

Notes on
History *of* Highland Park
Illinois



Published by
NORTH SHORE CHAPTER
DAUGHTERS OF THE AMERICAN REVOLUTION
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EVVA EGAN TRUAX

Notes on History of Highland Park, Ill.

It is greatly to be regretted that an intelligent effort to record the early history of this section has not been made at an earlier date, when many of those who had been active in its making were still alive and the incidents fixed fresh in their minds. The material here given has been compiled from Mr. E. M. Haines' Historical and Statistical Sketches of Lake County, Ill., written in 1852, also Prof. John J. Halsey's History of Lake County and also from reminiscences of those still living. Naturally in the latter many conflicting statements have been found in which case, information from as many sources possible has been sought and only those accepted on which the majority seem to agree. The French Explorers beginning with Marquette in 1674, passed up and down the Lake Shore in canoes and while they must have spent, at different times, several nights here, yet they left so little and so indefinite a description of this locality, that we will concern ourselves more with the later periods of history. The land was owned and occupied by the Pattowattomie Indians. One Indian village was located on the site now occupied by the F. D. Clavey's Ravinia Nursery. A burial ground was in the locality of the homes of Mr. James H. Shields and Mr. John F. L. Curtis and a chipping station was on Mr. Shields' grounds. By a treaty with the Indians in 1833 the United States Government secured a tract of land along the shore of Lake Michigan lying north of the present town of Kenilworth and including all of Deerfield township. They were allowed to remain until 1836 when the land was thrown open to settlement. Authorities differ as to the earliest settler in this county, but seem to agree that John K. Clarke, better known as Indian Clarke, was the first permanent white trapper. Capt. Daniel Wright who lived on the Des Plaines River about 1834 or 1835 is supposed to be the first white resident, but in the region covered by Deerfield township, Michael Meahan was the first, 1835, followed by Jacob Cadwell, coming in the spring of 1836, with his sons Madison O., Philemon, Caleb, Hiram, and Edwin. Settlers soon followed, mainly composed of a good class of Germans and Irish. Mrs. Philip Brand, mother of the Brand family so well known here, appears to be the oldest living citizen in point of residence, she having come in 1836 (when a child of ten years) to this township.

The first entries made of land now in the limits of Highland Park were made by John and Peter Fennerty, on Feb. 16, 1841, who entered a large tract running from Green Bay Road on the west to the lake on the east and from Elm Place on the north, south to Lincoln Ave. This, it will be seen, embraces all of our business section and a large part of the residential area. They were undoubtedly land speculators and not residential owners, for we do not find their names among those actively connected with the early development of this region. In the same year Benjamin Hastings entered the land now Exmoor addition. Francis Gallagher in 1841-1842-44, entered large tracts south of Deerfield Ave., and west of the Green Bay Road. On Feb. 16, 1841, Robert Daggett entered land on the County Line and the Green Bay Rd., where his descendants still live. Jan. 13, 1844, James Duffy, grandfather of the Duffy Brothers, entered a tract on the Green Bay Road running south from Deerfield Ave. On April 27, 1844, Dr. Wm. B. Egan, father of W. C. Egan, entered a tract running from St. Johns Ave., east to the lake, and from Maple Ave., north to the south line of the present Fort Sheridan. This piece included the Moraine Hotel and the site of the ill-fated Port Clinton.

The first white settler east of the track in the section now covered by the city of Highland Park was Mathias Stoltz, a squatter, who came in the early thirties, building a log cabin on the present south east corner of Hazel Ave., and Lake Ave., across the street from the house known as the Wakem cottage. About 1855 the cabin was burned to the ground and he moved to the north side of Central Ave. just beyond the City Hall. He died about 1879-1880.

Lake County was separated from McHenry County by an act of the general assembly, approved March 1, 1849. County commissioners were appointed to lay off townships. Some time between this and April 1850, a meeting was held at the house of Michael Meahan to determine the name of this township. Philamon Cadwell and Michael Yore were appointed judges and Edwin Cadwell clerk. Seventeen votes were cast by the Germans for the name of Deerfield, while the Irish in memory of the Green Isle they had so lately left, cast thirteen unfertile votes for the name of Erin. Hence, "Erin Go Braugh" is not inscribed on the township seal. The first township meeting was held in the Green Bay House, the first Tuesday in April 1850. Lyman Willmot was chosen Moderator, and Edwin Cadwell, clerk, and the following officers elected.

Supervisor..... Caleb Cadwell
Town Clerk F. A. Goodbody

Assessor John Millen
Collector John Duffy
Overseer of the poor Philemon Cadwell
Commissioner of the high-ways..... Benjamin Raudenbusch
Michael Meahan and
Francis McGovern
Justice of Peace..... John Denker
Constable H. J. Koller

The number of votes cast at this meeting were seventy one. The assessed value of property in this township for 1850 including both real and personal was \$56,740.00 and the amount of taxes computed for collection was \$753.40.

The first post-office in this township was in the Meahan settlement under the name of Emmett in 1846. The Highland Park post-office was originally established Jan. 13, 1849, under name of St. Johns, changed to Port Clinton, March 19, 1850, and again to Highland Park, December 14, 1861. The first postmaster in Highland Park proper was Louis Bacher. The following persons have been in charge and are named in order of their service.

Louis Bacher	Mrs. Mary A. Jennings
Henry Payne	Arthur M. Boyington
James W. Ayres	William E. Brand
Mrs. Julia Dooley	Wm. M. Dooley
Samuel S. Streeter	A. W. Fletcher
Edward P. Harris	Wm. M. Dooley
George B. Cummings	

As the history of Highland Park is so interwoven into that of St. Johns and Port Clinton, which proceeded it in activities, we will treat of them first, in chronological order. St. Johns was situated on the bluff on both sides of the first ravine, encountered as one enters the reservation of Fort Sheridan at its main southern gate.

Part of the clearing seen north of the ravine close to the lake was made at that time in order to have room to grow. John Hettinger, a German, bought the land and with John Peterman, his partner, also a German, laid out the town, incorporating into its name of St. Johns their Christian names. He constructed four, five-room frame cottages for rent, bringing the lumber from Chicago, one of which is still in existence, being part of a house on Deerfield Ave., Highland Park. These constituted the residential section of the town. They were considered palatial residences and were far better than any north of Evanston at that time, and for some time later. Business activities soon commenced. Peterman and Kent had a hub and whiffle-tree factory, and a furniture factory, making a specialty of beds and

tables, was in operation. The Waukegan Gazette under date of Aug. 9, 1851, telling of a trip taken from that point as far south as the present site of Highland Park says, "We arrived at the town of St. Johns, twelve miles south of Waukegan. Here we found Mr. Sheppard, the owner of the pier which is four hundred fifty feet long and has a depth of twelve feet. He is about to erect a large brick ware-house, 64x70 ft., four stories high. Mr. Brescoe of New York is about building a furnace foundry and machine shop for stove castings. Dr. Peter Mowers has a brick-yard on the beach and will make 450,000 brick this season. Dr. Mowers' bricks are equal to the best Milwaukee brick and are of the same light color." Later on, a Mr. Dole of Chicago had a brick-yard, store and ware-house on the bluff, with Antoine C. Hessing who later became so well known in the political circles of Chicago, as local and general manager. In 1909, Mr. Jesse L. Smith of The Elm Place School in company with a couple of scientists from The University of Chicago, visited this section, taking with them Mr. Gustaf Nafe, an old resident of Port Clinton, who aided them in locating old land marks. They came to the conclusion from facts presented, that the lake had carried away more than 300 feet of the bluff, in the years that had elapsed since the founding of St. Johns. We will now leave St. Johns to its silent decay and proceed to the town of Port Clinton.

In 1850 Jacob Clinton Bloom, a real-estate speculator, bought land a little south of St. Johns, bordering the lake, laid out a town and named it Port Clinton, using his middle name as part of the title. The Steele brothers, Andrew, William, James and Matthew, who were about the first inhabitants, conducted a general store situated about where the present home of Mr. Harry Faxon is, across from where the old Light House stood. They built a pier and steam saw mill on the beach, in front of where the present house of F. M. Steele stands, north of the large ravine just north of the Moraine hotel. A logging chute was built down the bluff to the mill and later a road-way was constructed crossing the present Turnley property diagonally towards, and down the bluff. This was passable for ox teams. On the bluff just opposite the Moraine Hotel was situated a brick-yard. In 1851 and 1852 the Steele brothers with Dr. Peter Mowers and others, made a road running west to Half Day and started to plank it with lumber from their mills with the intention of bringing in grain from the farms along The Corduroy Road—afterward called the Telegraph Road, and ship it to Chicago by boat. With that intent, the Steele Bros. also started to build a grain ware-house on the beach in front of the Moraine Hotel. The terrible cholera scourge

of 1854, causing the death of Andrew Steele and his wife and the building of the steam railroad (Chicago & Northwestern) put an end to these plans. The road to Half Day however, now known at the Plank Road, was never planked for more than a few miles. Those of you who are familiar with that section of our city bordering Broadway at its juncture of the Sheridan Road and extending a few blocks west, little dream of the cherished hopes and faith of the future greatness of Port Clinton that inspired its early settlers. It is interesting to read the following statement that appeared in the Waukegan Gazette, (1851) in continuation of the article on St. Johns. "Leaving St. Johns we went to Port Clinton, a half mile south. We found here Mr. J. C. Bloom, proprietor of the steam saw mill (in correction, the Steele brothers were the real proprietors) and a pioneer of the town. Mr. Bloom has a contract for over 250,000 feet of planks for the Chicago plank roads. His pier is 620 feet long and has a depth of 16 feet of water. He will build a railroad to its end; he will ship this season 250 tons of ships knees to New York and Baltimore and three thousand cords of wood to nearer markets. He is building a grist mill of one run of stones. There are ten or twelve new buildings under way. Hubbard's & Crawford's brick yard has contracts for over 300,000 brick. Mr. Hubbard has a store here. One is going up, erected by Christian Mease, who has a lumber yard here. Hubbard & Mease are preparing to erect a ware-house 30x60 ft. and three stories high. E. Johnson has a cooper shop; Dr. Slatler is about to open a drug store; Mr. Strobe will have a tanning establishment going in the fall. Eighteen months ago it was a perfect wilderness with one log shanty where there are now thirty buildings and a school house. The Port Clinton and Half Day Road is to come here (Plank Road)." The Port Clinton Land Company was founded in the year 1853, composed of Elisha S. Wadsworth, Hiram A. Tucker, Francis C. Sherman, Ezra L. Sherman, Chas. V. Dyer, Walter S. Gurnee, Jacob C. Bloom and Mahlon D. Ogden. In 1856 The Port Clinton Land Co. filed a plat of Highland Park covering the land from the present Fort Sheridan Reservation to Central Ave., inclusive—south of that was wilderness. This company also made a plat called Port Clinton covering property in section fourteen lying south of what is Walker Ave. to Moraine Road and covering all of the lake front from Walker Ave. to Moraine Road.

A Government Light House was built about 1855 on the bluff just north of Broadway, and Owen Monahan was appointed Keeper, remaining in that position until 1860 when the Government discontinued it as a light house. The light house was secured through the

influence of Stephen A. Douglas, at that time a member of congress. Owing to the bad state of the country and the coming of the Civil War, the enterprise was given up. Walter S. Gurnee, an early mayor of Chicago, bought out all his associates and sold May 29, 1867, all of his property, about 12,000 acres, to the Highland Park Building Co. This company was chartered by the state in 1867 and was composed of Harvey B. Hurd, Wm. W. Everts, Cornelius R. Field, E. Haskins, Wm. H. Lunt, Henry Booth, H. S. Bontell, James E. Tyler, C. N. Shipman, Jesse O. Norton, Geo. L. Wrenn and Frank P. Hawkins. This company caused a new plat to be made in 1869 and covering the entire tract from Walker Ave. to the north line of Ravinia. This company opened all the platted streets, and built a fine hotel corner of St. Johns Ave. and Ravine Drive, 1000 feet long, containing over one hundred and twenty-five rooms, at that time the finest hotel outside of Chicago, for summer purposes—called Highland Hall. In 1869 a charter for the city was granted by the legislature.

The following officers were elected:

Frank P. Hawkins	Mayor
Geo. Williams	City Clerk
A. O. Fay	Treasurer
Jonas Steers	Assessor
J. W. Ayers	Marshall
Lucius Field	Police Magistrate
P. Hoffman	Street Commissioner
M. Baker	Surveyor
Alderman, 1st ward, Thomas S. Dicherson, Geo. M. Hummer	
Alderman, 2nd ward.....M. Baker, Henry Mowers	
Alderman, 3rd wardGeo. Grussing, Wm. Osterman	
Alderman, 4th wardJ. S. Curtis, A. O. Fay	

The purpose of the city government was to secure a charter with authority to regulate saloons and drive them out. They were eight within the limits at that time, which were all closed out in 1869 by the first administration. Highland Park and Port Clinton up to this time formed a part of the town of Deerfield, composed of what is now Deerfield (East) and West Deerfield and had no separate corporate existence, so that Highland Park as a corporate life and body commenced in 1869. There was a station, post-office and express office, a dozen houses, a store and a saloon on the west side and only two houses on the east side from

Port Clinton to Ravinia. The mayors of Highland Park have been in the following order:

Frank P. Hawkins	Wm. A. James
Cornelius R. Field	P. T. Turnley
S. B. Williams	D. M. Erskine
Wm. A. James	A. W. Fletcher
Thomas H. Beebe	Daniel Cobb
W. W. Boyington	R. G. Evans
John Middleton	Alex Robinson
O. H. Morgan	W. M. Dooley
John Middleton	John Oliver
W. M. Sweetland	Frank P. Hawkins

All of the above served under the old form of government and it is a singular fact Mr. Hawkins exemplified the scriptural quotation, "The First Shall be Last." On the 14th of October, 1914, the citizens decided by vote to adopt the commission form of government and on April 20, 1915, the following officers were elected:

Samuel Hastings	Mayor
Commissioners	Ward Willits
Howard Hitchcock, E. G. Huber and Fritz Bahr	

The name Highland Park was given to our city by Walter S. Gurnee at the time the railroad station was built here in 1854.

Halsey's history states that T. M. Barns built the station, became the first station agent and used part of the building as a store. Both of these facts are disputed. A Mr. Samuel Lurch is said to have been the first station master and Francis McGovern who had acquired land from the government was the first store keeper. By an act of the legislature of Illinois, Feb. 21, 1851, was chartered the Illinois Parallel Railway Co., with a right to construct a railroad from Chicago north to the Wisconsin state line along the lake shore. The act provided that the road should run through Waukegan (then called Little Fort) and should not run at a greater distance from the lake than ten miles. On March 13th, 1851 the legislature of Wisconsin chartered the Green Bay, Milwaukee and Chicago Railway Co., to construct a railroad from Milwaukee south to the state line through Racine and Kenosha and north to Green Bay. Our legislature on Feb. 5, 1853, changed the name of The Illinois Parallel Railway Co., to the Milwaukee & Chicago, then the Green Bay, Milwaukee & Chicago then changed its name to Milwaukee & Chicago, in 1851. The Chicago & Milwaukee Railway Co., formerly opened Jan. 11, 1855. Later on the name was changed to its

present appellation, Chicago & North Western. The first notice in the shape of a printed time-table appeared in The Chicago Daily Journal, Saturday evening, Feb. 10, 1855 as follows:—

“Chicago station, corner of Water & Kinzie Street, on the west side—On and after Thursday, Jan. 4, 1855.

Passenger trains will run as follows:

Leave Chicago, 8:30 A. M.

Arrive Waukegan 10:30 A. M.

Leave Waukegan 3:30 P. M.

Arrive Chicago 5:30 P. M.

Stages connect immediately on arrival, for Milwaukee, passing through Kenosha and Racine, arriving at Milwaukee the same evening. The Chicago & Milwaukee Railway passes through the newly laid out towns of Chittenden (now Rose Hill), Evanston, Winnetka and Port Clinton. Freight received at the station and forwarded. Fare to Milwaukee, \$4.00.

S. J. Johnson, Chief Engineer.”

All engines burned wood, and telegraph lines were not in operation until 1868, a Mr. Blair, the station master at that time being the operator. Telephones came into use in December, 1895. In 1895 and 1896 The Bluff City Electric Railroad built a local line in Waukegan running south as far as North Chicago. In 1898 it was extended to Highland Park and the following year it reached Evanston.

As is usual in newly formed settlements medical aid came from a distance. Dr. Burt of Half Day and Dr. Merkle of what is now Wheeling were the first physicians to be called upon. Two sisters, Mrs. Leonard and Mrs. Meyers practiced here and Dr. Peter Mowers an herb doctor also. The two sisters chiefly practiced mid-wifery, but also followed a general practice, receiving their training in Germany.

The first fourth of July celebration in the history of Highland Park after its incorporation in 1869 was celebrated in what was known then as Linden Park, now home of Mr. Emil Rudolph. Mrs. Laura S. Baker wrote the ode for that occasion which was read by her husband, Dr. M. H. Baker.

The Highland Park Hotel, recently torn down to make room for the dry goods store now occupied by Mr. Garnett was built in 1852 by a Mr. Ayres.

In 1871 the A. O. Fay Masonic Lodge was formed and the Independent Order of Foresters in 1883. Societies based in whole or in part upon an insurance basis were not formed until 1883 and 1884 when the Iron Hall and the

Tonti were organized. Other secret societies of various purposes soon followed.

In Dec. 1891, the Highland Park Club was organized, with Mr. James Shields as its first President, and from that the Ossoli Club, the first large club for women, was formed in March 1894, with Mrs. K. Smoot for its President. In 1896 the Highland Park Golf Club was formed, which organization changed its name to the Exmoor Golf Club the next year, 1897. Mr. C. W. Fullerton was the original president. Next came the Highland Park Woman's Club, founded in 1899, Mrs. B. A. Fessenden at its head. In 1905, with the aid of Mr. Andrew Carnegie the present library building was built.

The Railroad Employees' Home was incorporated in May 1890, occupying an old building on their present site until the new building was built in 1912.

On July 14, 1918, we opened our long hoped for hospital, with a baptism of two accident cases brought in during the ceremonies.

On May 28, 1909, by a vote of the people residing east of the tracks of The Chicago North Western Railroad, the Highland Park East Park District was created and the following commissioners elected:

F. W. Cushing
Ward W. Willits

Jos. L. Fearing
W. C. Egan

At the first meeting of the board W. C. Egan was elected president who served four years when Mr. F. W. Cushing succeeded him.

At an election in April, 1919, it was voted to include that portion of the city west of the railroad tracks in the Park District which heretofore only included the east side of the city. The first Board of Park Commissioners under this consolidation were:

F. W. Cushing, President,
E. L. Millard
Orville St. Peter.
Laurence Buck

Alec Rafferty
E. A. Warren, Secretary.
C. F. Grant, Treasurer.

In 1920 the Board bought 125 acres of land for city parks and recreation grounds.

The Highland Park Business Men's Association was formed at a meeting held Sept. 19, 1910. Charles M. Schneider was the first president and Albert Larson the first secretary.

The 612 acres of land known as Fort Sheridan was acquired by the Commercial Club of Chicago in 1886, presented to the United States Government for military purposes, and occupied as such on Nov. 8, 1888.

The first road, trail would be the better word, through this section was the Green Bay Road, a title we still have with us, but the location of the road has been changed in many places. Green Bay was oldest settlement in this territory, a French trading station and mission having been established there shortly after 1670, and at Milwaukee in 1785. Chicago was an important point to the Indians and later to traders and missionaries, as a gate-way to the Mississippi country, so it naturally follows that the trail between was much traveled. Mrs. Kinzie in her book entitled "Waubun" knew it well and speaks of it as impassable in March on account of the spring floods. At the time of the treaty with the Indians ceding this section to the United States Government in 1833, an English gentleman in describing the scene, called this road "the narrow black trail running to the north." It was surveyed in 1833. Stakes were driven and trees blazed along the line and it was somewhat improved in 1834 as far as Milwaukee by laying rough puncheon and log bridges over the unfordable creeks and streams, and cutting out the trees to the width of two rods. No grading was done for years afterward and as late as 1836, it was only a blazed road through the forest between Milwaukee and Green Bay. Many are the references to it in letters and journals of the day proving that it was the main highway through to the north. The next big road ran west of Deerfield Corners through Wheeling, Half Day and Libertyville, (then Independence Grove) and is now known at Milwaukee Avenue. On this road ran the first stage, established in June 1836, a common lumber wagon for both passengers and mail, drawn by four horses and driven by one, Wm. Lovejoy who built and kept the first tavern at the upper crossing of the Des Plaines. The Corduroy or Telegraph Road was in existence before 1841, running through the village of Deerfield. The earlier name meant that the bridges were corduroy, the road ran mainly along the sandy ridge.

A story is told that the government built log houses along the Green Bay Road at frequent intervals for the way-farer and that most of these became rude taverns of the day. On leaving Chicago the first stop was made at Grosse Point, generally at the house of Antoine Ouilmette, a French trader, and the next stop was at Sunderland's back of Waukegan. This was in the thirties and in the next ten or more years many more houses or taverns were built. Among others, was the old Green Bay House in Highland Park, now gone. It stood just east of the railroad right of way, about 400 or 500 feet south of Moraine Road. It is the only one of the old taverns on the Green Bay or Military Road as it was sometimes called, within the confines

of Deerfield township. Dulantys in Shields on the north, Mile House or Turnbull's just over the line south in Cook county, being the nearest. It was in this old Green Bay House, township organization was formed and many of the meetings held. Unfortunately we do not know the names of the early inn keepers, only that of the last, Dr. Peter Mowers, who came there about 1852 from St. Johns. He was in charge there at the time the railroad built its line and boarded the men engaged in construction work, though in that year he had already built his own houses across the railroad right of way, west, on the present Green Bay Road where his daughter, Mrs. A. J. St. Peter, lived until her recent death. This was perhaps the first frame house erected in Highland Park and is incorporated into the present home. The old log stringers squared by the ax still show above our head as we entered the modern cellar excavated later. The building on East Central Ave., one half of which is occupied by Mr. Samuel Levin, watch maker, was originally the Turnbull House and stood on the south east corner of Central Ave. and St. Johns and is the next oldest frame building standing, except part of the house on Deerfield Ave., moved down from old St. Johns more than thirty years ago. The Turnbull house is said to have log stringers also. When the Thompson block was built in 1873 the Turnbull house was moved just south to the site now occupied by Rigdon's Dry Goods Store and later moved to its present position. The Highland Park Building Co., put up a store on the north east corner of Central Ave. and St. Johns with an Assembly Hall above it and was first called Central Hall. This building was afterwards bought by James McDonald and the name changed to McDonald's Hall, he occupying the first floor for a general merchandise store. It was in this hall that the main religious, political and social meetings of the town centered.

In the early fifties the stage ran along the Green Bay Road having regular Concord Coaches with rack behind and four horses. The Green Bay House was one of the relay stations and it is said that at one time Parmalee, the famous transportation king of Chicago, was the promoter of this line. In the early days of this township, the people used the heach as a high-way in fair weather, as one could not get lost and it was far smoother and better than the narrow trail or stump infested road-way. Mail was carried between Chicago and Green Bay before 1832 for we read of the amputation of the frozen feet of the mail carrier by Dr. Elijah J. Harmon. By the late forties mail was still carried along this road, but the mail carrier was on horse back then, and it cost six cents to send a letter. The first road east and west through Highland Park was the Deer-

field road which was begun in 1854 or 1855 and finished two years afterwards, but was not graded. Central Ave. was the first graded road and Port Clinton, now Sheridan Road, the next. After that the graded streets were all on the west side of the railroad for some time.

The first church in Deerfield township was St. Michael's church on the Corduroy Road in Meahan's Settlement. This church was built in 1844 on land given by Michael Yore and served four townships. In 1855 the movement of population caused the church to be moved north into Shields Township and the old building was sold for a dwelling. This church was served by priests from Waukegan. St. Mary's of the Woods, on the Green Bay Road, was first built north of Highland Avenue just west of the railroad tracks and later moved to its final location on the Birch farm. Some dispute this, but both stories agree that it stood for eight or nine years without a roof, the congregation being too poor to finish it. In the meantime, the people worshipped mainly in the house of Martin Leonard, whenever the priests from Grosse Point could come. During the years 1845 and 1846 Rev. G. H. Glatte held service occasionally; from 1847 to 1852, the Rev. J. H. Forman. John Rectenwald gave the land on Green Bay Road and in March 1852 "The Western Tablet," the Roman Catholic paper of the day, speaks of it as being finished. The next year the church was dedicated and a cross put up at the close of a mission, Aug. 15, 1853, the huge black walnut cross being hauled from Grosse Point by oxen. It was erected by Father Weyinger, and Father Henry Fortman who also came from Grosse Point, said mass. The church was abandoned in 1873 and a new one erected on West Laurel Ave. in Highland Park. The log building was used as a school for some time but finally abandoned for all time and gradually decayed. This church was always considered as a mission and served from the mother church at Grosse Point. In 1893 the Highland Park congregation was made into a parish and Father John Madden was its first pastor. At Port Clinton a Methodist minister used to hold services in the frame school house that is now a part of the present home of the Cox family but he was unable to come regularly and ceased coming altogether when the Highland Park Association was formed. All the Protestant denominations in Highland Park worshiped together in McDonald's hall on the present site of the D. M. Erskine bank building under the name of the Highland Park Religious Association with the Rev. Geo. L. Wrenn as its first president, and ministers of various denominations preached in turn. This association was organized Oct. 1869 and two years later the Baptists withdrew, organized on May 13, 1871 and in October 1872 built

the church on Laurel Ave., now used by the Odd Fellows. The first Baptism was that of Mr. James Warren, June 4, 1871, and the Rev. George L. Wrenn was the first pastor. The Presbyterians next withdrew and organized June 2, 1871, but the church building was not completed until 1874. This building was in turn replaced by a new one dedicated Nov. 3, 1912. Rev. Geo. L. Wrenn was the first pastor of the church also and the first Baptism there, was that of Mrs. Arthur F. Allen (Mrs. Emma S.) June 2, 1871, and the first death, that of Mrs. Orra P. Allen, widow, Feb. 12, 1872, aged 80 years. On Feb. 1874 the Trinity Episcopal Church was organized and the Religious Association then dissolved. The Trinity church edifice was completed Jan. 1877, with the Rev. Frank O. Osborn as the first rector. This building burned and the present church opened April 7, 1901. Harriet Susan Davis holds the honor of the first baptism, May 24, 1874, and the first marriage celebrated was between John W. Nain and Lillie R. Phelps, Feb. 14, 1875 while the first burial was that of Janet Cameron on Sept. 9, 1874, aged twenty-eight. The Ebenezer Evangelical church known as Bethany Church, was organized in 1878, building in 1882 and the United Church was organized on February 5th, 1896, and opened their church June 28, 1896. The First Church of Christ, Scientist, was dedicated in 1905.

As to the schools—In old St. Johns the first school was opened about 1846 in a log house and taught by Elvina Strobe of Michigan, two or three months of the year. The school at Port Clinton was in a little frame building now incorporated into the home of Wm. D. Cox and used prior to the erection of the brick building about 1856, which is still standing, while the name of the first teacher is lost in obscurity. In Highland Park about 1866-67, Miss Mary Gannon taught a few of the children of Roman Catholic parents at the home of Mr. Patrick Dooley. Miss Alice Allen taught a private school, not denominational, in McDonald's Hall about 1868 and in 1869 Miss Mary Everts and Miss Nellie Hughes opened the first public school in McDonald's Hall. In 1870 a brick building was erected at the corner of Elm Place and the then Port Clinton Ave, and a new building was ready for pupils Oct. 20, 1893. The Lincoln Ave. school was built in 1887 a half a block east of the present structure which was opened on Feb. 12, 1909. A high school was opened in 1887 in the rooms over Brand's Brothers paint store and continued there until the school moved to the present site in 1900. Highland Hall, private school for girls was opened in the fall of 1876 and Edwin Payson Weston was its first principal and owner, coming

from Ferry Hall in Lake Forest which had opened in 1869. Under this management the school ended in 1884, but Mrs. Helen Starett, whose school on the South Side in Chicago is now so well known, carried on the institution a year longer. This building had been built as a hotel and was still used as such in summer. On May 1888 Colonel H. P. Davidson purchased the property and repaired the building. They opened in September under the title of North Western Military Academy with forty cadets. This building burned Nov. 1st of that same fall and on June 13, 1889 the corner stone of the next building was laid, which building burned down on May 1st, 1915. The Naval department was added about 1912 and the school purchased property at Lake Geneva, Wis. This location was used during the spring and fall, but now the entire plant has been moved there. In 1889 Prof. Russell opened a school for young children on the Sylvan Dell's property now owned by Mr. Harry Clarke, but after moving this school to several locations, it was finally absorbed into the North Western Military Academy. The Alta School for girls on Linden Park Place was founded in 1893 and closed in 1899.

These are the men Highland Park gave to our Civil War.

List of Civil War Veterans who lived in Highland Park at the time they enlisted.

Geo. Hesler, Mr. Sasch, Peter Loesch, Frank Loesch, John Loesch, Stephen Kline, Thom. Maroney, Enlisted May 1862, ILL. 89th Volunteers; David O'Brien, Enlisted May 1862, Ill. 89th Volunteers; Ed. Whalen, Enlisted May 1862, Ill., 89th Volunteers; Edward Bartlett, Wm. White, John Mooney, Thos. Mooney, Thomas McCraren, John Danner, Geo. Richards, Martin Mowers, Martin Foy, John Mahan, Martin Conerton, Peter Baker, joined Merrill's Ind. Horse Brigade, 1861. Mustered out in 1864, reenlisted and served until end. Now living in Minneapolis, Kansas; Henry Baker, enlisted in Board of Trade Battery in 1864. Served until end; Milo Paine, Mr. Appleton, Mr. Yager, Mr. Robert Thursk.

Of whom there are six now living as far as we know.

On June 24, 1917, there met at the home of Mrs. Geo. R. Jones to organize an association to furnish entertainment and a home atmosphere for the men in service, the following:

Miss Blanche Mason	Mrs. A. A. Putnam
Mrs. W. A. Alexander	Mrs. F. D. Silber
Mrs. C. A. Winston	Mrs. J. McGregor Adams
Mrs. R. C. Jacobson	Mrs. A. F. Fletcher
Chaplain Adams of Fort Sheridan	

Miss Blanche Mason who was responsible for the idea was elected president and Mrs. Geo. R. Jones treasurer. Mr. A. W. Fletcher very kindly offered the use of his vacant store at 380 Central Avenue, rent free, for six months and other patriotic citizens donated liberally with the result that on July 4th the Army and Navy Center was opened.

Many thousands of boys enjoyed not only its hospitality but were entertained outside through its help. It was supported by interested adherents until November, 1918, when it was taken over by the War Camp Community Service. On February 1st, 1920, with enlarged quarters and greater field of labor it became the Highland Park Community Center, supported by the community.

During the World War there was a very active branch of the Red Cross, a chapter of the French Wounded, and other groups of workers.

Following are the veterans of the World War from Highland Park:

Aldridge, William S.	Chandler, H. H., Jr.
Allen, A. C.	Chapman, W. C.
Anderson, Ray Seward	Clow, Ervin
Arnsward, Albert	Clow, Delmar
Arnsward, Arthur	Clow, Henry F.
Arnsward, Carl	Cobb, Daniel
Arnsward, Theodore	Cobb, Melville
Augustine, George	Crimo, Sam
Augustine, Robert	Cimarrusti, Luigi
Augustine, William	Cole, P. E.
Andrews, Chauncey	Coleman, W. C.
Bahr, Fritz, Jr.	Corwith, Nathan
Baker, Alden S.	Creiger, C. W.
Balding, Ed.	Curnow, James
Baker, J. M.	Duffy, James
Beaudin, Mitchell	Davidson, Alex
Bingham, Samuel H., Jr.	Davies, Ralph F.
Balke, Edward	Denny, Pete
Baldwin, George	Decker, A.
Baldwin, Harry	Dee, M. G.
Bard, Roy Emerson	Eichler, Harry
Bowden, James P.	Economas, James
Bowden, George	Elwell, Frank E.
Barr, Lyman	Engdahl, Simon
Booth, Benny	Engren, Carl
Beckman, Harold E.	Everett, Francis Gray
Bergen, Lloyd V.	Eckhart, Wm.
Berbick, Henry	Farmer, John Palmer
Bertucci, Enrico	Faxon, W. E.
Bertucci, Giovanni	Fay, Ed.
Benson, Ed.	Flinn, Walker C.
Bletsch, Charles E.	Flinn, Allan D.
Bonn, Fred	Follansbee, M. M.
Biondi, Nino	Forrest, Mauleby
Bowen, Archie G.	Fouquett, Martin
Brand, George W.	Franklin, Joe
Brand, Irving	Fronelt, Herman

Brand, Roland
Brown, John W.
Bullard, Sellar
Buckley, Warren
Buell, Charles C., Jr.
Buell, Temple Hoyne
Campbell, Thomas
Canfield, John
Cameron, Robert C.
Campbell, Ernest
Campbell, Thomas
Carr, Harold A.
Carr, Stanley
Card, Joseph B.
Carlson, Eggert
Carani, Battista
Cornia, Dino
Constantino, Minorino
Cawley, Wm. P.
Cawley, Charles
Hussey, Robert
Hill, George
Hise, Clyde W. Morgan
Hutchinson, David
Hanson, Henry A.
Inman, Everett
Ivy, B. C.
Johnson, Axel
Jones, Archie
Juleff, Henry C.
Kearney, John
Kehwald, Arthur
Keller, Reuben
Knight, Joseph F.
Kopp, George C.
Kopp, Martin E.
Kopp, August H.
Kopp, John S.
Kopp, Frank J.
Kirbey, George
Kretzinger, G. W.
Lapson, William
Larson, Hugo
Lawther, John S.
Legler, Henry M.
Legler, Frederick
Leffert, Louis
Lehmkuhl, Chas. J.
Lehman, Guy V.
Levin, Lester
Loverentz, George
Lindholm, Reuben P.
Lundgren, Oscar
Lloyd, Lionel J.
Lahey, Richard Earl
Ludlow, Michael Miner
Ludlow, Miner
Lutz, Robert
Leuschner, Rudolph
Martin, George C.
McKinnon, Alexander

Freeberg, Harry F.
Fyffe, William Ballinger
Gallagher, Fred W.
Gerhardt, William D.
Goelitz, Arthur
Gieser, Ernest R.
Greenslade, Robert
Goodnow, George N.
Gerkin, Allan
Gourley, Edward
Gieser, Carl
Haeefe, Clyde
Harkness, C. A.
Hart, Virgil
Hart, Martin C.
Hatley, Arthur
Henning, Fred
Higgins, Archie
Honaker, John
Heise, Homer
Morton, Thomas
Moseley, George
Maiman, M. E.
Murphy, Lyman
Nafe, Albert, Jr.
Nelson, Stewart Stone
Nielson, Jens P.
Nielson, James
Nizzi, Giovanni
Norrlen, Gustav
Noethling, Morris
Norenberg, Clarence
O'Neil, John
Page, John H.
Patten, Dennis
Piacenza, Enrico
Parliament, Clarence
Parker, Frank
Patton, Robert
Pasquesi, Silvio
Pasquesi, Giovanni
Peters, Thomas J.
Peters, John A.
Preston, Fred A.
Picchiette, Enea
Ralph, Arthur
Ralph, George E.
Renning, Albert
Roberts, H. B.
Root, Guy P.
Rouse, Robert Edward
Rudolph, Harry
Rafferty, W. A.
Sack, Orville
Sanborn, Colin
Saxon, William
Schwab, Charles Willard
Schauffler, Allen
Schauffler, Bennett S.
Schauffler, C. E.
Schauffler, Goodrich

Maehtle, Edward
Maehtle, Milton
McCaffrey, Arthur M.
McCaffrey, Leslie B.
McCaffrey, Lloyd L.
McCauley, Edwin
McCauley, Tracy L.
McLaughlin, E. J.
McNally, James Henry
McPherson, Earle
McWilliams, Arthur
McNally, William J.
Mahen, Harry
Maroney, Frank
Marony, Emmett
Moon, Herbert J.
Melville, Charles K.
Merrell, D. L.
Meyers, William
Morgan, William
Schendorf, Winfield
Simmers, Ward B.
Sorenson, Carlo
Sorensen, Albert Theo.
Sorensen, Martines
Sorensen, Steve
Steever, Jerome
Stratford, Albert
Stroud, Frederick
Stilton, Stanley
Skidmore, Henry D.
Stubbs, B. Gray
Stupple, Harry
Summers, Jacob
Sweetland, Melvin
Troxel, Thomas G.
Ulmann, H. J.
Ullman, Fredic
Underwood, Thomas
Ugolini Marco
Umbach, E. M.

Van Riper, Gordon
Schauffler, Henry
Schauffler, Leslie
Schwab, Paul
Shreve, Claude M.
Smith, Harold
St. Peter, Harry
Schneider, Paul
Scott, John
Scott, Homer
Salyards, Willis
Smith, Robert
Schuman, George
Sheahan, Harry
Sandwick, Luther
Shields, Culver
Shields, Robert M.
Small, Laurence
Smith, Dwight
Spencer, Egbert H.
Spencer, Winfield
Vail, Roger Sherman
Vercoe, Jack
Volland, Gordon
Warner, Robert
Weber, Paul
Welsh, Tom
Wiemers, Herbert
Wessling, Orville K.
White, John
Williams, Herbert F.
Wightman, Harry
Wolcott, Leonard
Wonderly, William C.
Wick, Edward
Wright, William Ward
Willett, Gerald S.
Willits, McGregor
Wymond, Frank C.
Yates, Earl
Zimmer, Harvey

Died in Service

Benson, Howard Edward	Daniels, Frank
Bertness, Byron M.	Ivy, Carl R.
Bournique, Joy C.	Shields, Constance
Dumaresq Spencer	

List of Houses standing in and about Highland Park in 1860

Old Kline log house situated at the south end of the south side baseball park W. on Lincoln Ave., north of the two cottonwood trees which are still standing. Built in the late thirties or early forties.

Dietrick House situated at the west side of Green Bay Road, south of the Ravinia Depot.

McCarty House situated where the military stables where the reservation now stands.

Magnus Tait House situated where the officer's club now stands in Ft. Sheridan.

Michael Sweeney's House situated just back of his present one.

John Cawley House situated near where the power house in Highwood now stands. Part of the house occupied by the Cox family situated in Port Clinton. Mahan family lived on the plank road where they now live.

Brick House situated on south side of Plank Road west of railroad and still standing. Wendall Rectenwald lived north of the Mahans. Julius Nafe's family lived in Port Clinton where his children now live. Mr. Nafee was a blacksmith. Owen Manahan was the light house keeper in Port Clinton. Wm. Steele ran a tavern and grocery in Port Clinton; John O. Potter ran a general store in Port Clinton; Mrs. Mary Jane May and the Daney family lived in Port Clinton.

House called the "Steep Roof House" situated on the Wm. Steele property in Port Clinton.

A number of others stood in Port Clinton but the occupants are unknown.

A **log house** situated fifty feet west of where the North Western water tank now stands, but it was down in 1860.

House situated on lot occupied by Mrs. Rogan, N. Second St., occupants Cull family.

House situated on ground owned by Catholic Church, Homewood and Green Bay Road, occupied by the Lawless family.

Maroney family lived at corner of Green Bay Road and Vine Ave., the property now owned by the McDougall family but the original house is not standing.

Dr. Peter Mower's House is still standing on North Green Bay Road. Log house situated on southeast corner of High School property, occupant unknown.

Log House situated on Elm Place School property, very little of building standing in 1860.

One Room House on Reed Orchard property now known as Harrington property.

Gallagher family occupied Birch farm.

Mrs. Kenna abandoned her claim, now the Kimball property in 1840.

Mr. John McGovern also abandoned his about this time. property was located south of what is known as the **Thomp-**

son property on Linden Ave. He was the father of Rev. Doctor McGovern, the famous Catholic Divine.

Loesch family lived on farm now belonging to C. E. Mosley, South Green Bay Road.

Martin Leonard's family lived on property now known as Stipe farm.

Joe Stipe, brother of Sebastian Stipe lived on lake shore north of Braeside golf links.

Sasch family lived west of the Stipe family.

The four Daggitts families, father and three sons houses stood where they now stand along the Green Bay Road and the county line.

Brocks lived south of the Stipe property and conducted a general store and tavern.

Meyers family lived on the farm now known as the Hoebner farm.

Koller family lived on farm directly west of this.

Rudolph family lived on property now known at the Stevens place.

The Hessler family lived on their present farm.

McAdams family lived on farm now occupied by Joseph Mooney.

Nicholas Rectenwald lived on property now known as the south end of Exmoor Club, and their house though moved from its position is used as a shop for the golf professionals. **Log House** on grounds now owned by the Thorn family, rumors that it was built by an Indian.

Log House situated a short way from what is now Aldridge property on Glencoe Ave., occupied by Osterman.

House situated on south east corner of Green Bay Road and Laurel Ave. burned down before 1860.

Joseph and Jacob Huck ran a meat market at what is now known at No. 124 South First Street.

The Sheahan farm was occupied first by Squire Francis McGovern and at this time by the Thursk family.

Log House situated at south side of Central Ave. where Rebling's now live occupied by Ludwig family.

Mathias Stoltz House situated at north side of Central Ave., where Mr. Ed. Warren's house now stands, occupied by White family. The daughter of this family taught school in Port Clinton.

Y. W. C. A. Cafeteria on south east corner of Green Bay Road and Central Ave. occupied by boot and shoe maker by name of Andrews.

Building known as Brand's paint shop occupied by Phillips family.

A two story frame house situated on property now occupied by theatre, Arthur Sheridan family occupants.

John O. Cummings situated on West Central Ave. on property now known as Norenberg property. Mr. Cummings was a shoe maker.

Squire Francis McGovern's store situated on First street about one hundred feet north of Central Ave.

Central Hotel occupied by Young family.

Turnhill House situated where Rigdon's Dry Goods Store now stands.

House built by Wm. Reid northeast corner of Central Ave. and Forest Ave. occupied in 1860 by Drake family now standing on Park Ave. and known as the Holmes House.

Mr. Yager lived on south side of Central Ave. near where the belt line crosses now.

ADDENDA

Highland Parks lacks in the romantic episodes that are so often surreptitiously attached to localities where the Indians once roamed, such as "Lovers Leap" etc. Nor does it possess a mysterious spot where one of the many Captain Kids buried his ill-gotten treasures; but not to be behind the times, it did possess a man-made cave where a counterfeiter secretly carried on his nefarious business. The following information is given us by Mr. F. W. Cushing.

An interesting story in connection with the large ravine back of the Moraine Hotel was told by Judge Blodgett some time before his death.

In 1835 or about that time, when the Illinois and Michigan canal was under construction from Chicago to La Salle the money ran out and in order to keep the work under progress, the state issued a quantity of scrip which was placed on the market and sold. There was living in Chicago at the time an expert engraver named Crane who conceived the idea of counterfeiting this scrip. He procured the necessary appliances for his purpose, loaded the paraphernalia into a boat and started up the lake to find a place where he could do his work without disturbance. He finally landed at the mouth of the ravine running East and West between the property now owned by Mr. Fred M. Steele and the Moraine grounds. A few hundred feet in from the shore this ravine is joined by another large ravine running North and South, and in this latter ravine Crane found the spot he was looking for. He built a sort of "Dug-out" in the side

of the bluff where he could not be seen by passing schooners or row boats, which were the only means of navigation in those days, and where he could have a North light that engravers require. In the course of time completed his stone and printed the scrip. When everything was ready he carried his load into Chicago on his back and passed his handiwork over to his confederates whose duty it was to place the scrip on the market and turn it into money. So well done was Crane's work that about \$300,000.00 worth of it was sold before some one discovered that it was spurious. Then a search began for the conspirators which resulted in the arrest and conviction of all of them except the principal one, Crane himself. The best detectives in the country were unsuccessful in running him down or in finding the stone from which the scrip had been made, and the search continued for several years.

The convicted men nearly all died in the penitentiary while Crane enjoyed his liberty.

Along in 1869 E. W. Blodgett was quite well known as a rising young criminal lawyer in these parts, and made many trips between Chicago and Waukegan in the pursuit of his practice. He usually drove a buckboard and frequently stopped at the old Port Clinton light house, just north of the Turnley property, to refresh himself and bait his horse at the little tavern that stood there in those days. One hot day as Blodgett was driving north from Port Clinton he overtook an old man trudging along the sandy road bearing all marks of having come a long and weary way, who said he was going to Waukegan, and who gladly accepted an offer to be carried to his destination. Given a place on the seat beside the driver it was not long before each knew the other by name, but the name of Crane had no special significance to Blodgett while the name of the young criminal lawyer meant much to Crane. As they arrived at Waukegan, Crane said that he lived at Libertyville and would be very glad if Blodgett would call upon him there some time when his business took him that way, and was so pressing in his invitation that Blodgett made it a point to look him up when he next found himself in Libertyville. The old man expressed himself as very glad to see him, especially as he had something that he wanted to show him. He then went into a bed room and took from between two mattresses the stone that had been so long searched for and asked Blodgett if he knew what it was. "Why yes," said the future Federal Judge, "but why do you show this to me? Don't you know that I can put you behind the bars for having this stone in your possession?"

"NO SIR, you cannot," said Crane. "The statute limitations has run. I made that stone more than twenty years

ago and no one can be punished for having it now. You did me a good turn when you carried me to Waukegan on that hot day and I wanted to repay you by showing you something that no mortal man has ever seen besides myself and no other will ever see." Then raising the stone as high as he could lift it he let it fall to the floor, breaking it into a dozen pieces.

Mr. Cushing tells us:

How the Moraine Hotel Got Its Name

Here is his story:

In the autumn of 1899, when the plans for building the hotel were being formed, there were many suggestions as to the proper name to give it: such names as The North Shore Hotel, Cushing's Inn, Bluff View House, Highland Tavern, Lakeside Hotel, and many others were proposed and these were being considered but no name had been selected. One day when the excavating was going on a large boulder of what appears to be Lake Superior granite was uncovered about fifteen feet below the South end of the building, where the Dining Room now is. This boulder has unmistakable ice striae on two of its sides which are planed off as perfectly as an expert stonemason could do it. It was found in the original glacial drift and had never been seen by human eye before. It is such a perfect specimen of glacial stone, proving that the land from which it was uncovered was indeed a Moraine, that the name for the hotel was at once determined upon. This stone now has a place of honor on a pier built for it on the lawn in front of the hotel and may be seen and examined at any time by any who are interested in geology. Geologists have estimated that the stone must have been deposited where it was found, anywhere from ten to one hundred thousand years ago and that it was probably picked up by the glacier in the Lake Superior country and may have been several hundred thousand years on its journey to its final resting place.

In the following reminiscences all those mentioned, save Indian Clarke, are alive. Mr. John Mooney furnishes us with the following interesting details:

How the Early Settlers Lived in the Forties

Wild game was plentiful: deer, quail, partridges, rabbits, abounded and wild pigeons, and wild ducks in large droves, were easily slaughtered. One winter the settlers lived almost entirely on quail. They were trapped by the hundreds and it was a common sight to see a drove of ten or twelve deer. The Indians came back to hunt every so often, generally in the fall. There was water in the sloughs all summer. The nearest school house to them was in Deer-

field. It was impossible to get there much more than half the time in winter and in summer everybody worked in the fields, men, women and children, to raise something to live on during the winter. They lived largely on potatoes and corn; the coffee used was made from corn roasted and ground. Pumpkins were dried and kept for winter's use for pies and sauce.

Men would come for eight or ten miles with oxen and axes and build a house in the time it now takes to draw a plan. One gang would cut logs, one haul them and another notch and put them on the walls. The first day the walls were built, the next day the roof of slabs was put on and the family moved in the third day. The lower portion of the chimneys was built of stones picked up as best they might and the upper portion finished off with brick. There was a travelling brick maker by the name of Crawford who had a number of small kilns along the North Shore, ten or so miles apart, wherever the clay was best. Each summer he made the rounds, making the limited number of bricks at each place, required for topping the chimneys.

There were a few wild cats and lynx, quite a number of wood wolves which killed a great many of their sheep in the spring and summer. As the bulk of the settlers lived in the region bordering the slough, fever and ague were very prevalent. Rattle snakes were very plentiful. Four or five were seen in a single day, five people bitten, one of whom died. There was very little actual money: most of the purchasing was done by trade, a large portion of the trade medium being quail. The nearest store was in Deerfield occupied by a wagon maker, built at one side of his wagon shop. The first road east and west was Deerfield Ave., the timber being cut off of it in 1854 and 1855 and the bridges partly built, taking two more years to finish the road. This road was partly graded from 1857-1860. In case they needed a doctor, the nearest was seven miles off, Dr. Meckler, near the present town of Wheeling, the second man of medicine in that locality and the next one was twelve miles off in Waukegan. It took three or four days to go to Chicago and back. Pork sold at one cent a pound, eggs three cents a dozen, oats ten cents a bushel, potatoes to be had for the digging. For illumination they had fire light and as the fire place was large the light was very bright. They also used lamps of the pattern called Roman, with projecting noses and rags drawn through these noses for wicks. Fifty cents a day was all a man could get for his labors and some times he was only given produce of some kind for payment.

Mrs. Mary S. Brand, Mrs. Philip Brand—daughter of Jacob Ott., came to this township from Warren, Pa., in the

summer of 1836 with her parents by canal and ox team and located slightly northwest of the town of Deerfield where her father and elder brother plowed a furrow around a field which later became a part of Deerfield. The Indians were numerous. When the government surveyed the land her father owned all that was within the bounds of the furrow, there being one regret, the furrow should have been plowed around a larger piece of land. Philip Brand whose family had died in Chicago, save one sister, came to this township and married her in 1844, Christian Lindemer an Evangelical minister, from Des Plaines River, married them. They lived for a short time south in Cook county, but only stayed a year or so, coming back into Deerfield Township. One night a heavy rain came down through the large chimney, putting out the open fire. There being no matches, the young husband was obliged to go two miles to a neighbor to borrow live coal which he carried home covered with ashes in a stove pipe elbow. Early one morning before daylight her husband had to leave her to be gone all day. While preparing breakfast she reached on a shelf near the fire place for a dish when something bit her on the hand. She screamed, "Mouse." Her husband investigated and found a rattle-snake coiled in the dish. Home remedies were used, the nearest doctor sent for post-poste, who lived fourteen miles distant and the urgent call brought him in time to save her life.

Mrs. Sebastian Stipe—Mary A. Koller, born in 1845 about a half mile south west of where she now lives. Her father and mother came from Germany to New York, met there and married. They came to Chicago in 1843-1844 and stayed a few months while deciding where to locate. Her father, H. J. bought a yoke of oxen and with his brother-in-law, Martin Leonard, walked all the way to Green Bay by Green Bay Road, through Milwaukee to look at land of which he had heard such glowing reports. They were so impressed however, with the site of the land of the farm west of the present town of Ravinia that on the way back he purchased from the government, the land on which Mrs. Stipe was born, and which her brother now owns. Martin Leonard bought the next farm north, but not from the government, and this is the farm at present owned by Mr. Sebastian Stipe. Mrs. Stipe remembered driving with her father into Chicago to sell produce and purchase supplies. This was before the railroad went through. They would go by ox team and by starting at perhaps three in the morning, would reach Bear Tavern, where the present town of Rose Hill is, in time for supper and to spend the night. The next day they would take the prairie road into Chicago. This road swung west from Rose Hill in a circle and enter-

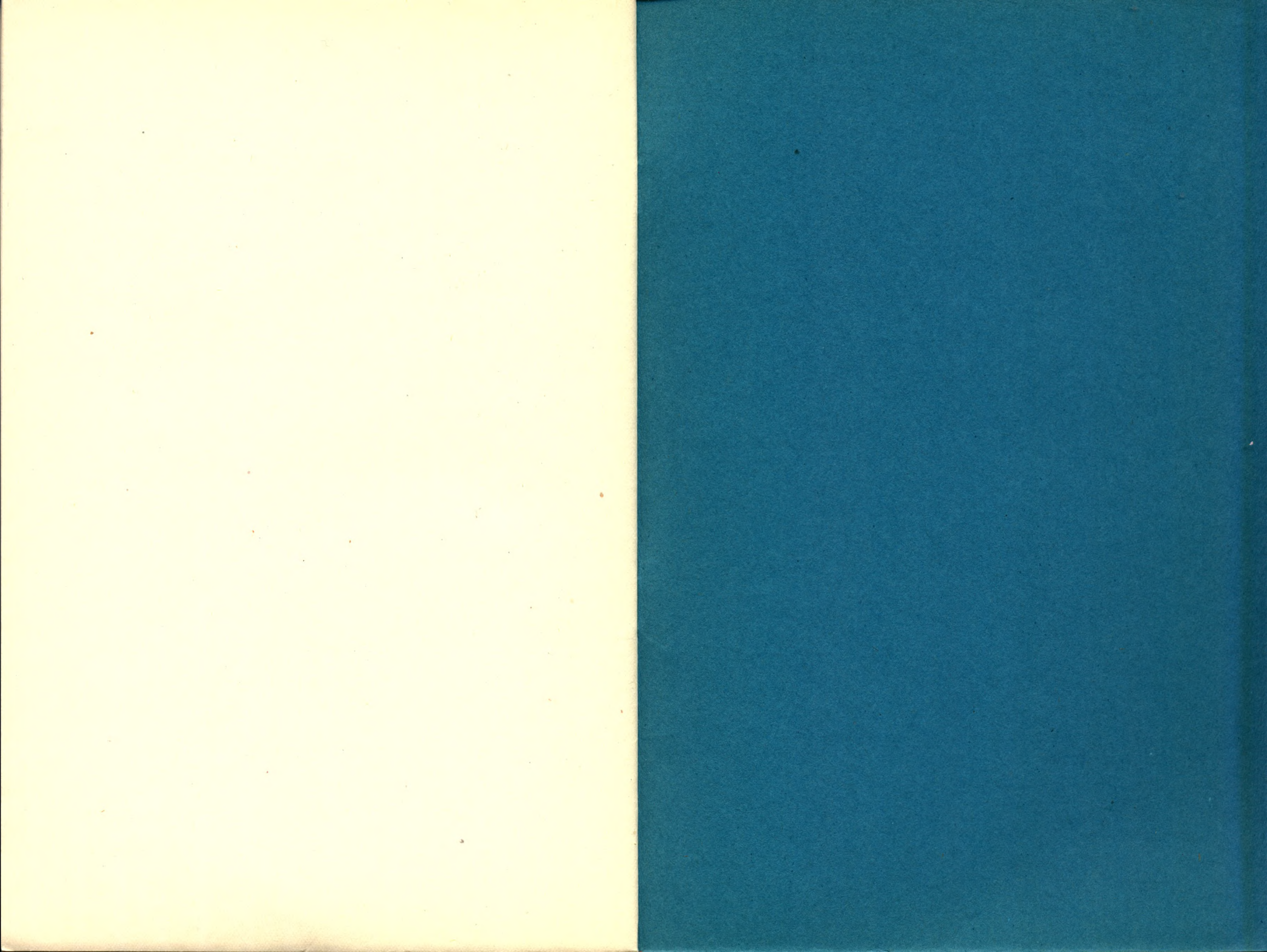
ing the city on the northwest, added four or five miles to the distance, but a much better road was traversed as the prairie road was sandy and the other, and shorter, road, was bottomless mud. She also remembers a fort-nightly mail carrier on horse back who left Milwaukee very early in the morning and would stop at Joe Daggett's on the Green Bay Road near the County Line for the night and the next day push on to Chicago. His horse was quite a curiosity, horses being uncommon, for everybody used oxen. The house of her uncle, a log cabin, stood just in front of the brick one where she lived and in the parlor of that house, (Martin Leonards'), church was held for six or seven years or until the old log church, St. Mary's, was finished. The priests used to come up from Grosse Point to say mass and generally stayed at her father's house.

Mrs. Salyards—Helena Baker—came in 1845 with her father Peter Baker, a Belgian, who had served under Napoleon, to St. John's. The same boat that brought them took back a family by the name of Ross who had lived for two years previously in a log house on the bluff just east of the Cox home of today. Mr. Baker tried farming but giving that up, purchased forty acres north of St. John's and began stock raising. Geo. Richards, a Belgian, and John Peterman, a German, occupied the second and third houses of St. John's; the fourth was occupied at different times by different families, but no one family stayed long. Mr. Hettinger the founder of St. John's lost several boats and the loss of these so crippled him financially that he was unable to meet obligations and failed in 1847. The loss of one of these boats, a provision boat, in the fall, produced a very lean and hungry winter in St. John's. John Denker, Hettinger's local agent boarded with Mrs. Peter Baker. In the fifties only one boat was running to Michigan, a small boat the Mary Ann.

Mr. George Hessler came to Highland Park in 1848, age nine years. There were only two houses between Evanston and Highland Park. One was Mr. Garland's whose home site is now known as Garland's Hill in Winnetka.

Making charcoal was quite an industry. It took them three or four days to make the trip to Chicago and return with ox teams. They sold the charcoal for five cents a bushel and fine oak wood at seventy five cents a cord. Game was plentiful in Highland Park and vicinity. There was a bounty of \$20.00 for every wolf killed. The ground for the cemetery near the station of Braeside, called Grace Cemetery, was given by Robert Daggett in 1848. Mr. Seller first, and then Mr. Wunder, Lutheran Ministers, used to come once a month and preach in the house of John Fehd just south of the county line.

John K. Clarke, better known as Indian Clarke, parentage is most interesting. His mother with two sisters was stolen by the Shawnee Indians in Virginia and grew up with the tribe. One of these little girls became the first wife of John Kinzie, the Indian trader of Chicago. John K. Clarke's mother married a white Indian trader by the name of Clarke and he himself was born somewhere in Indiana. About the age of twelve he was with his aunt, Mrs. Kinzie, in Detroit, coming with her to Chicago and having spent most of his life with the Indians, he was an excellent hunter and trapper. In 1818 and 1824 he made trips to Milwaukee, finally settling with Lake County as hunting ground, his actual home being just over the line south in Cook county. His first wife was an Indian squaw, his second a half-breed and two of the daughters of the later marriage married the Millen brothers of Deerfield.



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