennis, (72) June 13, 1910.
- Knapp, Mrs. Elizabeth, (63), April 9, 1928.
- Knirsch, Miss Natalia, (67), July 12, 1929.
- Koch, Albert, carpenter, July 23, 1924.
- Koch, Mrs. Sophia Uhlich, (Louis), October 6, 1921.
- Koehler, Mrs. Elizabeth, (70), June 27, 1930.
- Koehler, Herman W., Jr., (41), May 23, 1922.
- Koehler, Mrs. Herman, (58), December 14, 1918.
- Koehler, Mrs. Mary, May 6, 1930.
- Koehler, William W., (28), Koehper Paper Co., November 29, 1925.
- Koehler William, (70), November 28, 1929.
- Koehne, Mrs. Amelia, early resident, (Henry), (86), May 13, 1914.
- Koenecke, Mrs. Florence Airey, (47), wife of Ald. Alfred Koenecke, killed in auto accident January 17, 1932.
- Koenecke, Mrs. Fred W., (75), June 27, 1928.
- Konsoer, Henry C., (49), July 14, 1924.
- Konsoer, Joseph, (83), March 21, 1924.
- Kordewick, Andrew, (62), Rock Island car inspector, killed in accident October 24, 1921.
- Kordewick, John, (64), February 2, 1922.
- Kott, Mrs. Elizabeth, (68), November 23, 1923.
- Kott, Ernst C., (90), May 22, 1929.
- Kott, Mrs. Fredericka Maria, (60), January 16, 1919.
- Kough, Mrs. Alfred R., (64), March 10, 1934.
- Kovelesky, Clara, (31), July 9, 1925.
- Kovaleski, Mrs. Matilda, (59), December 30, 1921.
- Kovalesky, Paul, (60), January 7, 1919.
- Kovaleski, Mrs. Veronica, (66), March 23, 1931.
- Kowalewski, Paul F., (42), December 1, 1928.
- Krick, Mrs. Katherine, (84), September 15, 1927.
- Krieg, George W., (68), April 24, 1928.
- Kriegsman, Marie, (nee Wodrich), (78), January 21, 1926.
- Krueger, Charles, (73), January 7, 1934.
- Krueger, Christian, bldg. con't., pres. village board (68) September 25, 1904.
- Krueger, Mrs. Christina, (77), February 9, 1931.
- Krueger, Mrs. Katherine, (85), (Christian, Sr.), pioneer resident, August 4, 1923.
- Krueger, Matthias L., (51), September 15, 1935.
- Krueger, Otto, (69), June 13, 1929.
- Krueger, Walter, (37), World War veteran, November 17, 1933.
- Krumweide, William, (25), January 18, 1919.
- Kruse, John A., (85), August 31, 1924.
- Kruse, John H., (51), July 23, 1928.
- Kruse, Raymond, February 9, 1929.
- Kuech, Mrs. Caroline, (64), (Christian) October 13, 1934.
- Kuech, Elmer, (30), June 6, 1933.
- Kuiken, Mrs. Samuel, (39), January 4, 1933.
- Kurschner, Ferdinand, (50), May 10, 1920.
- Kurschner, Henry, (69), August 29, 1933.

L

- La Count, Lucius Francis, (73), July 3, 1929.
 Ladwig, August, (38), switchman, November 17, 1913.
 Lake, Everett, World War veteran, June 3, 1923.
 Lambrechts, Adrianus, (94), retired farmer, April 6, 1922.
 Lambrechts, Francis, (55), coal dealer, November 19, 1923.
 Lange, Mrs. Christina, (42), (Benjamin), January 17, 1935.
 Landgraf, Ferdinand, (79), pioneer resident, March 11, 1932.
 Langheld, Mrs. Mariliz, (nee Volp), (62), (Fred), at Lemont, April 17, 1927.
 Langheld, Mrs. Elizabeth, (nee Volp), (Chas),
 Larson, Mrs. Elizabeth S., (77), September 7, 1923.
 Larson, Mrs. Johanna Olaf, (89), May 24, 1922.
 Larsen, Kling, (71), September 8, 1935.
 Larson, William D., (27), January 31, 1934.
 Lau, Mrs. Edward, (43), July 27, 1920.
 Lau, Mrs. Emma, (79), August 29, 1930.
 Lau, William, (36), August 24, 1922.
 Lau, Mrs. William, (72), July 21, 1922.
 Lawrence, Joseph D., (42), World War veteran, September 15, 1935.
 LeBeau, Napoleon, (55), at Ontario, March 21, 1928.
 Leedy, Samuel L., (Ry. conductor), July 20, 1925.
 Lehman, Gustave, (67), February 1, 1931.
 Lentz, Mrs. Clementine M., (72), wife of former postmaster John A. Lentz, February 28, 1932.
 Leppert, Mrs. Elizabeth, (79), August 21, 1931.
 Lewis, Capt. E. R., Civil War veteran, historian, June 4, 1923.
 Leyda, William M., (58), April 24, 1926.
 Lietzau, August, (83), June 5, 1935.
 Lietzau, Mrs. Gustave, (77), January 2, 1925.
 Linderman, Jay S., (64), October 12, 1927.
 Link, Andrew M., (61), brother of Fire Chief John Link, May 17, 1934.
 Link, Jacob, (80), for many years engineer at city waterworks, father of Fire Chief John Link, February 8, 1927.
 Lobaugh, Joseph Mateer, (78), banker, October 19, 1935.
 Lochow, Charles F., (77), retired farmer, July 11, 1923.
 Lochow, Otto, (46), January 31, 1931.
 Lockmann, Mrs. Julia, (66), July 4, 1925.
 Lohse, Mrs. Christine, (82), January 26, 1929.
 Lohse, Herman H., (67), December 15, 1934.
 Loichinger Frank, (31), August 25, 1925.
 Lommler, Frederick, (59), June 28, 1920.
 Longacre, Daniel W., (77), many years clerk and paymaster at local Rock Island railway yards, December 2, 1932.
 Longpre, Mrs. Josephine, (86), August 1, 1925.
 Lorenz, Max, (54), May 12, 1923.
 Luchene, Mrs. Jane Cecilia, (25), December 26, 1931.
 Luchene, Mrs. Pearl, (30), March 22, 1929.
 Luchtemeyer, Alvin, (38), June 30, 1925.
 Luchtemeyer, Louis, July 3, 1911.
 Ludke, Fred C., (32), September 18, 1933.
 Ludwig, Mrs. August, (71), September 5, 1927.
 Ludwig, George, (67), January 16, 1929.
 Lukey, Mrs. Frances J., (74), June 12, 1930.
 Luscomb, Mrs. Sarah Elizabeth, (69), June 3, 1924.
 Luson, Peter, April 7, 1914.
 Lusson, Mrs. Susanna, (Peter), September 29, 1914.
 Lutherman, Louis, (71), June 12, 1935.
 Lutzow, Clinton E., (18), January 11, 1929.

M

- Macdonald, Mrs. Margaret, (57), February 8, 1928.
 Madden, Daniel D., (56), October 21, 1934.
 Madsen, Bert H., (30), September 31, 1928.
 Mahaffay, Frank C., (53), October 9, 1934.
 Malm, Miss Mabel, (22), September 28, 1928.
 Maltry, Peter, (61), January 15, 1931.
 Mangold, Mrs. Katherine, (84), pioneer resident, May 3, 1935.
 Manske, August, (80), June 12, 1922.
 Marker, Matt, (51), salesman, September 7, 1923.
 Maroney, Mrs. Anna (James), December 17, 1921.
 Marshall, Thomas, (53), April 20, 1933.
 Marshall, Mrs. Thomas, June 25, 1920.
 Martens, Charles, (47), February 24, 1919.
 Martens, Peter, (74), May 3, 1935.
 Martenson, Christian, (53), killed in auto accident, August 25, 1931.
 Martzel, John P., (80), Justice of Peace, Calumet Township, May 23, 1935.
 Marvin, Smith F. (Civil War veteran), February 7, 1924.
 Marvitz, Frederick, (58), September 23, 1933.
 Marwitz, Charles, (51), February 15, 1918.
 Marx, August, (67), former alderman Third Ward, April 17, 1927.
 Matthews, Mrs. Judd, (55), August 3, 1933.
 Matthews, Webb, (59), August 4, 1933.
 Mavity, Mrs. F. B., December 21, 1920.
 Mavity, Ferdinand B., (65), November 23, 1922.
 May, Frank, (75), April 5, 1930.
 May, Robert, (45), accidental drowning, September 16, 1934.
 McAley, John J., (66), March 9, 1935.
 McAllister, Mrs. Margaret, (89), May 3, 1930.
 McClaughrey, Mrs. Angelina, (nee Blim), (76), (Matthew) July 30, 1926.
 McClaughrey, Mrs. Jessie, (Peters), (68), October 31, 1930.
 McClelland, Millard F., (62), October 6, 1921.
 McClelland, Mrs. Millard F., (55), June 23, 1914.
 McColl, John C., (67), veteran railway conductor, Dec. 22, 1929.
 McCord, Mrs. Catherine, (Ira), (85), old settler, May 15, 1920.
 McCord, Mrs. Francis A., (80), April 22, 1930.
 McCord, Ira, retired farmer, February 7, 1909.
 McCord, John, (63), June 26, 1935.
 McDowell, Walter F., (4), World War veteran. 13th Engineers, died at Edward Hines hospital, July 2, 1931.
 McElroy, Alberta Robisch, (42), October 9, 1925.
 McGahon, Mrs. Mary Ann, (67), May 10, 1922.
 McGrath, Thomas J., (77), many years city attorney, prominent Mason; April 4, 1921.
 McKevitt, Joseph, (68), December 21, 1928.
 McNulty, John, (58), R. I. Ry. conductor, December 30, 1917.
 Mear, Edward, Jr., (52), April 17, 1931.
 Mear, William, (57), July 20, 1933.
 Mehlhorn, Albert C., (65), March 9, 1923.
 Meier, Margerethe D., (89), May 9, 1934.
 Melvin, Harry L., (45), proprietor Melvin Press, former city treasurer, March 13, 1928.
 Melvin, Leander, R., November 28, 1925.
 Mentz, Emil M. J., (68), February 18, 1932.
 Merkelbach, Mrs. Emma, (73), November 14, 1931.
 Merkelbach, Jacob, (66), February 21, 1922.
 Merkelbach, John, (52), December 16, 1917.
 Messerer, Mrs. Theresa, (57), (George), February 2, 1918.
 Meyer, Mrs. Carol, (26), January 23, 1919.

Meyer, Claus, June 16, 1910.
 Meyer, George P., 1915.
 Meyer Mrs. Marie, (80), January 5, 1919.
 Meyer, Mrs. Sophia, (69), October 25, 1933.
 Michalak, Peter, March 17, 1918.
 Miller, Mrs. Anna, (82), July 15, 1922.
 Miller, Mrs. Catherine, (101), (Charles) among first white settlers on the south side of Blue Island, died at Estherville, Ia., March 5, 1926.
 Miller, George, E., (51), November 1, 1923.
 Miller, Mrs. Lena, (62), August 15, 1934.
 Mills, William F., (25), killed in auto accident, November 3, 1935.
 Moore, John Augustus, (57), July 20, 1925.
 Morgan, Mrs. Caroline, (56), June 5, 1931.
 Morrill, Charles, (31), August 8, 1929.
 Morton, Mrs. Emma, (50), July 3, 1928.
 Mosel, Mrs. Anna, (40), February 14, 1920.
 Mosel, Fred, (77), October 22, 1930.
 Mueller, Mrs. Anna, (32), killed in auto accident, December 19, 1935.
 Mueller, George, (76), August 26, 1925.
 Muhs, Christian, (79), early settler, July 15, 1929.
 Muhs, Sophia, (79), pioneer family, March 1, 1934.
 Mulderink, Mrs. Anna, (60), March 24, 1934.
 Mulderink, Mrs. George, (30), March 31, 1927.
 Mulderink, Margaret M., (49), May 27, 1927.
 Munter, John Algot, (58), February 2, 1934.
 Murphy, Archibald, October 15, 1893.
 Murphy, Mrs. Mary, (77), (Archie), May 26, 1918.
 Myers, Arnold, (52), former alderman, May 8, 1928!

N

Nagel, Emil, killed in accident at brickyard, October 8, 1930.
 Nagel, Henry, (85), February 24, 1929.
 Nagel, Mrs. Johanna, (75), (Henry), February 24, 1929.
 Napier, Richard H., (83), September 5, 1924.
 Naumann, Frederick, (80), February 7, 1920.
 Neff, John Orley, (57), July 1, 1925.
 Neibert, John W., (62), first alderman, Ward One, June 30, 1923.
 Neibert, Joseph, (85), August 21, 1928.
 Neibert, Henry, (82), June 8, 1935.
 Neibert, Mrs. Matilda, (67), October 6, 1924.
 Nelson, Mrs. Lydia H., October 12, 1933.
 Nestrick, Howard, (70), painting contractor, July 18, 1931.
 Neukirch, Alfred, (37), September 29, 1924.
 Neukirch, Herman F., (64), May 23, 1929.
 Neukirch, Mrs. Sophia Marie, (75), March 21, 1934.
 Newcomer, Orrin A., died at San Francisco, Cal., June 24, 1933.
 Nickel, August J., (42), April 13, 1926.
 Nickel, Mrs. Ella Mildred, ((53), (Fred), May 17, 1935.
 Nickerson, Mrs. Mary, (William H.), June 9, 1925.
 Niedergesaess, Mrs. Alice, (68), (Rev. Adolph), October 1, 1930.
 Niedergesaess, Rev. G. A., (70), former pastor of St. Paul's Evangelical church, died in Chicago, January 26, 1924.
 Nieman, Mrs. Dorothy, (77), June 12, 1929.
 Nieman, Henry, Sr., (78), October 21, 1922.
 Nilles, Joseph, bakery proprietor, September 27, 1921.
 Nixon, Frank J., (76), December 10, 1933.
 Noble, Miss Mary, September 8, 1921.
 Norris, James, (44), June 1, 1913.
 Nygren, Axel, (56), April 4, 1928.

O

O'Brien, Thomas J., (71), railway conductor, August 12, 1927.
 Odenthal, John, (65), October 12, 1921.
 Oelke, August J., (70), April 15, 1927.
 Oetjen, Mrs. Anna, (66), January 12, 1928.
 Oetjen, Christian, (37), March 31, 1913.
 Off, Johann Jacob, (87), May 4, 1927.
 Oft, John F., (90), March 18, 1924.
 Olson, Mrs. Anna, (77), July 22, 1934.
 Olson, Miss Edith Janette, (22), February 25, 1934.
 Olson, John A., (48), February 16, 1934.
 Olson, Louis, (56), January 5, 1934.
 Olson, Mrs. Sophia Erickson, (75), March 31, 1923.
 Orth, Charles, (59), March 13, 1929.
 Ostendorf, Charles, (57), May 20, 1926.
 Ouellette, Joseph, (86), May 1, 1934.
 Ouellette, Mrs. Rose, (66), October 9, 1927.
 Owen, Charles E., (33), July 5, 1928.

P

Pabst, Mrs. Josephine, (69), December 16, 1923.
 Pabst, Leo, (68), April 15, 1931.
 Pagel, John C., (71), January 1, 1928.
 Patenaude Mrs. Clara, (27), (Joseph), January 2, 1919.
 Patnaude, Edward, (35), October 26, 1934.
 Patnaude, William, (64), December 19, 1935.
 Peetz, Henry, (60), November 16, 1931.
 Peloquin, Arthur, (51), January 20, 1934.
 Peloquin, Felix, Sr., (78), October 29, 1934.
 Peloquin, Felix, February 1, 1922.
 Peters, Mrs. Anna (Christian), February 12, 1921.
 Peters, Mrs. Minnie, (49), April 4, 1931.
 Petry, John A., (48), September 17, 1933.
 Pierson, P. S. (34) October 16, 1918.
 Pippert, Fred C., (50), January 18, 1918.
 Plageman, Mrs. Sophia, (89), November 18, 1928.
 Poehlsion, Emil H., tavernkeeper, old resident, August 30, 1920.
 Porter, Harley D., (57), June 30, 1935.
 Porter, Mrs. Margaret Jean, August 31, 1923.
 Post, Edson P., (65), Rock Island switchman, February 20, 1935.
 Post, Theodore, (63), November 8, 1924.
 Priebe, Albert Sr., (69), October 24, 1934.
 Priebe, Herman C., (69), died at Pittsburg, Pa., June 7, 1931.
 Pronger, Mrs. Charles (52), October 10, 1931.
 Pronger, William, (58), September 16, 1935.
 Puttkammer, Mrs. Frank, (59), September 28, 1927.
 Plagemann, Mrs. Sophia, (89), March 19, 1928.
 Popp, Mrs. Emelie, (75), (Frank), March 3, 1928.
 Pierce, Albert J., ((52), July 10, 1934.
 Peters, Anthony E., (38), June 31, 1930.

Q

Quade, Henry, (59), November 13, 1919.

R

Rades, Arthur A., (36), March 21, 1928.
 Rady, Agnes T., July 29, 1925.
 Raithel, Mrs. Anna Margaret, (79), November 20, 1923.
 Randall, Mrs. Augusta Marie, (44), (nee Dreischerf), February 26, 1932.
 Rankonin, Mrs. Albertina, (78), July 24, 1923.
 Rathnau, John, (37), December 30, 1922.
 Rauhoff, John M., (50), October 26, 1927.
 Rauwolf, Mrs. Agnes, January 14, 1929.
 Rauwolf, Mrs. Elizabeth, (51), April 12, 1922.
 Reardon, Mrs. Mary, (54), (Patrick), June 2, 1935.
 Reed, Clarence Robert, (31), November 30, 1927.

- Reed, Stephen Collin, (87), publisher of the Blue Island Standard, 1884-1888; elected police magistrate in 1887, which office he filled ten years; active many years in Masonic affairs; died at his home in Hamlet, Ind., January 9, 1934.
- Reen, Caroline, (90), November 25, 1922.
- Rehmeyer, Orley V., (32), March 21, 1928.
- Rehmeyer, Roy, (36), March 7, 1925.
- Reich, Frederick, (45), January 8, 1924.
- Reichert, Andrew, (54), March 23, 1925.
- Reiner, Andrew L., (56), son of pioneer parents, November 26, 1933.
- Reiner, Mrs. Emma, (85), (Andrew), daughter of pioneer parents, Mr. and Mrs. John Seyfarth, July 5, 1935.
- Reiner, Frank Joseph, (91), Civil War veteran, July 22, 1933.
- Reuss, Mrs. Anna, (61), August 17, 1925.
- Reuss, Claus Frederick, (65), May 20, 1929.
- Reuss, John, June 29, 1925.
- Reussnow, Theodore, (83), one of the first settlers, on the east side of Blue Island, August 17, 1927.
- Reuter, John, (73), September 17, 1927.
- Rexford, Everett H., (78), son of Mr. and Mrs. Heber Rexford, pioneers of the community; was active in business and political life of the village since close of the Civil War; served as trustee and later as village president; ran for mayor in 1917, but was defeated in a 4-cornered contest; engaged in farming and in later years devoted much time to real estate; sold the land for and was instrumental in locating five of the large brick yards adjacent to Blue Island; secured the right-of-way for the Chicago Central Railroad and the Chicago and Interurban street railway; during Civil War participated in such important engagements as Shiloh, Vicksburg and Fort Donaldson; member of G. A. R. and in 1897 was chief bugler of the organization in the U. S.; prominent Mason; public spirited citizen; great philanthropist, always ready to help anyone in need. In 1871 married Sarah E. Robinson, daughter of Mr. and Mrs. C. D. Robinson; died at home of his only child, Mrs. George Pettijohn, 140 Burr Oak avenue, Tuesday, January 6, 1920.
- Rexford, Henry, (73) March 17, 1928.
- Rexford, Mrs. Sarah Robinson, (69), (Everett H.), daughter of pioneer settlers, June 22, 1914.
- Renfro, William, (48), March 19, 1922.
- Rhode, Arthur, (30), February 6, 1929.
- Rhode, Edward, (75), December 22, 1930.
- Rhode, William, (36), killed in auto accident, November 16, 1933.
- Rickey, Benjamin, (78), February 16, 1923.
- Rickhoff, Mrs. Bertha, (31), February 19, 1932.
- Rickhoff, Mrs. Christine, March 29, 1923.
- Rickhoff, Fred C., (68), September 6, 1933.
- Rio, G. B., (73), April 27, 1935.
- Rippe, Mrs. Amelia Margaret, (64), January 3, 1929.
- Rippe, Henry, Sr., (73), May 20, 1925.
- Rippet, Robert A., (69), at Portland, Ore., October 25, 1931.
- Roberts, Mrs. Vertus B., (53), wife of city civil engineer, September 1, 1920.
- Roberts, Vertus B., (68), former city civil engineer and secretary of Board of Local Improvements for 26 years, June 23, 1929.
- Robertson, Mrs. Dorothea, (67), May 2, 1930.
- Robinson, Charles B., (77), pioneer, railway conductor, January 1, 1928.
- Robinson, Mrs. Minnie C., at Oakland, Cal., May 11, 1929.
- Robinson, Russell, (54), son of H. B. and Mrs. Elizabeth Robinson, November 5, 1933.
- Roche, Mrs. Alice Kile, (74), (Albert W.), pioneer settler, December, 1918.
- Roche, Henry J., (69), at Glendale, Cal., June 12, 1921.
- Roche, Mrs. Sarah, (95), pioneer settler, May 9, 1922.
- Rock, Mrs. John, (53), January 1, 1921.
- Rock John Freeborn, (73), December 30, 1927.
- Roehm, Gottlieb, (76), May 24, 1931.
- Roelle, Frank Anthony, (79), February 11, 1928.
- Roemisch, Frank ? 1901.
- Roggeveen, R. D., died at West Hollywood, Cal., May 28, 1935.
- Rohde, Mrs. Anna, (76), June 14, 1931.
- Rohe, August Henry, (67), March 15, 1929.
- Rohe, Conrad W., (65), president Rohe Lumber Co., August 12, 1922.
- Rohrbach, Mrs. Emma, (83), (Ulrich), March 5, 1927.
- Rohrbach, Ulrich; salesman, December 20, 1913.
- Roll, Caroline Felzien, (John), died in Hardwell, Neb., November 9, 1918.
- Roll, Mrs. Caroline, (64), (John), May 3, 1905.
- Roll, Herman, July 28, 1924.
- Roll, Mrs. Rosina, (87), (John), June 4, 1927.
- Roloff, Henry, (46), April 26, 1905.
- Roloff, Louis, (23), auto accident, October 21, 1934.
- Roloff, William J., (55), June 22, 1933.
- Rosenquist, William Conrad, (75), September 19, 1935.
- Rossner, Mrs. Christine, (72), December 30, 1918.
- Rossner, Ferdinand, November 27, 1914.
- Rothenberger, Charles, (59), September 20, 1924.
- Roulo, Mrs. Anna, August 4, 1931.
- Rudd, Mrs. Mary N., mother of W. N. Rudd, June 22, 1921.
- Rudd, Willis, N., (65), president Mt. Greenwood cemetery Ass'n., November 27, 1925.
- Ruff, William, (83), July 12, 1921.
- Ruffert, Herman, (79), May 19, 1935.
- Ruffert, Mrs. Mary, March 30, 1925.
- Ruffert, Mrs. Otilie, (74), May 1, 1930.
- Runge, August, (55), December 22, 1920.
- Runge, Herman, (70), April 3, 1928.
- Runge, Otto (80) December 25, 1912.
- Rutz, Mrs. Augusta, (68), January 9, 1928.

S

- St. Aubin, Arthur, (54), March 1, 1935.
- Sammons, Mrs. Elizabeth B., (64), October 2, 1924.
- Sandberg, Mrs. Edith, (28), July 24, 1928.
- Sauerbier, Carl, (33), January 22, 1934.
- Sauerbier, Fred, (76), January 14, 1920.
- Sauerteig, Frederick, pioneer settler, (68), July 22, 1891.
- Sauerbier, Mrs. Elsie Thedens, (83), May 8, 1935.
- Sauerbier, John A., ("Jake"), November 19, 1925.
- Sauerbier, Louis, (82), December 24, 1924.
- Sauerbier, Louis, (61), April 8, 1919.
- Saunders, Mrs. John P., (48), March 10, 1931.
- Schaade, Claus F., (72), November 5, 1925.
- Schneider, Mrs. Anna M., (nee Weissenborn), (60), (Fred B.) November 28, 1934.
- Schapper, Mrs. Ella M., (nee Sassaman) (Ferdinand) July 30, 1915.
- Schapper, Ferdinand, was the son of Ferdinand Schapper, Sr., founder of the Pioneer drug store (1850) and early day postmaster. Upon his father's retirement from business in 1874 Ferdinand, Jr., conducted the business for twenty-five years. During the later years of his life Mr. Schapper devoted much time to the collection of historical and biographical data of the settlers who located in this vicinity prior to the Civil War. He died March 7, 1918.

- Schapper, Mrs. Ferdinand, July 30, 1915.
 Schapper, Louisa, pioneer druggist, April 4, 1911.
 Schicht, Frank, Sr., (81), June 5, 1935.
 Schick, Emil, (47), December 1, 1929.
 Schick, Mrs. Katherine, (75), September 3, 1928.
 Schilling, Mrs. Mary, (75), (Christopher), February 7,
 Schippel, Martin, (58), June 24, 1934.
 Schlemmer, Mrs. Ella S., (Harry), November 24, 1924.
 Schlueter, Peter, pioneer merchant, May 7, 1907.
 Schmidt, Albert, (67), engaged in mercantile business
 in Blue Island for thirteen years, entered postal em-
 ploy in 1897 as assistant postmaster, a position
 which he held for 28 years until he retired on
 November 15, 1925. He died February 4, 1926.
 Schmidt, Carl, (34), accidental drowning, September
 16, 1934.
 Schmidt Ferdinand, (91), April 9, 1923.
 Schmidt, Mrs. Katherine, (64), September 15, 1923.
 Schmidt, Louis, (32), January 15, 1918.
 Schneider, Henry, (46), September 6, 1928.
 Schmidt, Mrs. Margaret, (84), June 24, 1935.
 Schmidt, Mrs. Sophia, (90), mother of former Assist-
 ant Postmaster, Albert Schmidt, December 14, 1930.
 Schmitt, Emil, pioneer druggist, June 5, 1933.
 Schmitt, Mrs. Eva M., (44), (C. Martin) April 6, 1934.
 Schmitt, Henry W., (89), German pioneer settler, No-
 vember 12, 1923.
 Schmitt, Herman J., (62), for many years head of
 Schmitt Bros. department store, died at his home
 in Morgan Park, August 7, 1924.
 Schmitt, Herman, Sr., April, 1917.
 Schmitt, Sr., Mrs. Herman, (86), 10705 Prospect Ave.,
 June 6, 1921.
 Schmitz, William A., (69), June 10, 1921.
 Schoebes, William, (83), mason contractor, May 29,
 1935.
 Schoenbaum, A., January 19, 1922.
 Schoenenberger, Mrs. T., (62), April 10, 1920.
 Schoenenberger, Theodore, (67), August 28, 1927.
 Schoepper, Harry, (26), May 12, 1931.
 Schoepper, Otto, (57), February 3, 1926.
 Schrage, William H., (61), January 27, 1932.
 Schreiber, Mrs. Anna, (70), (V.B.), December 31, 1926.
 Schreiber, August (67) November 16, 1891.
 Schreiber, Mrs. August, (64), March 15, 1891.
 Schreiber, Victor Bruno, (76), alderman Third ward
 1901 to 1904, February 3, 1932.
 Schreiber, William, (74), former city treasurer and
 Schroeder, Albert, (57), coal dealer, June 2, 1929.
 Schroeder, Mrs. Caroline, (91), at Los Angeles, Cal.,
 February 18, 1922.
 Schroeder, Emanuel, (78), March 12, 1928.
 Schroeder, Mrs. Esther A., (26), September 4, 1934.
 Schroeder, Frederick August, (77), October 24, 1920,
 1931.
 Schroeder, Mrs. Hattie, (45), wife of Alderman Fred
 Schroeder, March 30, 1935.
 Schroeder, Mrs. Paul, (45), April 27, 1933.
 Schroth, Joseph, (65), of firm Klein & Schroth, Novem-
 ber 27, 1923.
 Schuemann, Carl, pioneer settler, May 9, 1933.
 Schuemann, Mrs. Emma, (59), November 22, 1932.
 Schuemann, Gustav, (75), June 21, 1928.
 Schuemann, Mrs. Katherine, (75), (John), July 5, 1927.
 Schulte, Mrs. Martha, (59), (John), June 25, 1925.
 Schultz, Albert, (26), August 7, 1923.
 Schultz, Mrs. Caroline, (77), (Chas.), November 11,
 1925.
 Schultz, Christian, July 12, 1925.
 Schultz, Mrs. Elizabeth, (67), (Joachim), January 24,
 1922.
 Schultz, Ferdinand E., (58), April 6, 1928.
 Schultz, Fred L., (46), former sergeant police, Decem-
 ber 21, 1931.
 Schultz, Herman C., (63), October 18, 1931.
 Schultz, Mrs. Johanna Margaret, September 24, 1930.
 Schultz, John, (59), September 27, 1914.
 Schultz, Mrs. John, (74), March 22, 1934.
 Schultz, John Christian, (55), April 7, 1925.
 Schultz, Mrs. Paul, (54), February 1, 1928.
 Schultz, Mrs. Wilhelmina, (84), January 28, 1928.
 Schwaiger, Barbara, (75), May 7, 1925.
 Schwamb, Mrs. Theckla, (90), October 14, 1925.
 Schwartz, Mrs. Augusta, (nee Stark), (79), April 18,
 1930.
 Schwartz, Charles, (86), pioneer resident of Thornton
 township, March 30, 1935.
 Schwartz, Joseph, February 22, 1927.
 Schwartz, Mrs. William, (74), October 24, 1925.
 Schweser, William, (82), August 1, 1935.
 Seidel, Mrs. Anna, (59), March 13, 1891.
 Seidel, Mrs. Elizabeth, (54), October 25, 1924.
 Seidell, Frank, (59), August 28, 1925.
 Seim, Dr. Gerhart, (55), physician, October 4, 1920.
 Seitz, Mrs. Emma, (67), May 11, 1929.
 Seitz, Mrs. Mary, (95), December 21, 1927.
 Serviss, John, retired railroad man died in California.
 Setterdahl, Rev. Victor, (70), February, 1914.
 Seyfarth, Donald, (21), killed in auto accident, Decem-
 ber 25, 1931.
 Seyfarth, Edward, merchant, (65), September 11, 1914.
 Seyfarth, Mrs. Esther Anderson, (26), September 9,
 1924.
 Seyfarth, Mrs. Grace Lou, (46), (Walter), April 28,
 1929.
 Seyfarth, Mrs. Herman, (69), July 18, 1929.
 Seyfarth, Miss Ida, (70), October 23, 1928.
 Seyfarth, Mrs. Robert, (50), September 6, 1928.
 Seyl, Leslie, A., (35) railway engineer, January 28, 1928.
 Shaffer, Edward, (42), Rock Island engineer, March 19,
 1931.
 Shatley, Jacob, (79), December 13, 1934.
 Shebeck, Frank, (61), November 8, 1927.
 Shields, James, (53), June 1, 1918.
 Shields, Mrs. Sarah, December 22, 1924.
 Shields, William, (82), June 3, 1922.
 Shipman, Mrs. Alidia, (78), (Fred), October 26, 1935.
 Siensen, Jacob, (86), February 7, 1922.
 Sinda, Mrs. Rose, (20), (Frank), January 18, 1928.
 Sister Mary Rosalie, Superior, St. Benedict school, (58),
 March 17, 1929.
 Small, Frederick, Elmer, (25), May 17, 1902.
 Small, Kenneth L., (55), auto accident at Portland,
 Maine, October 10, 1934.
 Smith, Mrs. Frances, (59), May 26, 1928.
 Smith, Mrs. Olive Amanda, (90), March 9, 1934.
 Smith, Mrs. Rose Elizabeth, (27), April 7, 1929.
 Snyder, Mrs. Wealthy C., (86), November 1, 1927.
 Soltow, Henry C. G., (70), April 26, 1926.
 Soltow, Mrs. Theresa, (69), (Henry), June 26, 1928.
 Sorgenfrei, Albert, (62) May 9, 1929.
 Sorgenfrei, Mrs. Caroline, (59), (Otto), March 13,
 1935.
 Sorgenfrei, John, February 1, 1898.
 Sonnenschein, Mrs. Matilda, (78), February 22, 1931.
 Sorgenfrei, Otto, (74), prominent in local police and
 fire department service, June 7, 1934.
 Sorgenfrei, Mrs. Wilhelmina, (59), May 8, 1927.
 Sorgenfrei, William, (93), pioneer citizen, April 5, 1924.
 Spear, Mrs. Mary, (George), August 30, 1929.
 Spires, Mary A., (67), (Chas.), March 12, 1920.
 Spohr, Mrs. Barbara, (80), April 10, 1930.

Spohr, Fred, (58), July 22, 1935.
 Stadle, Harvey F. C., druggist, January 15, 1935.
 Steffic, Mrs. Anna, (73), March 3, 1935.
 Staffel, Emil J., (58), at Michigan City, November 5, 1929.
 Staffel, Mrs. Fredericka, (67), (William), member of pioneer Krueger family, December 3, 1930.
 Staffel, John A. (65), May 8, 1926.
 Staffel, John, Sr., (85), former village trustee, May 16, 1918.
 Staffel, Paul R., (47), supervisor Worth township, March 8, 1927.
 Staffel, William G., (61), merchant, February 7, 1921.
 Stafford, Mrs. Ida (John), May 26, 1925.
 Stark, Adolph, carpenter, January 20, 1922.
 Stark Fred, tailor, pioneer resident, September 1, 1913.
 Stark, William, April 7, 1923.
 State, Ralph E., (64), many years foreman Rock Island roundhouse, November 22, 1923.
 Steffenhagen, Mrs. Theresa, (57), (William), December 16, 1929.
 Steffes, Bernhard, (70), November 2, 1933.
 Steffes, John F., November 2, 1908.
 Stein, Edward N., (64), former mayor, superintendent Oak Forest Infirmary, 1911-14. Died at Hermosa Beach, Cal., August 9, 1924. Body brought to Blue Island, August 16 and interred in Mt. Greenwood cemetery.
 Stein, Emma L., (66), died at Tippecanoe, Ind., August 3, 1933.
 Stein, William F., (68), April 14, 1926.
 Steinhart, Fidel, (58), January 17, 1918.
 Steinhart, Oscar, (37), March 29, 1929.
 Steinhart, Mrs. Wilhelmina, (69), (Fidel), June 26, 1933.
 Stellwagen, Mrs. Mary, (80), December 6, 1928.
 Stephans, John H., merchant, April 20, 1919.
 Sterling, Fred August, (56), March 13, 1925.
 Stettinisch, Paul, April 1, 1929.
 Stewart, Mrs. Maud, January 15, 1925.
 Stockmar, Arthur W., merchant, (63), August 11, 1919.
 Stockmar, Mrs. Eleanore Uhlich, (Arthur), April 16, 1930.
 Stoll, Mrs. Katherine, (56), (Otto), May 8, 1935.
 Stoll, Nicholas, manufacturer, (71), August 21, 1914.
 Stoll, Otto L., (68), November 17, 1935.
 Stoll, Wilhelmina Johanna, (69), May 7, 1918.
 Stolz, Mrs. Paulina, (69), May 11, 1929.
 Stone, Mrs. L. A., (85), April 20, 1932.
 Storms, Mrs. E. J., May 25, 1921.
 Storz, Mrs. Martha, (88), **February 7, 1914.**
 Strachan, J. W., railway trainman, January, 20, 1921.
 Streu, Mrs. Sophia, (71), November 10, 1920.
 Strickert, Mrs. Catherine, (Charles), (74), old resident, August 12, 1920.
 Strickert, Charles, Civil War veteran, November 12, 1905.
 Strochlein, Mrs. Barbara, (73), April 22, 1927.
 Stuckemeyer, Mrs. Mary, (68), October 2, 1935.
 Sullivan, James D., (55), former R. I. yardmaster, January 13, 1934.
 Sundquist, Samuel S., (52), February 17, 1935.
 Swanson, Frank Chester, (36), February 10, 1928.
 Swanson, John Frederick, (83), April 8, 1929.
 Swanson Mrs. Linda Josephine, (59), September 23, 1922.
 Swanson, Miss Mae, (47), August 21, 1928.
 Swett, William H., (54), January 6, 1918.
 Synakiewicz, Frank X., (67), April 22, 1929.

T

Tagge, Julius, (59), February 25, 1932.
 Tait, Alexander, former Blue Island businessman, died at home of a daughter in Chicago, February 18, 1923.
 Talcott, Florence, (32), (nee Trumbull), February 2, 1920.
 Tate, Mrs. Anna, (nee Engelhart), (78), March 1, 1935.
 Tate, Warren J., (76), retired railway engineer, May 22, 1931.
 Tesmar, Franz, (61), December 30, 1917.
 Tetrault, Mrs. Mary, (44), April 25, 1928.
 Thoeming, Mrs. Augusta, (37), April 23, 1928.
 Thoeming, Edwin J. (33), August 3, 1934.
 Thocming, Peter, September 28, 1924.
 Thoms, Mrs. Hannah, (71), May 2, 1934.
 Thomas, Edwin, (79), July 22, 1934.
 Thompson, Samuel M., (73), February 24, 1922.
 Thompson, Mrs. Sarah Margaret, (83), July 10, 1931.
 Thomy, Mrs. Wilhelmina, (62), April 24, 1929.
 Tollner, William, (65), December 12, 1922.
 Townsend, Alonzo N., (80), Civil War veteran, Justice of the Peace Worth township, May 30, 1926.
 Tracy, Mrs. Clark B., (47), September 15, 1924.
 Traul, Levi C., (97), Civil War veteran, November 7, 1935.
 Trautwein, John, (77), March 23, 1891.
 Trautwein, Mrs. Wanda, at Oakland, Cal., May 11, 1929.
 Truschka, Mrs. Marie, (62), October 5, 1931.
 Truschka, Michael, (25), marine, World War, August 17, 1925.
 Tuffanelli, (70), salesman, February 26, 1933.

U

Ulrich, Carl Rudolph, (60), February 24, 1931.
 Uhlich, Ernst, (71), pioneer citizen, October 24 1901.
 Uhlich Sophia, (69), (Ernst), June 24, 1902.

V

Vail, Edward, (74), March 30, 1919.
 Vail, John, died at Waukegan, July 26, 1933.
 Van Pelt, Mrs. Anna, (64), March 15, 1929.
 Vandenberg, Christian, (82), February 4, 1934.
 Vandenberg, Harry, (59), at Toledo, Ohio, March 10, 1935.
 Vandenberg, Mrs. William, at Pasadena, Cal., September 20, 1925.
 Vermette, Onesine, (69), May 7, 1930.
 Verwer, Charles Henry, (77), August 12, 1934.
 Voegelé, Sam (43), September 11, 1928.
 Vogt, August, (47), November 30, 1913.
 Volkmann, Mrs. Anna (nee Langheld), (Gustav), December 20, 1933.
 Volp, Charles F., (60), November 2, 1935.
 Volp, Henry, (78), one of the earliest residents of the south side of Blue Island, September 17, 1901.
 Volp, Mrs. Margaret (nee Hensel), (89), (Henry) October 23, 1921.
 Volp, Mrs. Sophia Fautek, (Wm.), July 16, 1925.
 Volp, William, (76), January 27, 1929.
 Vonburg, Fred, (52), carpenter, May 11, 1922.
 Vonburg, Mrs. Henrietta, (83), pioneer resident, December 28, 1921.
 Vonburg, John, farmer, November 14, 1914.
 Voorhees, Lucien W., (41), died at Twin Falls, Idaho, June 25, 1929.
 Voss, Mrs. Carl, (69), January 29, 1928.
 for many years chief of fire department, December 19, 1929.
 Voss, Mrs. Minnie, (59), (William) August 3, 1934.
 Voss, Nicholas, (101), one of oldest residents in southern Cook county, October 13, 1931.

W

Wagner, John, June 28, 1914.
 Walsh, John, (52), October 16, 1924.
 Walshon, Mrs. Julia, (62), December 28, 1928.
 Walters, Mrs. Emily, (64), October 29, 1931.
 Walters, Gust, (35), April 1, 1924.
 Warner, Mrs. Anna L., (71), April 12, 1929.
 Watt, William (44), May 4, 1920.
 Wattles, Mrs. Anna L., (72), pioneer resident, October 20, 1928.
 Wattles, Ethan, (62), September 11, 1914.
 Wattles, Henry, (34), April 19, 1919.
 Wattles, Perry A., Civil War veteran, early resident of Blue Island, died in California, April 15, 1919.
 Wattles, Roy E., (33), killed by auto in Mishawauka, Ind., November 3, 1919.
 Waugh, William H., (66), June 2, 1931.
 Weaver, Mrs. Merrill, February 24, 1925.
 Weber, Mrs. Electa, (58), (James), April 19, 1919.
 Weber, Mrs. Minnie Amanda, (Wm. H.), July 29, 1914.
 Weber, Mrs. Kate, October 10, 1918.
 Weir, Alexander, (65), March 15, 1929.
 Weimar, Mrs. Martha Fischer, (78), September 26, 1933.
 Weinbrod, Mrs. Edna Pearl, (40), March 7, 1934.
 Weissenborn, Christopher, (81), September 7, 1911.
 Weissenborn, Mrs. (Christopher), (74) August 23, 1905.
 Welter, Leonard, (58), March 12, 1935.
 Werner, Mrs. Anna L., (71), April 12, 1929.
 Werner, August F., (75), April 28, 1932.
 Werner, Mrs. Augusta Schroeder, (52), August 12, 1922.
 Werner, Ferdinand H., (43), December 27, 1933.
 Werner, William, former Blue Island banker, died at his home in Los Angeles, Cal., January 11, 1931.
 Wessel, Ida, May 1, 1905.
 Wessel, Julius A., (74), engaged in grocery business here 1903 to 1910; elected mayor in 1911 and served one term; after that resumed his business activities three more years; retired; died in Chicago. December 15, 1932.
 Wick, Adam, (83), November 26, 1913.
 Wick, Charles, September 24, 1930.
 Wickett, Mrs. Lydia, (Robert), November 4, 1930.
 Wiedenhoft, Martin, (38), August 3, 1935.
 Wiegold, Otto A., (25), April 21, 1928.
 Wierman, Mrs. Sophia, (87), April 10, 1931.
 Wiese, Mrs. Frieda, (86), May 12, 1928.
 Wiese, Paul C., (67), December 18, 1935.
 Wiese, William, (82), July 26, 1920.
 Wiessner, Mrs. Arthur, October 31, 1924.
 Wiessner, Mrs. Louis T., (30), January 8, 1928.
 Wilcke, Mrs. Caroline, (85), March 23, 1920.
 Wilcke, Mrs. Pauline, (56), old resident, January 10, 1922.
 Wilcke, Mrs. Wilhelmina, (68), February 10, 1931.
 Wilkins, Mrs. Cora, (58), (Arthur), February 4, 1935.
 Wilkins, James B., (78), February 16, 1928.
 Willen, Mrs. Christine, (79), November 2, 1930.
 Willig John, (92), by drowning, November 30, 1931.
 Winnie, Mrs. Walter, (75), January 16, 1929.

Winterfeldt, Mrs. Matilda, (73), April 17, 1930.
 Witt, Mrs. Emma, (42), (Ferdinand), January 27, 1920.
 Witt, Mrs. Frederick, (63), June 12, 1928.
 Witt, Henry C., (59), March 17, 1925.
 Witt, Julius, (54), August 7, 1914.
 Witt, Mrs. Rose Elizabeth (Matt), April 7, 1929.
 Witt, William, (82), January 25, 1928.
 Witzke, Mrs. Johanna, February 15, 1923.
 Wizbanski, Frank, (49), former police officer, September 9, 1934.
 Wodrich, Mrs. August (49), March 6, 1928.
 Wodrich, Carl, (89), May 1, 1934.
 Wodrich, Mrs. Wilhelmina, (67), April 22, 1928.
 Wolf, Mrs. Charles H., (nee Bihl), (34), August 7, 1927.
 Wolf, Martin, (58), October 9, 1931.
 Wolf, Paul, (43), February 18, 1928.
 Wolff, John W., (77), alderman 3rd Ward for nine years, Civil War veteran, January 9, 1919.
 Wolfram, Adam, Sr., (56), April 30, 1935.
 Wollenzien, Fred, (80), March 6, 1932.
 Wolters, Mrs. Herman, (54), January 5, 1933.
 Wolz, Margaret, (83), (John), pioneer resident of the south side, September 12, 1918.
 Wood, Mrs. Mary A., (73), May 24, 1922.
 Woods, Mrs. J. M., (66), March 4, 1931.
 Wordelman, Rudolph, (48), December 24, 1928.
 Wrede, Mrs. Bertha, (69), September 11, 1935.
 Wright, James A., (51), November 26, 1933.
 Wuetig, Charles W., (85), Civil War veteran, January 7, 1933.
 Wuetig, Fred, (46), August 10, 1935.
 Wyant, Albert G., (38), Rock Island conductor, World War veteran, June 16, 1921.

Y

Young, Frank O., (70), March 10, 1924.
 Young, Mrs. Paulina Gross, (82), May 6, 1930.

Z

Zacharias, John L., (72), founder and president of First National Bank of Blue Island, three terms president of village board and later first mayor of Blue Island; for many years wielded powerful political influence in the community, December 3, 1934.
 Zacher, August R., (64), member of a pioneer family, many years constable and Justice of Peace, September 22, 1930.
 Zacher, Christian P., (65), son of pioneer settlers, July 21, 1935.
 Zacher, Irving C., (35), September 16, 1931.
 Zapel, Charles, (80), October 9, 1935.
 Ziebell, Mrs. Marie, (64), July 7, 1935.
 Zielinski, Joseph, (80), December 14, 1931.
 Zielinski, Maryanna, (59), March 16, 1930.
 Zielinski, Stanley, (24), April 3, 1928.
 Zeimet, Mrs. Susanna, (62), (Matt), November 27, 1922.
 Zimmer Mrs. Ann, (75), January 23, 1934.

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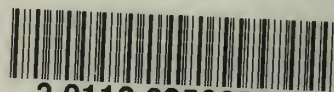


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