

# Wheeling History Full Of Indians, Folklore

By Regina Oehler

From plains of prairie grass inhabited by the Miami Confederation and Potawatomi Indians, Wheeling has developed into plains of concrete inhabited by 13,700 people.

The history of Wheeling begins with the Indians who lived in the area for 64 years before white men settled here in 1833.

The Miami Indians, the first to settle in the area, were mild-mannered and polite, according to early French explorers. The Miamis' are related to the Illini, a tribe farther downstate.

After the Miamis were driven westward, the Potawatomies took over the Wheeling area. They were stationary hunters and farmers whose staple crop was maize.

Travelers in the area described the Potawatomies as more humane than other tribes in the area.

Many of the Potawatomies eventually became Christians, but at the same time tribe's had many gods, and an evil spirit.

They continue to worship those same gods today.

**EACH OF THE** nine Potawatomi tribes has one medicine man who works with the evil spirits, a Man-doz-it. The Man-doz-it gave up his chance of eternal salvation for power in his life on earth, folklore says.

When one Man-doz-it dies, another young man is found who will sell his soul to the devil. "And they always find him for such are the powers of darkness," says the legend.

The Man-doz-it keeps his evil spirit in a bag he wears on his chest. His identity is a closely guarded secret of the tribe.

**IF AN INDIAN** wanted to have an enemy destroyed, a fine horse would exchange hands--today more than \$300 changes hands.

Later in his life, when facing death himself, the Man-doz-it may wish to atone for all the evil he has committed.

"But he took his fateful step

long ago, and there is no way by which he can escape the consequences of that step," says the folktale. "He will suffer what he has made others suffer. His death will come with a horrible, creeping slowness, a soft moccassin step at a time..."

**THE POTAWATOMIES** were generally opposed to the idea of white men settling in their lands, but in 1833, a man known only as Mr. Sweet, built a homestead in which he lived before ratification of a treaty with the Indians.

Apparently he was on good terms with them, because he survived and sold his claim to a man identified as George Strong for \$60 in October of the same year.

Before concluding the deal, Strong consulted Chicago's Indian Agent, Col. Thomas J. V. Owen. Owen advised Strong not to settle on his property until after ratification of the upcoming treaty with the Potawatomies.

**STRONG SETTLED** on

his property in September, not long before the signing of the treaty. The Indians tried to drive him out, but he escaped only because he showed no fear, research showed.

After the treaty was signed, many new settlers moved into the Wheeling area. The first to settle in the Wheeling village

limits was Joseph Filikins in 1834.

By the terms of the treaty, the Potawatomies were to receive \$16,000 annually and a blacksmith shop. They received the money for 3 years only, and records fail to give any further information about the shop.

# Wheeling Whirls Through Early History, Organization

By Regina Oehler

(Second in a series)

Once the Potawatomes left the Wheeling area, the way was open for the German settlers to join George Strong in Wheeling Township.

But with the new settlers, came problems, including the fighting off of claim jumpers.

A committee of seven citizens was organized to mete out justice in questions of rightful ownership of land. Another court of three men, was the superior court who decisions were final.

After the claim jumpers came and went, the only events of importance were prosecutions for illegally selling liquor.

By 1835, Wheeling Township, or Wheeling Precinct was organized. The first votes were cast in the village of Wheeling at a tavern owned by Russell Wheeler. The next year, Milwaukee-Plank Rd., today Milwaukee Rd., came into existence as a stage coach route.

Wheeling was a stopping place for stage coaches on

their way north. Because of this, the village developed several fine restaurants which along with farming were the main occupations of the village residents until the big building boom in 1949.

The farmers in Wheeling spoke German and the first village church held services in German.

Ten years before Wheeling was organized into a village, it had two general stores, three restaurants, two blacksmith shops, a brewery, a church, a village hall, a hand pumper, a fire plug, and 200 residents.

The reasons for becoming a village were given in the Introductory to the Record of Proceedings of the first meeting of the board of trustees in 1894.

"For several years prominent citizens of Wheeling had seriously considered the advantages and disadvantages of Village organization; but, as the disadvantages seemed to

predominate, the organization was not attempted.

"Circumstances, however, have changed and changed public sentiment.

"Necessary improvements were neglected; the regulation of dramshops (taverns) became more lax; foreign elements settled and engaged in occupations that neither enhanced the material welfare of the society nor improved its moral tone; citizens frequently suffered indignity and damage on their own premises from law-less strangers, and withal the Village appeared to be in a process of general demoralization."

In the election held June 19, 1894, 43 people voted for village government, three against.

The first village ordinance passed by the newly elected village board demanded all taverns buy licenses from the village, at a fee of \$500 yearly.



Incorporated into a village in 1894, Wheeling built a small village hall for its new government. Above, the old village hall, now the Wheeling Historical Society, is dwarfed by the modern Water tower and electric lines. This fall, Wheeling will move into its third village hall, on Dundee Rd.

# 'History' Includes Bank Robbery

(Third in a series)

By Regina Oehler

Probably the most widely known tale about the Village of Wheeling is the robbing of the village bank while both village police cars were being washed and tuned-up at the local garage.

The story is unconfirmed, but widely known.

The village sent both police cars to the local garage for a tune-up and wash once a week, at the same time. This saved the village money.

**ON ONE OF THE** garage days in the 1940s, the bank just down the street from the police station, was robbed. Police chased the criminals on foot (to the surprise of the residents), but the robbers were never caught.

Going back farther into the history of the village, one of the first village ordinances ordered an annual spring cleaning. The village ordinance required residents to thoroughly cleanse and purify their yards, barn lots, pigsty's, cellars, and adjacent streets of all trash, filth, manure and other substances likely to cause disease.

This was one of the ordinances passed to stop the spread of epidemics. The other required doctors report all contagious, infectious, or pestilential diseases to the village president or marshall. Then either the president or marshall would post a large sign in a conspicuous place on or near the home of the person who had the disease. Failure to comply meant a fine of \$20 to \$100.

**THE VILLAGE** received its first fire engine, a horse-drawn one, in April of 1896, and the fire department was allowed to use the village hall.

In that year, the village budget totaled \$1,870.

The telephone first came to Wheeling in 1900 through the Chicago Telephone Co. The board passed an ordinance which gave the 'phone company the right to erect and

maintain telephone equipment, if telephone service was provided free of charge for the village hall.

By 1927, Wheeling was facing the first of many traffic problems. Traffic jams up to 10 miles long, tied up Milwaukee Rd. Trees were removed to permit widening of the road, which temporarily alleviated the problem. Just last summer, Milwaukee Rd. was widened at the corner of Dundee Rd.

**NOT ONLY** was Wheeling a stop on the way north, but it was a popular picnic place and the starting point of bike races to Chicago, records show.

The Des Plaines River, say old residents of the village, was clear, and children often swam in it. The people went trapping in the woods, and sometimes ran into trouble with skunks.

On "Wheeling Day," the residents would gamble all night--on bingo. Games, dancing and apple dunking was also part of the celebrations.

On Christmas Day, the Chamber of Commerce's Santa Claus passed out bags of fruits and nuts and little presents. The practice of handing out presents was dropped as the village grew.

**WITH THE BUILDING** boom of the 1950s, the population of Wheeling increased 683 per cent in 10 years. It was 916 in 1950, 7,169 in 1960, and in 1969 it is 13,700.

Homes, industry and businesses replaced the farms of the first German settlers. Along Milwaukee Rd., near Dundee, one can still see a trace of the old, sleepy village Wheeling once was, though that is rapidly disappearing with the modernization and tearing down of old buildings.

Potawatomie Woods, a popular picnic place with a lake for racing model ships is one of the reminders of a past when Potawatomie Indians roamed the territory. Portwine Rd. was reportedly named because of the port wine sold there long ago.

No. 2.

This was his daily Route rain or shine.  
Wheeling had two Doctors, Dr. Moffit and Dr. Rice -  
two black smiths shops - William Metz and  
Pirwick, a wagon maker by Louis Fischer a  
hardware store by Fassbender and Terrell  
established in 1880, a Brewery owned and operated  
by Perolat, a milk and cheese factory built by  
Henry Boemer and operated by him for many years,  
Christ Styerker owned a covered wagon and  
traveled the country, side selling groceries  
and meat from the wagon. Wheeling had a  
Veterinarian Dr. Schneider a harness maker by  
Reinhold Schneider who also repaired bicycles  
when bicycles became the mode of travel.  
Hentzinger owned a grocery store and sold to  
John Schminke. The red brick building a bank  
mark in wheeling also a grocery store owned by  
Sigwalt and later operated by Bullenback and

October 12, 1968.

Dear Friend:

In regard to the early life of  
Wheeling, I will start with the mail  
carrier. This man a Civil War veteran  
returned from the war in the fall and worked  
for my father husking corn. Guess for what?  
Six cents a day and board unbelievable.  
The country was poor and so were the  
settlers. This man by the name of Louie  
was appointed Mail Carrier and also was a  
shoe maker by trade. His daily travels to work  
carrying the mail sack to Wheeling Depot then  
returning with mail in a sack for the town of  
Wheeling. He also worked a mule sack to  
Sandus road then north to a grocery store  
owned by Buberth who operated the Post Office  
known as North Northfield.

No. 4

In order to test this pump the village officials built a four walled make shift house north of the cemetery and set fire to this building where they got the water I do not know I was not that fortunate to see this building burn.

On a special occasion I saw six men parading on Milwaukee Avenue through town, two pulling this pump the other men walking on either side I knew all six men at that time one man I remember his name was Kaiser who owned and operated the meat market, building for many years. The village was not without a

At one time the gossip I heard in town was his fact that Jacob Schwingel a resident of Wheeling was the only registered Democrat voter in town.

One full moon night I remember in town to strike a candle low President of the United States, every candle was given a Stearns torch with wood

finally by Ed Welkin.

Mr. Moss owned a tavern and rooming house who also was a dealer in horses.

The Methodist established a church for a number of years and when they closed the doors the building was purchased by Backum who owned the Union Hotel and this building was used as a dance hall for many years.

Milwaukee Avenue was just a graded street through town with ditches on either side. Wheeling had no water or sewer system.

The village officials finally decided to purchase a water pump for fire protection for the residents of Wheeling. This pump was mounted on four wheels and was pulled about by hand however it required six men to operate, 3 men on either side. Wheeling was fortunate, no fire or threat of fire for many years.

7051.  
handle attached about the length of an ordinary broom handle, a cap and a red cape worn over the shoulders. This flaming torch was carried by the men slightly above their head a great sight as they paraded through town.

I forgot to mention the cold storage industry operated by Balling which was established in the later years, also in the early years of Wrecking. Wellin's operated a tavern for many years until Mr. Wellin retired.

I hope some family saved the Keroseene torch, cap and red cape which would be a great antique gift to your society. I saved the one we had for many years and never had occasion to use it.

I left it on the farm when we moved from the farm 18 years ago.

This is the way I saw whaling in the early days.

Your friend,  
Erving Redinger

Author ?

In its early days Wheeling had two main industries, one to supply food and lodging to travelers going out of Chicago toward the undeveloped area of northern Wisconsin specifically around Fort Atkinson and Green Bay and the other to purvey supplies to the growing number of dairy farmers who settled in the area and whose products were needed by the rapidly growing city of Chicago which was recovering from the great fire.

The Chicago House

Minnie Welflin Belling was a girl who was born in one of Wheeling's hotels / or road houses as they were to be called then and when after the turn of the century the automobile made its appearance. She recalled that in the nineties when Wheeling had perhaps seven or eight road houses their bars became one of the most popular drinking places for a group of Irishmen who had become concentrated in the village of Everett or West Lake Forest after having been recruited to build and maintain the Northwestern and the St. Paul Railroads traversing the prosperous North Shore area skirting Lake Michigan. This area however became somewhat straight laced and did not tolerate taverns and drinking places. So these rough and ready Irishmen found Wheeling to be <sup>a frontier town</sup> an area where at periodic times they could let off steam. Mrs. Belling well remembers that when the men from the "Irish Settlement" were headed for Wheeling the word spread thru the village like a prairie fire. Merchants closed their shops and children and women were kept off the streets. When these carousers arrived, if they were not slightly liquored up on hard cider it took little time for them to become roaring drunk. They roamed from one tavern to another and literally "took over" the town, looking for men to fight and bully and practically paralyzed Wheeling until they became completely fatigued and were then tossed in jail to sober up or were sent out toward their own settlement. Names of these swabucklers are still remembered by some - the Tullys, Dawsons, Lize Keough, Jimmy Lyons and Mike Boyle.

Marshall Bolling who came to Wheeling as a small boy in 1914 does not recall circulating at that time legends involving Indians in the area. Grandma Redlinger who lived to be over 100 was the wife of an early settler along the west bank of the DesPlaines river. She had many recollections of the Indians but only one minor incident came down, unfortunately. She told of a small group of Indians who would make periodic trips up the river, rather along it, and would knock on the doors of nearby farms and ask for food. One day there was trouble in the group: a small, weakened little Indian claimed to be sick and was unable to travel as fast as the others; however in the group was a big Indian who was known as a bully, Big John he ~~was known as~~ and the settlers were quite afraid to cross him. Grandma Redlinger witness Big John beating the little Indian unmercifully saying that he was not sick at all but was malingering. But even though ~~that~~ she and her husband were incensed by the big Indian's senseless brutality they were still too fearful to intervene.

Bolling also recalls the quaint and unique "Gasless Sundays" during the closing days of World War I. Wheeling was an important dinner and gasoline stop for the rapidly increasing number of automobiles traveling from Chicago to the Fox Lake/region to the north and Lake Geneva. In 1918 the Federal government decreed that to conserve gasoline for the tanks and planes used by our armies on the French front Sundays should be days when no gasoline would be used except for emergency vehicles. Thus the great highway, Milwaukee Avenue, became almost completely deserted. This was such a novelty that the young set made elaborate plans to play in the streets, ride bicycles with abandon and any farmer boy who had a horse and buggy was hilariously popular. Now and then a car, loaded with people would speed thru carrying a crude sign "Doctor's Car" and the young fry would pelt it on its way with catcalls and cries of "Slacker".

WAT



TRUCK FARMS

8/27/85

During the 1920's and 1930's many of the farms in the surrounding area were called "Truck Farms". They raised vegetables and delivered to the market in Chicago. The farmer would load his truck up with bunches of washed onions, carrots, beets, crates of peas, beans or tomatoes or vegetables in season.

About 2:00 or 3:00 o'clock in the morning he would head for the market with lunch and a thermos of coffee his wife had prepared. Grocery store and restaurant owners would be there to purchase the best. After the farmer sold his produce he would head for home. He did this once or twice a week depending on how large his farm was.

Later in the 30's and 40's many of the farmers had a contract with Campbell Soup Co. for tomatoes. The Campbell Soup Co. would supply the plants, the farmer would deliver the tomatoes to the company. During this period many of the farmers had Spanish families from Texas living on their farms from April to October. They converted outer buildings into living quarters so the families could work on the farms.

DIARY FARM

Other farms were Dairy Farms and raised cattle and sold milk. These farmers had to rise up early to milk the cows and prepare the milk from the day before ready for the pick up, cows were milked mornings and evenings. The milk had to be cooled properly before shipping.

These farmers also had threshing and haying time. When several farmers helped each other one farmer usually had a threshing machine. The farmer's wife where the threshing was done with the help of the other women prepared a large meal at noon for all including the children involved. Children especially enjoyed this although they had their chores to do too.

The hay was gathered in the 20's with a large hay wagon and horses into the barn. The hay and grain would be the feed for the animals for the winter.

By: Betty Barrie

SMOKE HOUSES ✓

Some farms had smoke houses, where they would smoke some of their meat, especially Pork, as this kept the meat for winter. These were small and away from the house.

Betty Barrie  
GC

CHICKENS ✓

Most farms and houses had a chicken house to house their chickens and the chickens stayed on the farm or on the property, but the gardens were fenced in so the chickens could not go in.

Betty Barrie  
GC

ORCHARDS ,

MANY farms had their own orchards with apple, pear, and cherry trees.

Betty Barrie  
GC

MILK DAIRY ✓

Milk was delivered in the 1920's in bottles from Buffalo Creek farm on Dundee Road, which now is St. Armand, which was the lane that went back to the large barn and now is Valley Stream. The two Bingham brothers lived there and ran the dairy. Milk was put in bottles. Most of the farms had their own cows but people in town needed milk. Later on Bornhoff, the dairy also delivered. The Bornhoff Dairy was on Milwaukee Ave, just a little South of the river.

Betty Barrie  
gc

OUT HOUSES ✓

Most farms in 1900 had Out Houses until bathrooms were built.  
The Out House was a distance from the house, also opposite from  
the wells.

Betty Barrie  
gc

## CISTERNS

Many people had a Cistern around 1900---1928. This was water from their roofs which ran into a Cistern, usually in the basement and a small pump in the kitchen. The rain water was used for washing dishes, clothes, baths and washing hair, which was very soft water.

Betty Barrie  
gc

ROOT CELLAR

Some people dug a root cellar for carrots, parsnips, rutobeggars, etc, they dug several feet deep and covered it, this way the vegetables did not perish and they could get some in often.

Betty Barrie

gc



## SUMMER KITCHENS ✓

Some farms had summer kitchens, that was what they called a room added on to the back of the house next to their kitchens. Most summer kitchens did not have stairs, but the main kitchens had a few stairs. A summer kitchen was used in the summer for cooking and canning to keep the heat in one place and then they could eat in the main kitchen. They used wood for cooking. In the winter the summer kitchen was a covered room to bring in boots, etc.

Betty Barrie

gc

August 25, 1953

Mr. Alan Campbell  
4127 N. Overhill Avenue  
Chicago 34, Illinois

FOR PRES2 ✓

Dear Mr. Campbell:

In response to your postal card inquiry:

Dam No. 1, at Hintz Road, one mile south of Wheeling, built by the Forest Preserve District employees, under the supervision of Henry Grandt, was completed on September 18, 1918.

Dam No. 2, at Foundry Road, one mile north of Central Road, was almost wholly built during the same year, but the necessary wing walls along the shores were completed in 1919.

Dam No. 3, originally scheduled to be constructed at Ballard Road, was then constructed across Salt Creek at Camp Bemis, now known as Bemis Woods, north of Western Springs. It was removed during the 30's.

Dam No. 4, was constructed across the Des Plaines River, a little north of Devon Avenue. It, too, was removed during the 30's.

At one time there was a privately built dam across the Des Plaines River at Wheeling, to serve an old mill on the south side of Dundee Road. That dam was taken out by high water, and the Forest Preserve District tore down the old mill during the 30's, after it had acquired that property. I believe that at one time there was a dam at Libertyville, but I am not sure.

We have a photostatic copy of an old plat, dated 1880, which shows the Hoffman Dam at Lyons-Riverside, in existence at that time.

During recent years the Illinois Division of Waterways, at the request of the Forest Preserve District, has constructed three low dams on the Des Plaines River, namely: just south of the Northwestern R.R. at Des Plaines; between Touhy Avenue and Oakton Street; and a third a little south of Devon Avenue. These dams provide a minimum depth of two feet below the dam in each case and, of course, a pool extending some distance upstream from each. Eventually there will be a total of thirteen such dams along the Des Plaines River, between the Hoffman Dam and the Lake County Line. The purpose is to provide sufficient water for canoeing and boating at all times, and to provide better fishing.

Cordially yours,

Robert Mann  
Superintendent of Conservation

Copies to:  
Henry Grandt, Des Plaines Division  
John B. Morrill  
C. N. Dunlap

*have in chronology*

"1966"

The widening of the Dundee Road extending from Milwaukee Avenue running West to Route #83 has finally reached completion this later part of the year. The Four-Lane driveway has met with welcome approval so the Citizens of the Village after much pleading for past years with the Highway Department for this very badly needed project.

Milwaukee Avenue and Dundee Road Crossroads at the corner of the South-west displays "The Wheeling Trust & Savings Bsnk". At the North-west a Gas Station, and the South-west on the Milwaukee Street facing west a structure with an old country store appearance known to be one of the oldest buildings in the Village today, and at the North-west a Gas Station also.

The Wheeling Cemetery known to be the only oldest in the Village has received a Brand New-Appaerance from the Street level with a Fancy Concrete Wall extending about 10 feet high from the ground and finished with an Iron Wrought Fencing Trim above the Wall. This camouflage hides the Head-Stones from view when walking or riding on the street.

The Old Bridge was removed over The Buffalo Creek west of Wolf Road and replaced with a Brand New Modern Bridge.

The Soo-Line Depot is still standing on the original Site west of the tracks alongside of south of Dundee Road.

The Dundee and #83 Route with also a widening at the Crossroad gives much ease for driving to the Mot rist. Our Dundee Road to the West about ten miles runs into The North-West Highway and further onto Barrington Road to the West.

by;  
Dorothy A Forke

THE ORIGIN OF THE NAME "WHEELING"

Received  
November 10, 1965  
2100 Market Street - Wheeling  
West Virginia  
(26003)

From Ohio County Public Library

Has long puzzled historians, and in response to inquiries put to the oldest

inhabitants, we have invariably received a good natured smile and shake of head, yet it must not be supposed, for all this, that various theories have not been gotten up--a few of which we here recite:

One account ascribes the name to a Jesuit priest, by the name of Wheelin, alleged to have had a mission post at the mouth of the creek prior to the settlement of the country. A fatal objection to this theory is that there is no authentic account of any such priest or mission post having existed there, besides it is highly improbable, as there were no inhabitants there to missionate among.

Another account says it was the Indian name of the creek, or rather a derivation from the Indian name. This is merely a vague conjecture, and is not supported by any evidence. It is not even certain that the Indians had any recognized name for the creek. As far back as history or tradition goes, there have not been any permanent Indian inhabitants on Wheeling creek, and there is nothing to indicate that it has ever been inhabited since the disappearance of the Mound Builders. The country was merely a huntingground for the red man, and they seem to have had a sort of war path through Wheeling creek valley, over which the plumed and painted warriors of distant tribes marched for many a century on their foraging exploits.

According to still another account, the name was what it is now. It was suggested by the remarkable curves made by the creek near its mouth. This is known to have been the current explanation of this matter at an early day. That some such a name should be so suggested to Col. Zane, or whoever gave it the name, is only natural.

But Mr. John Brittle, who was originally of Pennsylvania, and taken prisoner by the Delaware Indians, in 1791, with whom he lived five years, subsequently obtaining his liberty, states that he was informed as follows, by Chief Hwhinguy--

pooshies, or "Big Cat:"--"In the earliest period of the settlement of Pennsylvania, some white settlers descended the Ohio river, and were killed by the Delawares near the mouth of Wheeling creek. The savages cut off the head of one of their victims, and placing it on a pole, with the face toward the river, called the spot "Weeling!" The Indians further informed Mr. B. that the head was placed there to guard the river; presumedly to guard the camp from the incursions of the whites. Mr. B. adds: "If an Indian were asked, after shottino a deer, or bear, where he had hit the animal, his answer (if in the head) would be 'weeling.'" Why the "h" was subsequently inserted we know not, except it may be supposed that later generations fancying to be named after its "Wheeling" creek, or the "wheeling" character of that stream, sought to improve the original orthography, and hence established the "Wheeling" of today.

The oldest record, however, of the name Wheeling, or Weeling creek, is on Lewis Evans' map, published in London in 1755. This map has gained celebrity and is prized by the historical societies of the country as the oldest published English map of the interior portions of the United States. On are inserted the names of Wieling creek and Weeling island. The name was therefore given it fourteen years before Ebenezer Zane beheld it. There may be some truth in the origin of the name as occurring with the tradition of the Delaware Indians, but none of the other theories are worthy of consideration.

The next earliest record of the name is in Washington's journal of his tour to the Ohio in 1770. Nicholson, his guide, told Washington that the stream was called Wheeling. It is said that Nicholson was a scholar, knew the country perfectly, and never made a mistake in giving Washington information. He may have given to the name its present orthography.

We therefore, leave the above theories and suggestions to the deliberation of the reader; and while ourselves disposed to favor the oldest records, leave him to exercise his own judgement.

HISTORY OF THE PAN-HANDLE

by J. H. Newton, G. G. Nichols,  
and A. G. Sprankle

1879

Joseph  
Fillius

Dec. 1831  
Carr's Log cabin  
1st ~~rest~~ in 1835  
post office  
1836  
first commercial bldg -  
town - hotel  
1837  
Whelan & Daniels - 1st sh 1837

Original version of what is now known as  
Chadron Park - located at 506 McHenry St.

Claris covered approx. 700 acres in  
Sections 1, 2 & 3.

C.C. Hill -

b. Barnes, Albany Co. N.Y. - July 4 - 1806

1829 went to Utica N.Y. & opened a hotel

in Turkey & P.O. which he named "The

Stage cut Oct 1835 when moved to Chicago

1835. Water moved to Wheeling & opened hotel &

Stage house - new named prop. with 1852

When he returned to Chicago & established firm

of Filkins & Bouyon - landlords. Died Nov 2, 1857

Established stage route

Looked at part in laying out road before.

Chicago & Milwaukee & from McHenry to

Kate Mich - known as "East Road"

Married Georissa-Nilsson of N.Y. Sept 15 - 1830

John, E A Filkins & Elizabeth also

Married Ismael Bouyon

BY POPULAR REQUEST we are repeating the meaning of Whippletree street names which appeared in the Aug. 1977 issue of the Newsletter, compiled by John and Celina Ellsworth (394).

**WHIPPLE-TREE** (or whiffletree): a cross-bar, pivoted at the middle, to which the traces of the harness are attached to a cart, carriage, plow, etc.

**COACH**: a large, enclosed four-wheeled carriage; usually with a hood, especially a one-horse, two-wheeled carriage for two persons.

**SURREY**: a light, four-wheeled, two-seated carriage, with or without a top, for four persons.

**LANDAU**: a four-wheeled, two-seated vehicle with a top made in two parts which may be let down or folded back.

**BROUGHAM**: a four-wheeled, boxlike closed carriage for two or four persons with the driver's perch outside.

**CURRICLE**: a light, two-wheeled open carriage drawn by two horses abreast.

**CARRIAGE (HILL)**: a wheeled vehicle for conveying persons, usually drawn by horses, especially one designed for elegance and comfort.

**TILBURY**: a light, two-wheeled carriage without a top.

**CHARIOT**: a two-wheeled vehicle used in ancient times in war, racing and processions.

**HANSOM**: a low-hung, two-wheeled covered vehicle drawn by one horse, for two passengers, the driver mounted on an elevated seat behind and the reins running back over the roof.

**PHAETON**: a light, four-wheeled carriage with or without a top, with one or (more commonly) two seats facing forward and made in various forms.

**BUCKBOARD**: a light, four-wheeled carriage in which a long elastic board or lattice frame is used in place of body and springs.

**CHARABANC**: a long, motor driven bus with transverse seats, used in sight-seeing (this street name is the only vehicle that is not horse drawn).



FEBRUARY is the month of famous birthdays and Valentines. Everyone is invited to join us on the 2nd, with or without valentine, to watch a movie and to chomp popcorn. There is no heavy business agenda unless you have something on your mind. The Pot O' Gold will resume.

**FUTURE MEETINGS** will take place in March, May, June, September, October and December. We hope that fewer meetings will bring a larger attendance at each.

**DID YOU KNOW?--**

That Ginny Gatlin (163) won the Pot O' Gold at the drawing Dec. 1?

That Ernie collects unneeded eye glasses for the Lions Club sight program?

That there are only 126 days until the pool opens again?

That the Lions and Leos are having a pancake breakfast in the clubhouse Jan. 30 from 7:30 a.m. - 1:00 p.m.?

That there is an election for local Wheeling trustees April 12? (If you are not a registered voter, you can register at the Village Hall, 255 W. Dundee Rd., during regular office hours.)

**WELCOME NEW HOMEOWNERS**: Daniel Harrington in 39 Curricule, Kathy Petruczenko and daughter, Linda, in 312 Tilbury and Dolores Schweiss in 254 Tilbury. You are welcome at all of our meetings.

**TACKY BEHAVIOR**:

We have had complaints recently about riding bikes across the lawns, leaving bread wrappers in the fence or on the ground after feeding the ducks, and pouring motor oil into the sewer.

**WE MOURN** the loss of Deacon George Ratz who passed away after a long illness and was buried Dec. 31. He will be sorely missed by his many friends in the park.



Land - after 1820 - sold for \$1.20 per acre  
Mr. Sweet arrived in March, 1833 -

on good terms with Indians  
prior to ratification of treaties  
settled claim on Section 13 + built log cabin  
approx 880 yds off Des Plaines river where  
he lived until following Oct. 20 miles  
N.W. of Fort Chicago near site of today's  
Palwantz Motor Inn

Geo Strong moved into Sweet cabin Sept. 2, 1833  
Bought claim from Sweet in Oct. for \$60.  
became 1st permanent white settler.

Indians defeated by Strong -  
claim jumpers - 7 citizens settled questions <sup>Superior</sup>  
Court.  
late 1833 - treaty was signed & settlers came in  
numbers -

George Strong claimed additional land totaling 160  
acres -

~~Geo~~ Edward claimed 120 acres.

Both claims covered N. portion of Sec. 13 -  
total of 280 acres.

Investigations

Main travel in early years by the

Ohio-

later the rivers were supplanted by  
the Cumberland R. - the great national  
highway from Wheeling to the Ohio across  
states of Ohio + Ind. + other land routes.

Classes going west -

- 1 - lone wolf - scavenger, curiosity, ignorance, superstition
- 2 squatter - shipping 1-5 yrs to build a cabin + clear a few acres for corn - with seed improve wheat to a more permanent settlement + new com.

3 farmer - men with stock or capital who came expecting to buy land

4 - young men seeking fortune - ie. <sup>gold</sup> <sup>mine</sup> in <sup>the</sup> <sup>west</sup> - ie. <sup>the</sup> <sup>mining</sup> <sup>states</sup> <sup>of</sup> <sup>the</sup> <sup>west</sup> + made fortune to be Gov. of Ill. <sup>territory</sup> + made fortune in land + trade?

German immigration 1848 + after due to families in 1848

HISTORY  
OF  
COOK COUNTY  
ILLINOIS.

FROM THE EARLIEST PERIOD TO THE PRESENT TIME.

COMPLETE IN ONE VOLUME.

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BY A. T. ANDREAS.

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CHICAGO:  
A. T. ANDREAS, PUBLISHER.

1884.

the board of Tax Commissioners of that State, and Postmaster and Collector of Customs at Savannah, Ga. He was one of the publishers of the New Era, a Republican daily paper of Atlanta, Ga., and was an earnest and efficient worker in the reconstruction of that State. On resigning his collectorship he was appointed president of the United States Commission to investigate the Mexican outrages on the Texas frontier. He was subsequently identified with the railroad interests of Texas. Mr. Robb was president of the Corpus Christi & Rio Grande Railroad. He was one of the promoters and builders of the Chicago, Texas & Mexican Central. He was engaged with those interests until 1882, and is now devoting his time to his private business. He was the third Mayor of Sacramento, and assisted in organizing the first council of that city. Mr. Robb was married in early life to Miss Mary S. Morse, who lived but a few months after her marriage. In 1852 he was married to Miss Miriam Goodnow, daughter of George L. and Mary Goodnow. She died in 1856, leaving two daughters—Ella A. and Miriam G. He was married a third time, in 1857, to Mary C. Goodnow, who has borne him one son, Thomas P., Jr.

A. J. WHITECOMB, carpenter and builder, was born in Lewis County, N. Y., in 1832, son of Moses and Lucy Whitcomb. He came to Cook County in 1845 with his parents, who located in Chicago seven years, thence moving to Niles, where his father died in 1872, at the age of eighty-four, his mother in 1873, at the age of seventy-seven. At the age of twenty-one Mr. Whitcomb engaged in boat building, and subsequently was employed in the ship yard. At the age of twenty-five he commenced as a carpenter and builder, which he has followed from that time, coming to Park Ridge in 1890. He married, in 1855, Miss Ellen D. Haskins, daughter of Aaron and Caro-

line Haskins. They have one child, Emil Whitecomb. He has been Trustee for Park Ridge Corporation for two terms, and member of the school board for a number of years.

CANFIELD.

This station is located on the Wisconsin Division of the Chicago & North-Western Railroad, eleven miles from Chicago. The tract of land which it was designed to build a town upon was purchased by the Illinois & Wisconsin Land Company, who, in 1853, paid for it \$21 per acre. Three hundred acres were laid out into blocks, lots and streets, but on account of the crisis of 1857 the plan was not a success, and the land was sold at from \$40 to \$50 per acre. Nothing more was done until 1873, when A. C. Badeau purchased sixty-five acres of the land at \$600 per acre, and named his interest Ridgelawn. On account of the suburb lying on the dividing ridge between the Desplaines River and the North Branch, the name was considered appropriate. At the time of Mr. Badeau's purchase it was his intention, as well as that of George H. Pierce, to build a number of houses, and thus attract residents, but nothing was done, and the village has not yet been built. The railroad station and one farmhouse, originally used as the depot, are all there is of it at this time.

HISTORY OF WHEELING.

The town of Wheeling lies in the north part of Cook County, and is bounded on the north by Lake County, on the east by Northfield, on the south by Maine and Elk Grove, and on the west by Palatine. The highest land in the township is in the western portion, there being a gradual slope to the Desplaines River, which flows southward through the eastern tier of sections. The soil is a rich prairie loam. Originally the timber along the Desplaines River consisted of a belt about three-fourths of a mile in width, and was, perhaps, equally divided between Wheeling and Northfield.

Probably the first settler in the town was a Mr. Sweet, whose first name cannot be ascertained. He arrived in March, 1833, selected a claim on Section 13, and built a cabin, in which he lived until the following October. As this was before the ratification of the treaty with the Pottawatomie Indians, with reference to their retirement from these lands, and as they were generally opposed to their occupancy by white men, Mr. Sweet must have been on especially friendly relations with them in order to remain there, and yet his desire to remain seems not to have been excessively strong, for in October he sold his claim to George Strong for \$60. Mr. Strong, before finally deciding to buy this claim, consulted Colonel Thomas J. V. Owen, Indian Agent at Chicago, as to the propriety of moving onto it, and as to the probable results. Colonel Owen advised him not to go, as the Indians were

hostile, and as, in addition, it would be necessary for him to use the United States troops in defending the rights of the Indians in case Mr. Strong should attempt to occupy the land before the ratification of the treaty. Mr. Strong, however, having set his heart upon this claim, and knowing that the treaty would be ratified in a short time, decided to make the venture, and on Monday, September 2, took possession of his claim. At this time his nearest neighbor to the northward was Captain Wright, who was said to be the only one between him and Wankegan; and to the southward his nearest neighbor was either General Peet or Captain Talcott—probably the former, who moved onto the claim where his son, A. W. Peet, now resides, in December of the same year. Soon after moving into the Sweet shanty, it was surrounded by about a dozen Indians, whose intention was to drive off Mr. Strong. He, however, was not to be driven off easily. Going outside, he had quite a fight with them, knocking one of them flat upon the ground. He was immediately surrounded by the others, who with uplifted tomahawks and drawn knives threatened him with instant death. His escape is attributable only to his showing no signs of fear. The treaty was soon afterward ratified, and settlers came on in considerable numbers. Timothy Titcomb almost immediately afterward settled just north of Mr. Strong, on Section 13, but soon sold out to Myron Dimmick, who staid, however, only three or four years. William B. Clay, and his two sons, John B. and D. H. Clay, settled

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on Section 12, S. M. Salisbury on Section 2, James Mackey and his brother on Section 24, Christopher and Daniel Stanger on Section 15, and Christian Stryker on Section 12. These, among others, came in 1834, the last in December. Peter Gebhardt came in January, 1835, remained about six years, and sold out to Henry Miller. Israel Martin also came about this time, but after a short residence moved to Palatine. Joseph Filkins, who had made his claim in 1834, built his cabin and moved his family into it in 1835. Matthew Chivel came in February, 1835, during which year eighteen log houses at least were raised. In March, 1836, William H. Dunton moved into the town and has ever since been a continuous resident. In 1837 Ephraim and Charles Morrison settled on Section 11 or 12; Russell Wheeler and Charles Daniels opened a store where the village of Wheeling is located, which they kept four or five years, and sold to Joel L. McDuffy. In 1838 a Mr. Shepard, or Shepherd, started a blacksmith shop, and Asher G. Skinner arrived and settled on Section 12. Daniel Martin came in 1839. By this time there were about two hundred inhabitants in the town. After the ratification of the Indian treaty the principal cause of excitement for the first few years white men occupied this territory was claim-jumping, and if no one was killed for this crime, it was probably because the rightful possessors were so thoroughly united and organized as to be fully conscious of their strength and fully assured of success in the defense of their rights, as claim-jumpers usually had to fight single-handed. A committee consisting of seven citizens, belonging to Wheeling, was appointed to decide on questions of rightful ownership in all cases of claim-jumping. This was the Inferior Court. Besides this, a Superior Court, or Court of Appeal, was appointed, consisting of three citizens, S. M. Salisbury, George Strong, and Joseph Filkins, before which any case might be carried if the decision of the Inferior Court caused dissatisfaction, but the decision of the Superior Court was final. The most serious difficulty the settlers of Wheeling were connected with was the ejecting of a claim-jumper from a claim just north of the present boundary of their town in Lake County, in which case the claimant was assisted by two female members of his family feigning sickness. A physician, summoned for the purpose, examined the "sick" women and pronounced them in perfect health, and on the strength of his report the women were carried out of doors on their beds by the Wheeling vigilantes, and the house pulled down. This was about the last of the difficulties of this kind.

In 1837 a survey of the lands in this town was made, and as it was known that the boundaries of the various claims already taken could not correspond with the section lines that would be run, the settlers, by mutual consent, selected S. M. Salisbury to purchase all the land they had claimed, with the understanding that he should re-deed each one's individual claim to him, as nearly as practicable, being at the same time governed by the section lines as run by the survey. This plan was carried out to the satisfaction of all concerned.

From the time elections became necessary to 1850, when the town was organized, the territory embraced within its limits, together with a part of Maine and Northfield, was known as Wheeling Precinct. The place of voting was at Wilcox's tavern, situated on the Milwaukee road near where it crosses the Desplaines River. After the organization of the town elections were held at the village of Wheeling.

This town was organized, as were the others in the county, April 2, 1850. The meeting was held "at the house lately kept by James Parker in the town of Wheeling." William H. Dunton was chosen Moderator, Egbert Van Vlack, Clerk, and George Fullagar, Assistant Clerk. The election resulted in the choice of the following officers, each receiving the vote appended to his name: Supervisor, S. M. Salisbury, 106; Clerk, Lewis Peet, 96; Assessor, Ira Millard, 100; Collector, D. B. Briggs, 100; Commissioners of Highways, Ira Snow, 100, W. H. Dunton, 171, Andrew Luce, 99; Constables, D. B. Briggs, 122, S. D. W. Miller, 98. A pound was provided for, to be as near the center of the town as practicable, and Myron Thornton was appointed Pound-master. Three hundred dollars was voted to be raised for the support of the poor, for building a pound and for the incidental expenses of the township, but no tax has ever been levied for the support of the poor in Wheeling, nor was a pound provided at that time. Three hundred dollars was raised for road and bridge purposes. Fences were required to be built four feet high. The total number of votes cast at this election was 191, as certified to by Lewis Peet, Town Clerk, indicating a population of about 750. The Commissioners of Highways met April 19, and divided the town into six road districts. Their second action was to vacate a road running north and south from the Rand road to the Dundee road, between Sections 7 and 8, and 17 and 18. This action was taken May 4, on the petition of ten citizens, dated April 19. The board of appointment, consisting of S. M. Salisbury, Supervisor, Lewis Peet, Clerk, William Scoville, Justice of the Peace, and Joel F. Hawks, Justice of the Peace, met May 4 at the house of George Strong, and appointed Lysander Miller Overseer of Highways for District No. 1; Richard Adams for No. 2; Ira Snow for No. 3; George Strong for No. 4; Stephen Lamb for No. 5, and James Dunton for No. 6. On the 13th of March, 1851, the Commissioners divided the town into nine districts each two miles square. The first highway fund, received by the Commissioners of Highways previously to March 25, 1851, was \$260. At that time it was reported that in five of the road districts there had been performed five hundred and ninety-seven days' work, and in one other district one hundred and one. The elections subsequent to that of 1850 have resulted in filling the offices as follows:

**Supervisors.**—Joseph Filkins, 1851; John Filkins, 1852; Joseph Filkins, 1853; William Scoville, 1854-55; Jesso Matteson, 1856-57; George Strong, 1858 to 1863; William H. Dunton, 1866-67; Frederick Tesch, 1868 to 1870; David Peter, 1871; Frederick Tesch, 1873 to 1875; C. Giles, 1876 to 1883, inclusive.

**Clerks.**—John Filkins, 1851; E. K. Beach, 1852 to 1856; Charles Vogt, 1857 to 1859; F. A. Razein, 1860; William H. Dunton, 1861 to 1865; J. H. Fellows, 1866; Ira Millard, 1867; William H. Dunton, 1868 to 1871; Albert G. Kennicott, 1873; A. P. Tewksbury, 1874 to 1876; August Waarick, 1877; E. M. Thomas, 1878 to 1880; Fred R. Pfeifer, 1881 to 1883, inclusive.

**Assessors.**—Ira Millard, 1851; E. Berry, 1852; William Scoville, 1853; F. R. Hamilton, 1854; William R. Dunton, 1855; George Fullagar, 1856; Chauncer Fuller, 1857; Jacob Seewalt, 1858; F. R. Hamilton, 1859-60; Ira Millard, 1861; C. Hegwein, 1862; George Schneider, 1863-64; George Strong, Jr., 1865; George Schneider, 1866 to 1883, inclusive.

**Collectors.**—D. 1854; D. E. Wood Webster, 1857; 1859 to 1861; H. 1863; C. Vogt, 1866; Geo. Peter, 1866; Geo. 1868-69; Otto N. David Peter, 1870; Otto Nolte, 1877; Woinrich, 1880-81

**Commissioners of Highways.**—Strong and David Peter Schenck, D. 1854; David F. Allen, 1855; David John Bromley, 1858 and Christian Heggie Hegwein and Peet, Alonzo Hay appointed 1859; Dean, 1860; Frederic E. A. Allen, 1862; sell, 1864; Hiram Jacob Hunsinger, wig Volberling, 1868; Waarick, 1871; Harth, 1875; Henry 1877; Peter Byer, Philip Harth, 1880; Henry Krest

**Justices of the Peace.**—Schafer, 1854; John child and William S. A. W. Peet, 1862; 1866; John D. Be William Wallace. Dunton, 1873-77-81

**Constables.**—Ira S. Daniel Fritsch, 1853; John Bolden Beach, 1862; Charles 1864; E. K. Beach Peter, Jr., and E. K. James C. Peter, 1870; E. K. Beach and Lu rich and George H. Overeers of the Pe. Filbert, 1852 to 18 Bromley, 1856; H. 1859; G. N. Olmsted

**Trustees of School.**—Peter, 1870; Joel Bur 1873; John Peter Miller, 1875; Louis F. 1877; Conrad Mille Luther Whiting, 1880; Fischer, 1882; L. W.

**The Schools of Wheeling.**—connected with the school date than April 6, 18 districts. W. H. D. Beach were the school came treasurer of this office ever since. In At the present time it have been no census early days, but the census numbers in the report

others in the held "at the the town of nosen Moder- agar, ce of pend- alisbury, 106; Millard, 100; ners of High- 171, Andrew 22, S. D. W. o be as near , and Myron Three hun- ne support of the incidental has ever been Wheeling, nor three hundred ge purposes. t high. The a was 191, as ndicating a nmissioners of he town into as to vacate e Rand road and 8, and ay 4, on the The board of y, Supervisor, ustice of the f the Peace, Strong, and of ghways for No. 2; . 4; n. N. nmissioners ch two miles l by the Com- arch 25, 1851, d that in five rformed five and in one The elections in filling the John Filkins, ville, 1854-55; 1858 to 1865; Tesch, 1868 Tesch, 1873 to each, 1852 to F. A. Razein, 5; J. H. Fel- H. Dunton, 1873; A. P. ick, 1877; E. eifer, 1881 to , 1852; Will- 54; William 56; Chauncey R. Hamilton, 1862; George 1865; George

*Collectors.*—D. B. Briggs, 1851; Ira Snow, 1852 to 1854; D. F. Wood, 1855; Robert Hopp, 1856; L. T. Webster, 1857; Henry McNab, 1858; Jacob Fritch, 1859 to 1861; Hiram Snow, 1862; Samuel W. Peese, 1863; C. Vogt, 1864; George Schneider, 1865; John Peter, 1866; George Strong, 1867; Charles Taege, 1868-69; Otto Nolte, 1870; Jacob Fritsch, 1871; David Peter, 1873-74; August Waarick, 1875-76; Otto Nolte, 1877-78; Conrad Miller, 1879; Henry Weinrich, 1880-81; Charles W. Lorenzen, 1882-83.

*Commissioners of Highways.*—Ira Snow, George Strong and David Fellows, the latter appointed 1851; Peter Schenck, David Fellows and A. W. Peet, 1852 to 1854; David Fellows, George Fullagar and E. A. Allen, 1855; David Fellows, George Fullagar and John Bromley, 1856; David Fellows, John Bromley and Christian Hegwein, 1857; David Fellows, Christian Hegwein and William Kirkhoff, 1858; A. W. Peet, Alonzo Hawks and Hiram Perry, the latter appointed 1859; A. W. Peet, A. Hawks and M. D. Bean, 1860; Frederick Tesch for one year, L. Arnold for two years, and Phillip Wolf for three years, 1861; E. A. Allen, 1862; Alonzo Hawks, 1863; Henry Russell, 1864; Hiram Snow, 1865; Jacob Schmahl, 1866; Jacob Hunsinger, 1867; Luther Whiting, 1868; Ludwig Volberling, 1869; Jacob Hunsinger, 1870; August Waarick, 1871; Harry Engelking, 1873; Philip Harth, 1875; Henry Engelking, 1876; Philip Harth, 1877; Peter Byer, 1878; Henry Engelking, 1879; Philip Harth, 1880; Peter Byer, 1881; Henry Meyer, 1882; Henry Kreft, 1883.

*Justices of the Peace.*—William Scoville and I. N. Schafer, 1854; John Rothschild, 1857; John Rothschild and William Scoville, 1858; J. W. Walton and A. W. Peet, 1862; J. W. Walton and Daniel T. Wood, 1866; John D. Beach, 1868; John D. Beach and William Wallace, 1870; Jacob Fritsch and W. H. Dunton, 1873-77-81.

*Constables.*—Ira Snow and D. B. Briggs, 1851; Daniel Fritsch, 1852; Ira Snow and D. F. Wood, 1855; John Belden, 1856; S. S. Dewey and E. K. Beach, 1862; Charles Wetzel, appointed 1863, elected 1864; E. K. Beach and Hiram S. Rich, 1865; John Peter, Jr., and E. K. Beach, 1866; E. K. Beach and James C. Peter, 1870-73-74; Byron D. Thurber, 1876; E. K. Beach and Luther Whiting, 1877; Henry Weinrich and George Hurst, 1881; J. P. Hansom, 1882.

*Overseers of the Poor.*—Garet Lasher, 1851; Peter Filbert, 1852 to 1854; D. F. Wood, 1855; Reuben Bromley, 1856; Hiram Ferry, 1857; Elias Wood, 1859; G. N. Olmsted, 1862.

*Trustees of Schools.*—A. G. Skinner, 1869; John Peter, 1870; Joel Burlingame, 1871; Daniel K. Draper, 1873; John Peter and Hiram Snow, 1874; Conrad Miller, 1875; Louis Fischer, 1876; Luther Whiting, 1877; Conrad Miller, 1878; Louis Fischer, 1879; Luther Whiting, 1880; David Arnold, 1881; Louis Fischer, 1882; L. W. Whiting, 1883.

*The Schools of Wheeling.*—There are no records connected with the schools of this township of an earlier date than April 6, 1857. At that time there were ten districts. W. H. Dunton, A. W. Peet and E. K. Beach were the school trustees, and William Scoville was treasurer of the school fund. W. H. Dunton became treasurer of this fund in 1862 and has held the office ever since. In 1857 the school fund was \$3,800. At the present time it is \$3,890.02. There appears to have been no census of the school children taken in early days, but the census of 1883 shows the following numbers in the respective districts: District No. 1,

187; No. 3, 144; No. 5, 87; No. 6, 67; No. 7, 84; No. 8, 237; No. 10, 567; total number, 1,313. The population of the township of Wheeling in 1880 was 2,296. In 1883 it was probably about 2,500.

## ARLINGTON HEIGHTS.

Arlington Heights is situated on the Wisconsin Division of the Chicago & North-Western Railway, twenty-two and two-fifths miles from Chicago. It is located on the old farm of W. H. Dunton, and until about 1874 was named Dunton after him. The first plat appears to have been made November 3, 1854, under the direction of the Commissioners of Highways for the town of Wheeling. Three highways ran parallel with each other north and south through this subdivision, five chains apart, and the first five chains east of the northwest corner of the west half of the southwest quarter of Section 29, and each running south forty chains. These three streets were named Prairie, Dunton and Vail streets, and were each four rods wide. There was also a highway, commencing thirty rods south from the northwest corner of said quarter section, and running east twenty chains. Underhill's addition was surveyed by Edmund Bixby, County Surveyor, May 19, 1859, and was acknowledged May 25. It is south of the railroad and is a part of the northeast quarter of the southeast quarter of Section 30. Miner's addition, consisting of twenty acres, was surveyed by R. F. Clough, May 27, 1859, and was acknowledged October 10, 1859. It is the north half of the southeast quarter of the southeast quarter of Section 30. Atkins' addition lies west of Vail Street, and north of the railroad. It is bounded on the north by Euclid Avenue, and west by Elm Street. Various other additions have been made, until at present the town plat contains about two hundred and forty acres. The original subdivision was, as has been said, a part of W. H. Dunton's farm. His house, built in 1845, was the first built within the limits of the place. He was living there at the time of the first survey. The second building erected here was a store by Dr. F. T. Miner, in 1854, the same year in which the depot was built, and in 1855 W. G. Wing became the second merchant in the place. The second residence was erected by James McGrath. The first blacksmith shop was opened early in 1855 by a Mr. Page, and the second later in the same year by John Fleming. The First Presbyterian Church society was organized September 28, 1855, and in 1856 the first hotel was started by J. V. Downs & Co. The first hardware store was started this year by John H. Gale, and the second by Johnson & Peter, in 1863. A tin shop was started in 1860 by William De Long; in 1861, a cheese factory by Enoch Williams, who afterward sold it to Heinrich Bros., who still own it and continue the manufacture of cheese. In 1865 a grist mill was established by James Shirra. In the meantime the erection of residences went on gradually. There has been nothing phenomenal in the growth of Arlington Heights. In 1874, in order to give, if possible, a fresh impetus to its development, a number of its citizens conceived the idea of changing its name from plain "Dunton" to the more high-sounding one of "Arlington Heights." The name of the post-office was changed, as was also that of the railroad station, but the results were neither so immediate nor so immense

Old  
Wheeling

1839. Among the studies pursued have been: English History, English and American Literature, History of the United States, Civil Government, Moulton's Course of Novel Reading, History of Germany, History of Illinois, and the Early Italian Painters. From the first this society has been interested in charity work. In 1897 a Club Library was started, which has been added to year by year. A distinctive feature of this society has been the free expression of individual opinions and beliefs, which is always encouraged and tolerated.

**PUBLIC SCHOOL.**—The first school house, built in 1849, was sixteen feet square and was used until 1856, when a building containing two rooms was erected. Subsequently two teachers were employed until 1870. A two-storied brick school house, containing four rooms, was now built, costing \$10,000—the grounds costing \$800 additional. Harrison Merry, the principal, established a graded system. The school has, at present, five teachers and an enrollment of 200 pupils.

**MEDICAL HISTORY OF ARLINGTON HEIGHTS.**—Dr. Frederick T. Miner, pioneer physician of this locality, located at Elk Grove in 1834. After the railroad was built he moved to Arlington Heights village and continued practice until his death, which occurred in 1861.

Dr. James B. Hawkes came in 1857, practiced medicine until 1883, and remained until his death in 1898.

Dr. John E. Best came in 1870, and is still engaged in the practice of medicine.

Dr. William Loughlin came in 1888 and died in 1898.

Dr. W. M. Dyas graduated in 1896 and is still practicing.

Dr. B. W. Griffin, whose wife is a granddaughter of Dr. Miner, came in 1897 and moved from Arlington Heights in 1900.

Dr. E. A. Efeld began the practice of medicine here in 1902, and is still practicing.

Dr. Bruce T. Best began practicing in 1904.

In the meantime many other physicians have come, remaining only a short time.

Dr. Ray Gibbs opened the first dental office in 1897, and Dr. Cyrus P. Draper began practice as a veterinary surgeon in 1902.

**THE VILLAGE OF WHEELING** is situated in the northeast part of the township on the Des Plaines River. Joseph Filkins built the first residence in 1834. The Post-office was established in 1836 with Joseph Filkins as Postmaster. He opened a hotel the next year and

Wheeler & Daniels started a store. In 1838 two blacksmith shops were started, one by a Mr. Shepard, the other by Ascher G. Skinner. The second hotel was opened by James Parker in 1840. Prior to 1842 John Rothschild started a store. About the same time stores were opened by John M. Schaffer and Wm. Vogt. E. K. Beach opened a blacksmith shop.

The first public school building was very small; it was erected in 1845. The second, built in 1861, burned in 1870. The present one was erected in 1871. In 1845 Albert Fassbinder started a hardware store; two years later Jacob Filbert established a shoe store and Jacob Hausam another soon after. A brewery was started in 1850 by Henry Periolat. In 1851 Vitruvius Lodge, No. 81, A. F. & A. M., which had been organized at Niles in 1849, was moved to Wheeling, at which time a charter was granted.

A hotel was opened by Jacob Hunsinger in 1856. The Congregational Church was organized in 1864, and the present building erected in 1866. Wm. Metz opened a blacksmith shop in 1865, and Samuel Reese a wagonshop, which he sold three years later to Louis Fischer. Fred Stryker opened a store in 1873; Martin Armbruster a hotel, and C. Wilfin a harnessshop in 1874. The latter sold out to R. Schneider in 1885. John Behm's hotel was opened in 1877, and John Schminkie's store in 1878. In 1880 Henry Boehmer started a creamery which, later, Jacob P. Hausam superintended for eleven years. Sigwalt & Bollenbach opened a store in 1888.

The village was incorporated June 19, 1894, including Wheeling Station on the Wisconsin Central Railway, one mile west of the old village. The depot was built in 1886. The population in 1900 was 331.

**MEDICAL HISTORY.**—The pioneer physician of Wheeling was Dr. Julius Purmann, who came in 1849, and practiced medicine till his death, which occurred in 1856.

Dr. Francis R. Mergler located here in 1854, and engaged in the practice of medicine until 1875, when he removed to Palatine, where he died in 1880.

Dr. M. Moffatt practiced here from 1876 to 1890.

Dr. Henry Benz came to Wheeling in 1890 and is still practicing. In the meantime several others have come, but remained only a short time.

**IN VETERINARY WORK.**—Dr. John G. Schneider located here in 1852, and still holds the field.

1839. Among the studies pursued have been: English History, English and American Literature, History of the United States, Civil Government, Moulton's Course of Novel Reading, History of Germany, History of Illinois, and the Early Italian Painters. From the first this society has been interested in charity work. In 1837 a Club Library was started, which has been added to year by year. A distinctive feature of this society has been the free expression of individual opinions and beliefs, which is always encouraged and tolerated.

**PUBLIC SCHOOL.**—The first school house, built in 1849, was sixteen feet square and was used until 1856, when a building containing two rooms was erected. Subsequently two teachers were employed until 1870. A two-storied brick school house, containing four rooms, was now built, costing \$10,000—the grounds costing \$800 additional. Harrison Merry, the principal, established a graded system. The school has, at present, five teachers and an enrollment of 220 pupils.

**MEDICAL HISTORY OF ARLINGTON HEIGHTS.**—Dr. Frederick T. Miner, pioneer physician of this locality, located at Elk Grove in 1834. After the railroad was built he moved to Arlington Heights village and continued practice until his death, which occurred in 1861.

Dr. James B. Hawkes came in 1857, practiced medicine until 1883, and remained until his death in 1898.

Dr. John E. Best came in 1870, and is still engaged in the practice of medicine.

Dr. William Loughlin came in 1888 and removed in 1898.

Dr. W. M. Dyas graduated in 1896 and is still practicing.

Dr. B. W. Griffin, whose wife is a granddaughter of Dr. Miner, came in 1897 and removed from Arlington Heights in 1900.

Dr. E. A. Elfeld began the practice of medicine here in 1902, and is still practicing.

Dr. Bruce T. Best began practicing in 1904. In the meantime many other physicians have come, remaining only a short time.

Dr. Ray Gibbs opened the first dental office in 1897, and Dr. Cyrus P. Draper began practice as a veterinary surgeon in 1902.

\* **THE VILLAGE OF WHEELING** is situated in the northeast part of the township on the Des Plaines River. Joseph Filkins built the first residence in 1834. The Post-office was established in 1836 with Joseph Filkins as Postmaster. He opened a hotel the next year and

Wheeler & Daniels started a store. In 1838 two blacksmith shops were started, one by a Mr. Shepard, the other by Ascher G. Skinner. The second hotel was opened by James Parker in 1840. Prior to 1842 John Rothschild started a store. About the same time stores were opened by John M. Schaffer and Wm. Vogt. E. K. Beach opened a blacksmith shop.

The first public school building was very small; it was erected in 1845. The second, built in 1861, burned in 1870. The present one was erected in 1871. In 1845 Albert Fassbinder started a hardware store; two years later Jacob Filbert established a shoe store and Jacob Hausam another soon after. A brewery was started in 1850 by Henry Periolat. In 1851 Vitruvius Lodge, No. 81, A. F. & A. M., which had been organized at Niles in 1849, was moved to Wheeling, at which time a charter was granted.

A hotel was opened by Jacob Hunsinger in 1856. The Congregational Church was organized in 1864, and the present building erected in 1866. Wm. Metz opened a blacksmith shop in 1865, and Samuel Reese a wagonshop, which he sold three years later to Louis Fischer. Fred Stryker opened a store in 1873; Martin Armbruster a hotel, and C. Wilfin a harnessshop in 1874. The latter sold out to R. Schneider in 1885. John Behm's hotel was opened in 1877, and John Schminkie's store in 1878. In 1880 Henry Boehmer started a creamery which, later, Jacob P. Hausam superintended for eleven years. Sigwalt & Bollenbach opened a store in 1888.

The village was incorporated June 19, 1894, including Wheeling Station on the Wisconsin Central Railway, one mile west of the old village. The depot was built in 1886. The population in 1900 was 331.

**MEDICAL HISTORY.**—The pioneer physician of Wheeling was Dr. Julius Purmann, who came in 1849, and practiced medicine till his death, which occurred in 1856.

Dr. Francis R. Mergler located here in 1854, and engaged in the practice of medicine until 1875, when he removed to Palatine, where he died in 1880.

Dr. M. Moffatt practiced here from 1876 to 1890. Dr. Henry Benz came to Wheeling in 1890 and is still practicing. In the meantime several others have come, but remained only a short time.

**IN VETERINARY WORK.**—Dr. John G. Schneider located here in 1852, and still holds the field.





This is the story of the birth of Wheeling. Wheeling in dappers, Wheeling taking her first stumbling steps, Wheeling trying to find her rightful place in that large, sometimes frightening world called proper society. This is the story of the men and women who nursed Infant Wheeling and guided her unstable feet and hands through the years of childhood.

When, and moreover why, was this little settlement organized into a village? To find the answer we looked into the first official records of the village—dated 1894. We found the first meeting of the Board of Trustees was held in the District Schoolhouse on July 26th of that year. The Introductory to the Record of Proceedings revealed the reasons for incorporating. It stated:

#### INTRODUCTORY

For several years prominent citizens of Wheeling had seriously considered the advantages and disadvantages of Village organization; but, as to many the disadvantages seemed to predominate, the organization was not attempted.

Circumstances, however, changed and changed public sentiment.

Necessary improvements were neglected: the regulation of dramshops became more lax; foreign elements settled and engaged in occupation that neither enhanced the material welfare of society nor improved its moral tone; citizens frequently suffered indignity and damage on their own premises from lawless strangers, and, withal the Village appeared to be in a process of general demoralization. In view of this state of things prominent citizens of Wheeling renewed the agitation for Village organization with more hope of success. The most progressive businessmen of the Village took the leadership in this movement, arranged for a mass meeting early in the month of June, invited an attorney at law to speak to the people on Village organization. Accordingly the mass meeting was held in Union Hall; the merits of self government were explained; a plat, showing the territorial limits of the proposed incorporation was presented by the assessor of the Township; a petition, praying for Village incorporation, was prepared in due form, signed by 42 legal voters residing within the limits of the proposed incorporation, and addressed to Hon. Frank Scates, County Judge, Chicago, Ill. The County Judge took official notice of said petition, and the County Clerk ordered a special election to take place on the 19th day of June, 1894 in Union

Hall, giving legal voters an opportunity of deciding for or against Village organization. The election was held on the date and in the place aforesaid with the following result: For Village organization under the general law 43 votes; Against Village organization under general law, 3 votes. The election returns having been duly canvassed the County Clerk ordered an election under the general election law to be held on the 17th day of July 1894 for the purpose of electing Village Officers, to-wit:

One (1) President; Six (6) Trustees; One (1) Police Magistrate; One (1) Village Clerk.

Accordingly the election aforesaid was held with the following result:

President: Henry Boehmer; Board of Trustees: John Forke, Jacob Schwingel, Emil Sigwalt, Reinhold Schneider, Wm. Fassbinder, J. A. Schminke; Police Magistrate: Louis Fischer; Village Clerk: W. R. Mundhenke.

The votes having been canvassed and the organization papers entered in County Court of Cook Co., Ill. completing the organization of the Village of Wheeling, the officers duly qualified and entered upon their respective duties.

With the baby now born and in the arms of her proud and determined city fathers let's follow "The Infant Wheeling" through days of shakng decisions. Let's thumb through the first village Ordinances

In order that the new Village Ordinances could be carried out to the fullest extent, it was necessary to measure the baby to get an accurate account of her size and shape. The President appointed Mr. K. Schneider a committee of one to secure a surveyor to survey the corporate limits for the purpose of the preparation of an accurate plat.

He then appointed some committees to investigate the framing of ordinances against misdemeanors, nuisances and dogs. The first to be completed was "an Ordinance to Define and Provide for Punishment of Misdemeanors."

Under this Ordinance [No. 2] It was, among many other things, unlawful to:—fire or discharge any cannon, gun, fowling piece, pistol or fire arms of any description, or fire explode, or set off any squib, crackers or anything containing powder or other explosive substance, ON SUNDAY."

—"for the purpose of bathing or otherwise, appear in any public place, in a state of nudity, or in a dress not belonging to his or her sex, or in

any indecent or lewd dress."

—"fly kites, throw stones, trundle hoops, play ball, or engage in any sport or exercise likely to frighten horses, injure passengers, embarrass the passage of vehicle, or obstruct the business of other persons."

—"carry, or wear under his or her clothing, or concealed about his or her person, any pistol, revolver, sling shot, knuckles, bowie knife, dirk knife, dirk, dagger, or any other dangerous or deadly weapon, without the written permission of the president."

—"kill or attempt to trap, net, ensnare, destroy or kill any robin, bluebird, bluebird, swallow, martin, mosquito hawk, whipporwill, cuckoo, woodpecker, cat bird, brown thrasher, red bird, hanging bird, humming bird, dove, goldfinch, mocking bird, bluejay, finch, thrush, lark, cherry-bird, yellow bird, oriole or bobolink."

—"fasten or leave standing any horse, mare, gelding, ox, mule or ass on any paved or improved sidewalk any wagon, sled, or carriage, dray, or any team in harness or attached to cart or other vehicle, so that the same may be liable to runaways; or cause, suffer or allow any of the same to pass through any street, alley or public place without a suitable driver, or ride or drive any of the aforesaid animals violently through or along any street, alley or public place, so as to endanger the safety of any person, or to suffer any of the animals to travel or run faster than an ordinary or moderate trot or pace."

Upon its approval the Ordinance was posted in the following places: one copy in the Post Office, one copy in Mr. J. A. Schminke's Store, one copy in Mr. Jacob Schwingel's place of business.

The new government also made certain improvements in the city thoroughfares. The first bridge east of the Wisconsin Central Railroad as it was then called, needed rebuilding. The Board proposed construction of a new bridge 16 by 20 feet. Streets were in bad shape, the Board moved to travel the following public roads:

"At the west side of the Village, section running from the Dundee Rd. southerly to the corporate limit; Section of the Dundee Road from the western limits to the first bridge west of the cemetery. At the east side of the Village, Section running from the corner of Mr. J. A. Schminke's residence to the Des Plaines River."

A lot was accomplished the first six weeks the new Village officials were in office and it was plain now that if one wanted to make his home in Wheeling he would have to be a law-abiding citizen or suffer the consequences. The wild, unlawful days were now a thing of the past.

The new government decided to hit the most logical place for funds — the dram shops or saloons [cocktail lounges, to you]; since undoubtedly this was where the gold would most likely be found. The president appointed a board member to secure necessary information concerning the

passed to the August Ordinance. Upon unlawful — indicating quors in any first o — his age quors to any order dian; is in th any pe election or beto Lices months per an first il lowing: Curt K C. F. J Jacob S John B Hermar Hous Andrew Centr The \$ the granary \$7 Now I Someone the new and som was ma he woul work a municip Board l book an of the P shal's St It was Clerk be the first new mee — Union gular me [furnished ing fuel boys me and this bill.

# THE INFANT WHEELING

tion, and when Mr. Henry Hipp took office he was working for twenty-five dollars a month. Mr. Hipp remained in office for a number of years.

Law enforcement activities during this time can best be described by quoting verbatim from the old ledgers and communications such as: Village of Wheeling to C. F. Metz for lodging and meals to three [3] Inpecunious wayfarers @ 25c — .75 for the purpose of the preparation of 8 meals for 3 prisoners — \$1.50: To secure handcuffs — \$1.00 Total \$3.25.

For serving papers on — and conveying same to County "Jail." \$7.50; signed W. E. Peet, Wheeling, Jan. 30/99

Wheeling Incorporation to Jacob Arnold - November 28th, 1895 Served as Marshall 90 days at 16 2/3 cents a day - \$14.70: Killed five dogs Aug. 12th at 50 cents a head - \$2.50: Total - \$17.20

Village of Wheeling to Frank Forke - \$1.00, John Methling - \$1.00, H. Hipp - \$1.00, W. Riswig - \$1.00 for guarding prisoners.

Then too there was letter writing and form filling: The Village Marshal reported that he had written to Mr. — in regard to the bill he owes the village for burying his mule, but had not received no reply.

December 24, 1904

Sir: Accompanying this letter you will find a blank form calling for some information regarding the prisoners in your charge during the quarter ending December 31, 1904.

This form is sent to every jail, lockup, calaboose or similar institution in the United States, and you are respectfully asked to fill it out at your earliest convenience.

Very respectfully,  
Bureau of the Census,  
Washington, D.C.

And sign painting:

The Village Marshal was instructed to paint three signs warning swimmers not to bathe in the river unclothed, and to post these signs along the river banks.

## The Infant Wheeling

There must have been many men who could walk down the streets of Wheeling boasting that they had once been Village Marshal, for the resignation of the first Marshal, Jacob Hausam, was followed by a lengthy list of law enforcement heads.

Hausam left his post to assume his duties as Village President in April 1895. The following June he appointed Mr. Franz Klose Village Marshal. The Marshal was granted five dollars per month for his services. Franz Klose, however, failed to qualify for the office and the Board was required to seek out another man who was able and willing to accept the job.

In July, the President tried again and appointed Mr. Jacob Arnold as Village Marshal for the municipal year, but in October he resigned. The monthly salary was then upped to twenty-five dollars and one of the trustees was appointed to take charge of the key to the Village Hall, and to light the street lamps until another marshal could be appointed.

A week later Mr. R. Schneider resigned his office as trustee and was given the oath of office as Marshal. He was later forced to relinquish his post due to ill health.

Come December, Mr. William Peet moved in after his appointment was accepted by the Board. The salary was changed again — lowered to fifteen dollars a month. But in May it was recommended that the duties of the Marshal be expanded to include street-lamplighter and street commissioner, so that he may receive an adequate salary. The recommendation was passed and the salary was raised to thirty dollars. Mr. Peet lasted until October 1897 when he was discharged.

There was a reduction in salary again, after the requested resignation. (Continued on Page 11)

# THE INFANT WHEELING

By Joan Heuer

In order that the new Village Ordinances could be carried out to the fullest extent, it was necessary to measure the baby to get an accurate account of her size and shape. The President appointed Mr. R. Schneider a committee of one to secure a surveyor to survey the corporate limits of the preparation of an accurate plat.

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clothing, or concealed about his or her person, any pistol, revolver, sling shot, knuckles, bowie knife, dirk knife, dirk, dagger, or any other dangerous or deadly weapon, without the written permission of the president."

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"fasten or leave standing any horse, mare, gelding, ox, mule or ass on any paved or improved sidewalk, any wagon, sled, or carriage, dray, or any team in harness or attached to cart or other vehicle, so that the same may be liable to runaways; or cause, suffer or allow any of the same to pass through any street, alley or public place without a suitable driver, or ride or drive any of the aforesaid animals violently through or along any street, alley or public place, so as to endanger the safety of any person, or to suffer any of the animals to travel or run faster than an ordinary or moderate trot or pace."

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# Infant Wheeling

[Continued from Page 1]

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One [1] President; Six [6] Trustees; One [1] Police Magistrate; One [1] Village Clerk.

Accordingly the election aforesaid was held with the following result: President: Henry Boehmer; Board of Trustees: John Forke, Jacob Schwingel, Emil Sigwalt, Reinhold Schneider, Wm. Fasbinder, J. A. Schminke; Police Magistrate: Louis Fischer; Village Clerk: W. R. Mundhenke.

The votes having been canvassed and the organization papers entered in County Court of Cook Co., Ill. completing the organization of the Village of Wheeling, the officers duly qualified and entered upon their respective duties.

With the baby now born and in the arms of her proud and determined fathers let's follow "The Infant Wheeling" through days of shaking decisions. Let's thumb through the first village Ordinances — We'll find some good laughs there. Follow us next week when we review some more chapters in the life of "The Infant Wheeling."

MARSHAL - CONT.

MARSHAL

# LEGAL NOTICE

## ORDINANCE NO. 542

An Ordinance Amending Ordinance No. 512 Relating to the Parking of Vehicles

BE IT ORDAINED by the President and Board of Trustees of the Village of Wheeling, Illinois

Section 1. That there shall be added to Ordinance No. 512, an Ordinance relating to the parking of vehicles, the following numbered sections:

Section 2.1. It shall be unlawful for any person to abandon any motor vehicle on any public way within the Village. Any motor vehicle standing on a street during snow removal operations until completed.

Section 2.6. It shall be unlawful to park any vehicle upon any street other than in a business zoned district on the side with even numbered house addresses unless the improved driving surface of such street is greater than 30 feet.

Section 2. Any Ordinance or parts of Ordinances in conflict herewith are hereby repealed.

Section 3. This Ordinance shall be in full force and effect from and after its passage, approval and publication according to law.

PASSED this 3rd day of February, 1938

Other licenses required under the provisions of Section 162.

162.051. Laundry and dry cleaning vehicles and gasoline and oil delivery trucks operated in the Village for the purpose of delivering laundry or dry cleaning or gasoline or oil or other petroleum products. The annual fee for such license shall be \$15.00 for each such vehicle. Notwithstanding provisions of Section 162, the license herein set forth shall be in addition to any other licenses required under the provisions of Section 162.

162.061. Moving of houses within Village limits of the Village. The fee for each house moved shall be \$75.00. Notwithstanding provisions of Section 162, the license herein set forth shall be in addition to any other licenses required under the provisions of Section 162.

162.071. Junk yards or dealers in junk. The annual fee for such license shall be \$75.00. No license shall be granted to any keeper of a junk yard or junk shop unless the applicant has resided in the Village for a period of more than two years prior to such application. No person, firm or corporation shall locate, build, construct, operate or maintain any junk yard or store any junk without first having secured the written consent of the owners of seventy-five (75%) percent of the frontage abutting on both sides of the street on which such premises front within a distance of three hundred (300') feet of said premises. Notwithstanding provisions of Section 162, the license herein set forth shall be in addition to any other licenses required under the provisions of Section 162.

162.081. Packing, slaughtering, and rendering. The annual fee for such licenses shall be as follows: Packing \$25.00; Slaughtering \$25.00; Rendering \$75.00. However, it is declared a nuisance and made unlawful for any person, firm or corporation to locate and carry on the business of packing, slaughtering or rendering without having obtained permission of the Village President so to do. A separate license shall be obtained for each of the said operations conducted by any one business.

162.091. Amusements. The annual license fees shall be as follows: Carnivals - \$150.00 per concession; Pinball machines - \$10.00 per machine; Juke boxes - \$10.00 per juke box; Coin operated amusements or vending machines - \$10.00 per machine. Provided that the Board of Trustees may issue special permits without any license fee for Carnivals to be conducted for not more than one (1) week by non-profit or charitable organizations. Notwithstanding provisions of Section 162, the license herein set forth shall be in addition to any other licenses required under the provisions of Section 162.

162.101. Contractors. No person, firm or corporation shall engage in the business of contracting in the Village without first having obtained a certificate of registration as herein required. The annual fee for registering as a contractor shall be \$25.00 and the registered year shall correspond with the licensed year provided in this licensing Ordinance. However, a contractor may also register only for a particular job to be done in the Village on payment of \$10.00 fee providing completion of said job does not take longer than 90 days to complete. In the event job takes longer than 90 days to complete, contractor must re-register and pay an additional \$10.00 fee for another 90 day period. The term "contractor" as used by this Ordinance is hereby defined as and shall be construed to mean any person, firm or corporation engaged in the business of building or repairing or wiring buildings or structures or installing or altering by contract equipment in buildings. Notwithstanding provisions of Section 162, the license herein set forth shall be in addition to any other licenses required under the provisions of Section 162.

162.111. Ice dealers, ice vendors, barber shops, beauty parlors, and feed mills for the grinding of grain. The annual fee for such license shall be \$15.00.

162.121. Hawkers or peddlers of any merchandise, article or thing including persons selling or soliciting orders for products produced by them or by companies they directly represent, but not including other transient merchants and vendors. The annual fee for such license shall be \$20.00 for each vehicle used and an annual fee for such license shall be \$20.00 for peddlers not using any such vehicle.

162.131. Manufacture and sale of pottery products. The annual fee for such license shall be \$20.00.

162.141. Florists including the growing of plants for sale and public garages for the repair, sale and storage of automobiles. The annual fee for such license shall be \$25.00.

162.151. Lumber yards, oil and paint dealers and sale of plumbing supplies and sale of other hard goods, second hand stores, machine shops, manufacture of ornamental goods for sale at wholesale and retail, wood-working and millwork shops, blacksmith and welding shops, retail establishments for the sale of live bait or sporting goods, retail establishments for the sale of dry goods, nursery products and electrical appliances, and retail establishments for the sale and contracting for sale of septic tanks. The annual fee for such license shall be \$35.00.

162.161. Private warehouses and storage of trunks conducted as a business or in conjunction with a business not otherwise licensed under the terms of Section 162 of this Code. The annual fee for such license shall be \$35.00.

162.171. Used car dealers for the sale of automobiles. The annual fee for such license shall be \$35.00. Notwithstanding provisions of Section 162, the license herein set forth shall be in addition to any other licenses required under the provisions of Section 162.

162.181. Food dealers as defined in Section 205 of the Municipal Code of Wheeling, Illinois, and wholesale distributors and processors of food products. The annual fee for such license shall be \$30.00 for all such businesses employing less than 5 persons; \$60.00 for all such businesses employing from 5 to 10 persons; and \$90.00 for all such businesses employing 11 or more persons. For the purpose of such licenses, both full and part time employees shall be considered. In addition to said license fees, such dealers, distributors or processors shall also pay fees for the cost of health inspection of employees, premises and materials as hereinafter set forth by Ordinance or Resolution of the Village of Wheeling, Illinois.

162.191. Gasoline and oil bulk plant. The annual fee for such license shall be \$60.00.

162.201. Dairy plant. The annual fee for such license shall be \$100.00.

162.211. Manufacturing, assembly or industrial plants and ready-mix cement plants. The annual fee for such licenses shall be \$125.00. For the purpose of this Section, manufacturing, assembly and industrial plants shall include businesses and shops otherwise described in Sections 162.01

through 162.22 when such business or shop shall have more than 20 employees and the license herein required shall be in lieu of such other license fees provided in said Sections. 162.221. The annual fee for any [Continued on Page 4]

Upon examination we find it was unlawful to: "sell or give away any intoxicating malt, vinous or fermented liquors of any name, nature or kind, in any quantity whatever, without first obtaining a license so to do."

"sell or give away, by himself, his agent or servant, or in any other way, directly or indirectly any liquors mentioned in this Ordinance to any minor, without the written order of his or her parents or guardian; any person intoxicated, or who is in the habit of getting intoxicated; any person on any general or special election day, or after 11 o'clock p.m. or before 5 o'clock a.m. of any day."

Licenses were issued every three months and the fee was set at \$500 per annum—payable in advance. The following licenses were issued to the following applicants:

Curt Knoblauch at Chicago House  
C. F. Metz at Columbia Hotel  
Jacob Schwingel at His House  
John Behm at Union Hotel  
Herman Harmering at Wheeling House

Andrew G. Horcher at Wisconsin Central Hotel  
The \$125 received from each made the grand total in the baby's piggy bank \$750.

Now to the problem of protection. Someone must be appointed to uphold the new laws and keep the peace — and someone was. Mr. Jacob Hausam was made the Village Marshall and he would receive in exchange for his work a salary of \$15 for the first municipal year. Furthermore, the Board procured a statute, docket

## The Infant Wheeling

On April 6, 1896 the first move toward fire protection was made. The last motion of the meeting was made by Wm. Metz — "that a committee of three be appointed to investigate the subject of fire protection and its estimated cost."

The appointed committee accomplished nothing, by June, another committee of three was selected to investigate various chemical and other fire extinguishers and report at the next meeting. The appointed committee included Mr. Metz, John Forke, and Wm. Fassbender. This committee meant business and at the July meeting they presented the Board several letters from different firms relating to the subject. They also introduced Mr. R. B. Sizafos of the Racine Fire Engine Co., who explained some of the unknown facts of fire prevention and protection. The Board was so impressed they decided to go to Racine and investigate the workings of fire extinguishers.

In August, the Village ordered the fire extinguishing apparatus and shortly they received word from Mr. Sizafos that the order would be sent September 7th. Sure enough — on September 11th the bright new engine, with all her trimmings, arrived at the Wisconsin Central Railway freight office. I'll venture a guess that everybody in town turned out to get a glimpse of her that first day, all red and shiny like a bright new toy in the Indian Summer sun.

Arriving with the chemical engine was a hook and ladder truck, 2 axes, 50 feet of hose, a pump, a 100, 60, and 40 foot coil of rope, a hook and chain, a barrel of chemical, a crow bar, 5 ladders, and pole, 2 gongs, a cast frame brace, an engine and a pair of wheels.

The Fire Department was to be allowed the use of the Village Hall for their meetings and a fire bell was procured from Fassbender and Arnold for \$27.40. At a special meeting in late September, the department was organized and officers were elected. The rule to elect officers by ballot was suspended and the election was held by acclamations. The results were as follows: Fire Marshall, C. F. Metz; First Assistant, Mr. J. A. Schminke; Second Assistant, Mr. Frank Forke; Secretary, W. R. Mundhenke.

# The Infant Wheeling

by Joan Heuer  
Remembering "the good old days" oldtimers probably hold their heads in dismay when they take a look at the present village budget. In the first years the whole village could have been run on taxes now paid by only six homeowners. Of course we get more for our money these days. [I keep telling myself] but it does appear that as the town grows, more experts must be hired to help iron out new problems, more new equipment must be bought and insured, and bigger and better improvements must be made in public works.

In 1896 the total budget for the Village of Wheeling was \$1870.00—less than what is now allowed for office supplies, including postage and stationery. The streets and bridges fund was \$50 less than what is now set aside for janitor's supplies. What was allowed then for the marshal's salary was less than what is now paid out for premiums for surety bonds on village officers. The amount now appropriated for street lighting expense, repair and installation, is 100 times greater than the total used for that purpose in 1896. Salaries paid out to village officers and employees has been multiplied 320 times in the past 62 years. And although the fire department was paying for an engine mounted to only what the department at that time, their expenses still are now allowed for telephone expense and gas, oil and maintenance of equipment.

Compare for yourself. Here are five of the first budgets set up for the village:

Streets and Bridges — 1896 - \$350; 1897 - \$475; 1898 - 137.92; 1899 - \$350; 1900 - \$350.

Marshal's Salary — 1896 - \$360; 1897 - \$360; 1898 - 327.34; 1899 - \$300; 1900 - \$75.00.

Street Lighting — 1896 - \$60; 1897 - \$100; 1898 - 60.87; 1899 - \$75; 1900 - \$100.

Attorney — 1896 - \$50; 1897 — 1898 — 1899 — 1900 —

Officer's Salaries — 1896 - \$200; 1897 - \$175; 1898 - \$70.85; 1899 - \$150; 1900 - \$375.

Fire Department — 1896 - \$700; 1897 - \$300; 1898 - \$250; 1899 - \$100; 1900 - \$50.

Contingencies — 1896 - \$150; 1897 - \$100; 1898 - \$60.87; 1899 - \$75; 1900 - \$1500.

Total Appropriations — 1896 - \$1870; 1897 - \$1410; 1898 - \$1174.50; 1899 - \$1225; 1900 - 2575.

And here are the totals for the various departments in today's budget: General Administrative Expenses \$67,560.00

## Police Department Expense This Infant Wheeling

by Joan Heuer  
This is the story of the birth of Wheeling, Wheeling in diapers, Wheeling taking her first stumbling steps, Wheeling trying to find her rightful place in that large, sometimes frightening world called proper society. This is the story of the men and women who nursed infant Wheeling and guided her unstable feet and hands through the years of childhood.

When, and moreover why, was this little settlement organized into a village? To find the answer we looked into the first official records of the village—dated 1894. We found the first meeting of the Board of

Trustees was held in the District Schoolhouse on July 26th of that year. The Introductory to the Record of Proceedings revealed the reasons for incorporating. It stated:

### INTRODUCTORY

For several years prominent citizens of Wheeling had seriously considered the advantages and disadvantages of Village organization; but, as to many the disadvantages seemed to predominate, the organization was not attempted.

Circumstances, however, changed and changed public sentiment.

Necessary improvements were neglected; the regulation of dramshops [Continued on Page 16]

# The Infant Wheeling

by Joan Heuer

Certainly all of us would be lost without our telephones in this day and age. Of the many mechanical slaves that do work for us, the modern communication system is high on the list of indispensables. This is the story of how the telephone got its start in the Village of Wheeling.

In September of 1900, in answer to a request from the Chicago Telephone Co., the ordinance committee under the chairmanship of F. D. Schmidt prepared and introduced an ordinance concerning the installation of a telephone system here. It was read to the Board for information at the September 3rd meeting, and after considering, the Board decided to secure legal counsel before its passage. A special meeting was called four days later to again consider the approval. Upon the second reading it was moved by Mr. Wm. Fassbender and seconded by F. D. Schmidt that the ordinance be passed as read. And so it started.

The ordinance granted the Chicago Telephone Company certain rights in the village. They were to "erect, maintain and renew, upon and along the streets and alleys of the Village of Wheeling, for a period of fifty years, lines of poles, wires and to use the same for supplying to the general public means of communication by telephone or other electrical device."

Lines and poles were to be located under the supervision and direction of the chairman of the committee on streets and alleys. They were to be so placed as not to interfere with ordinary travel, or any water, sewer or drain. The village was to be held harmless from "all damage resulting to any person, or persons, or corporation, from the erection or maintenance of these structures."

The telephone company was to furnish the village with telephones with local exchange service free of charge in the Village Hall and in the Firehouse as soon as an exchange was established. Just how many Wheeling farmers, dram shop keepers, store owners, etc. would pay to have one of these electrical talking gadgets in their place remained to be seen.

## THE INFANT WHEELING

[Continued from Page 1]

years. The first burst of enthusiasm came shortly after the sport was introduced to this country from England in the 1880's.

Early settlers of Wheeling became some of the first spectators of the new pastime when Chicago Racing Clubs, the Cook County Cyclists Assn. and the Northwest Cyclist Assn., zoomed through town. Old timers still reminisce about the long cross country races from Half Day to Chicago and Milwaukee to Chicago and the first races that started at the Wisconsin Central Railroad crossing at Dundee Road and ended in Garfield Park. Traveling was none too easy and it took a pair of sturdy legs to push a bike down the gravelled roads. In fact, it was necessary to have a horse and wagon follow the racers to pick up those who couldn't make the grade.

The first big event was held on Decoration Day, 1896 when the C. C.C.A. took to the road, and on the 4th of July, 1898 the N.W.C.A. sped through the middle of town. Later, bike racers in tight pants and shirts could be seen whizzing down the roadway almost every Sunday, weather permitting.

The only thing the cyclists asked of the village was to keep the road clear of obstructions during a race. The village in return asked for a guarantee of order in their ranks and that the village not be held for any expenses incurred. So, hours of free entertainment were provided for the villagers as racers took off at intervals on their way to Garfield Park after breakfasting at John Behm's or Miller's. Art Miller says he can remember when he was a small boy he transported the bikes in a hayrack from the depot to his father's shed for the cyclists brief stay in town. And after they refreshed themselves they would hop on their bikes and race away with a wave of the hand, clutching a mysterious bottle of yellow colored liquid

# Independent

pendent March 10, 1960

The Only Local Wheeling Area Newspaper

115 No. Wolf Road

Phone Wheeling 576

Vol. II - No. 51

Wednesday, February 12, 1958

Second Class Mailing Privileges Authorized at Wheeling, Ill.

## The Infant Wheeling

On April 6, 1896 the first move toward fire protection was made. The last motion of the meeting was made by Wm. Metz — "that a committee of three be appointed to investigate the subject of fire protection and its estimated cost."

The appointed committee accomplished nothing by June, so another committee of three was selected to investigate various chemical and other fire extinguishers and report at the next meeting. The appointed committee included Mr. Metz, John Forke, and Wm. Fassbender. This committee meant business and at the July meeting they presented the Board several letters from different firms relating to the subject. They also introduced Mr. R. B. Sizafos of the Racine Fire Engine Co., who explained some of the unknown facts of fire prevention and protection. The Board was so impressed they decided to go to Racine and investigate the workings of fire extinguishers.

In August, the village ordered the fire extinguishing apparatus and shortly they received word from Mr. Sizafos that the order would be sent September 7th. Sure enough — on September 11th the bright new engine, with all her trimmings, arrived at the Wisconsin Central Railway freight office. I'll venture a guess that everybody in town turned out to get a glimpse of her that first day, all red and shiny like a bright new toy in the Indian Summer sun.

Arriving with the chemical engine was a hook and ladder truck, 2 axes, 50 feet of hose, a pump, a 100, 60, and 40 foot coil of rope, a hook and chain, a barrel of chemical, a crow bar, 5 ladders and pole, 2 gongs, a cast frame brace, an engine and a pair of wheels.

The Fire Department was to be allowed the use of the Village Hall for their meetings and a fire bell was procured from Fassbender and Arnold for \$27.40. At a special meeting in late September, the department was organized and officers were elected. The rule to elect officers by ballot was suspended and the election was held by acclamations. The results were as follows: Fire Marshall, C. F. Metz; First Assistant, Mr. J. A. Schminke; Second Assistant, Mr. Frank Forke, Secretary, W. R. Mundhenke.

The companies were divided up as follows:

- Company No. 1 - Engine; Foreman, J. P. Hausam; Asst., Wm Brandt; Member, Walter Riswig.
- Company No. 2 - Pump and Supply Cart; Foreman, Wm. Fassbender; Asst., Lorenz Koebelin; Members, Emil Sigwalt, J. Junnack, H. A.

Benz, Chr. Wendling. Company No. 3 - Hook and Ladder Truck; Foreman, Mr. Tony Behm; Asst., John Stryker; Members, J. Methling Jr., Wm. Brown, Chr. Ballenbach, F. D. Schmidt, G. Loepfert, H. Kaiser, J. Behm, Wm. Metz and Joe Killian.

Substitutes were J. Schwingel, M. W. Knittel, Chas. Johnson.

Then, as now, the Fire Department held an annual affair. However, instead of a dance, in the early 1900s the big day was a 4th of July Picnic. Indications are there was plenty to eat. Consider these bills from the 1903 picnic:

E. Sigwalt and Co., General Merchandise:  
25 loaves bread - \$1.00; 1 bat .10; 1 box peaches - 1.25; 1 box plums - 1.50; 4 doz. oranges - .96; 100 2 lb. bags - .10; 100 4 lb. bags - .15; 1 jug mustard - .25; Flags - .50; Feostoning - .12; Matches - .18; 9 bunches bananas 3.00.

B. F. Stryker, Fresh, Salt and Smoked Meats.

3 lbs. ham @ .18 - \$1.44  
George Huber & Son, Soda and Mineral Waters

9 cases of quarts - \$6.75  
I. A. Schminke, General Merchandise  
25 gal. ice cream - \$18.75; Express and Telephoning - 2.14; 2 cases cracker jacks - 6.00; 2 fans - .50; 30 lbs. peanuts - 2.25; 1 floor wax - .30; 24 pkgs. chocolate - .75; 1 pan carmel - .70; 1 box butter rolls - .50; 1 box gum - .55; 6 sauce dishes - .20; 1 bolt ribbon - .40.

The purchase of floor wax indicates there was probably some dancing at this open-air wing-ding. This bill for the care of four musicians adds to the evidence:

John Behm, Union Hotel  
4 dinners - \$1.00; 4 suppers - 1.00; 4 lodgings - 1.00; 4 breakfasts - 1.00; 3 railroad fares - 2.80; livery to depot [2 times] - .50.

That's about it on the start of the Wheeling Volunteer Fire Department. Watch for more in the life of "Infant Wheeling" in future editions of the INDEPENDENT.

## THE INFANT WHEELING

By Joan Heuer

We left the newborn baby in the arms of the newly elected city fathers, but alas, she was destitute and with out protection from the so-called "law-less Strangers". What now? What should be done to keep the infant financially secure and safe from harm?

The new government decided to hit the most logical place for funds — the dram shops or saloons (cocktail lounges, to you); since undoubtedly this was where the gold would most likely be found. The president appointed a board member to secure necessary information concerning the passage of an Ordinance pertaining to the licensing of dram shops. On August 4th, 1884 the first village Ordinance was approved and posted. book and reference book for the use of the Police Magistrate and a Marshal's Star No. 1.

It was also moved that the Village Clerk be allowed a salary of \$25 for the first municipal year. And too, a new meeting place was decided upon — Union Hall would serve as the regular meeting place; the hall to be furnished for \$1 per meeting, including fuel and light. Don't laugh. These boys met about five nights a week and this could add up to a sizable bill.

[Continued Next Week]

## The Infant Wheeling

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# The 1877 Wheeling Cornet Band

## THE INFANT WHEELING

By Joan Heuer

Before continuing with the reports on activities of the village government, let's slip back to the year 1877 and the organization of the Wheeling Cornet Band (the W.C.B.) During the days of the gay-nineties, and before, most towns and hamburgs had their own band to play for special affairs and Sunday afternoon concerts. For without radios, Hi-Fi systems and television, there was little music in grandmother's life.

A group of musically inclined, or at least enthusiastic, men set up a constitution and by-laws and chose three officers to head their musical organization. There was to be a Leader, a Deputy Leader and a Secretary. The constitution was complete to the finest detail, setting forth the duties of all officers and the band. It was run under a strict democratic rule, and it was prepared for every emergency including the "foreible expulsion" of members, the destruction of instruments, and disputes between the leader and band members. The first band was made up of the following: E flat Cornet, C. Wellfin; B flat Cornet, C. Statter; B flat Cornet, C. A. Fassbender; E flat Alto, R. Perolat; B flat Tenor, Adam Weber; B flat Tenor, Emil Sigwalt; B flat Baritone, J. H. Nicolai; E flat Tuba, A. G. Zimmer, Snare Drum, Y. Kimmich and Bass Drum and Cymbals, Albert Weber.

For the government of the Band in public, the following rules held good:

- No member shall leave his place in the ranks without permission from the Leader. Penalty 5 cents.
- No member shall play upon an instrument during the silence of the Band. Penalty 5 cents.
- Any member appearing late at a place of rendezvous or failing to appear shall, in the discretion of the Leader, pay a fine of 25 cents.
- Any member appearing in a state of intoxication or becoming intoxicated after appearance, the question of this intoxication to be decided by a vote of the other members in case of dispute. Shall pay a fine of \$1.00.

Any member leaving the ranks while on duty outside of band room will be subject to a fine of 1 dollar.

The conduct for rehearsals was equally as strict and evidently the penalties paid off for during a three month period there were 21 fines for profane language, 4 for non-appearance and 3 for late appearance.

Making a total of \$2.60 paid. But there were other difficulties. Consider this letter from miffed member: To the Leader and Members of the W.C. Band, Gentlemen,

After considering since the last meeting of the Band (May 17) I have made up my mind that it is better (or in other words that it is a case of suspension at present) that I should not appear at the rehearsal to-night. I think it will be better for all that I do not appear. Then you can talk over matters plainly and I will not have to overhear some of the conversations, which probably would be distasteful for all parties concerned. In the first place I think some of the members made remarks that were wholly uncalled for. Secondly, If I am subject for a fine I hope you will do your duty. Thirdly, If you think of changing the instrument, [that lays in the power of the Leader]. Fourth, In case of expulsion, I hope all of the members of the Band know what that means!

It is much different than a resignation, I have been informed since the last meeting, that there is another member that wishes to play the Bass Drum, as he thinks he will not learn the instrument he has at present.

Now if the Band thinks that they will better themselves by doing so do by all means.

I want the organization to understand that I think of the Band as I ever did and will harbor no ill feelings against them. Act as they will.

I await your decision through your secretary, but shall not meet with you again [As a member or otherwise] as to your decision to-night."

Oh yes, problems there were many, but undoubtedly there were also a lot of good times, according to some of the debts they paid. These statements for instance:

From J. Schwingel - 300 cigars at 2 1/2 cents a piece for \$7.50

From Rynhold Perolat - Hall Rent \$15.00, 1 bottle of wine and 3 bottles of whiskey, \$1.75, and 6 one-quarter barrels of beer, \$9.00, and 2 suppers for 5 men, \$2.00. Lest we forget the barkeepers, \$10.00.

Other bills included the purchase of instruments like these:

One Cornet, \$19.00, one E flat Alto, \$14.00. And then there were: 300 Concert Programs \$2.25.

From all this effort the oohm-papas were heard throughout the village. Such tunes as the "Solitude Schottische," "We Shall Win Quick Step", "Hail Soldier and There'll Be Rest By and By Quick Step," "Mox

The WHEELING

10¢

# Independent

The PACEMAKER Of the NORTHWEST SUBURBS

115 No. Wolf Road

Phone Wheeling 575

Vol. 1 - No. 43

Wednesday, December 26, 1956

Second Class Mailing Privileges Authorized at Wheeling, III.

## Firemen's Dance Set For January 19

The regular Annual Fireman's Benefit Dance will be held on Saturday, January 19th in the Wheeling School Gymnasium. There will be sandwiches, refreshments, and door prizes. The music will be by Art Paul and His Sophisticats. Donation will be \$1.00 per ticket. Dancing will begin at 9:00 p.m. and continue until ???

The main support for the fire department is taken from the dance and the Wheeling Days receipts. Equipment and operating costs are not taken from the tax payer.

The Wheeling Volunteer Fire Department is well equipped for the emergencies which take place within their sphere of jurisdiction. One of the most frequently used pieces of equipment is the 1950 Chevrolet emergency truck. This truck is equipped for special emergency calls such as accidents in which the occupants are pinned in the vehicle or home accidents where only emergency treatment is needed. The truck was donated by the Wheeling Lions. The Lady Lions donated an inhalator which is part of the truck's equipment. Respiratory treatment demanding oxygen can be administered by the inhalator. The emergency truck has been most recently equipped with a two-way radio, which puts it on a par with the police car for communication.

The 1953 Ford Pumper and Tanker carries 800 gallons of water and can pump from the hydrants at the rate of 500 gallons a minute.

The 1948 Pirsch Fire Truck is designed to carry the fire fighting equipment that is needed to extinguish a blaze. It also will pump at the rate of 500 gallons a minute.

The 1921 Pirsch Fire Truck is an older piece of equipment that stands

ready to pump 500 gallons of water a minute also. It has a rebuilt motor in it and also a new type pump. This truck was pressed into use at the LaRay fire.

The 1894 Pumper built by The American La France Fire Engine Company is still in working order and ready for use. It was used in emergency as late as 1955 when water could not be pumped by motor truck. The old pumper was purchased in 1897 and was the only source of water for twenty-eight years when the first motor pumper was purchased in 1925. It has seen sixty years with the department and is still in working order.

The Wheeling Fire Department is celebrating its sixty years of service this year. For a brief look at the very early history of the department we are indebted to Mrs. Margaret Utpadel who has made a historic resume from the department files.

### EARLY F. D. HISTORY

by Mrs. Margaret Utpadel

Much of the history of the Village of Wheeling can be gathered by the records of the Wheeling Fire Department, whose constitution and by-laws were adopted September 30, 1896.

At that time the officers of the department consisted of one fire marshal, together with the foremen of each company, of which there were three, and a secretary. One of the companies had charge of the engine cart, one company had charge of the pumper and supply and the third, had charge of the ladder truck.

Following are the names of officers and members of the Fire Department who signed that constitution:

Christ F. Metz, Fire Marshal, J. A. Schminke, assistant Fire Marshal, F. Forke, second assistant Fire Marshal, W. R. Mundhenke, secretary; W. Riswig foreman of Co. 1; Wm. Fassbender, foreman of Co. 2; Tony Behm, foreman of Co. 3; W.M. Brandt, L. Doebelin; John Stryker; Christ Bollenbach; Gotthart Loepfert; Herman Kaiser; Wm. Metz; Joseph Killiam; William Goiz; Henry Hipp; Chas. Johnson; Jacob Schwingel; M. W. Knittel. Substitutes were Emil Sigwalt; John Wethling; H. A. Benz;

R. Schnickel, Henry Lips; Adolph Leuschner; Wm. F. Brown; Fritz Pfeiffer; B. F. Stryker.

Regular meetings were held quarterly and regular or special meetings were called by the ringing of the fire bell - three strikes of alarm hammer; company practice was called by the ringing of bell and five strikes of alarm hammer and the fire alarm was a continuous fast ringing of the bell, then a special signal for the particular division of the village in which the fire happened to be.

# "GREAT NORTHWEST SUBURBS"

## Wheeling

**Population:** 22,500

**Incorporated:** 1894

**Motto:** Wheeling: Where Progress is by the People.

**Mayor:** Sheila Schultz

**Form of government:** Village. President and six trustees elected at-large. Appointed manager.

**Budget:** \$20,100,394

**Sales tax receipts:** \$1,608,571

**Employees:**

Police Dept.: 38 sworn, 53 total

Fire Dept.: 38 sworn, 40 total

Public Works Dept.: 25

**Water supply:** Wells. Converting to Lake Michigan water by summer, 1984.

**Schools:** Elementary school children attend schools in Wheeling Township Dis. 21. High school students attend Wheeling-Elk Grove Township Dist. 214 schools. The village is served by William Rainey Harper Jr. College.

**Parks:** Wheeling Park Dist.

**Median family income:** \$26,301

**Geographics:** Seven square miles. Served by four highways: Illinois routes 21, 68 and 83 and U.S. Route 45, Milwaukee Avenue (Ill. 21, U.S. 45) and Dundee (Ill. 68) Road all are major thoroughfares.



SCHULTZ

**Outstanding features:** Many fine restaurants, including LeFrancis and Don Roth's. Palwaukee Airport.

**State Representatives:** Bernard Pedersen (54th) and Daniel Pierce (58th).

**State Senators:** Virginia Macdonald (27th) and Robert Kustra (28th).

**U.S. Congressman:** John Porter (10th)

**Zip code:** 60090

### BASIC SERVICE RATES

**Water:** \$1.90 per 1000 gallons

**Garbage:** \$93.60 per year

**Pet licenses:** \$5 per animal per year

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Text for Julio Woods'  
slide show

1. The Way We Were

The history of Wheeling is as unique as the Village itself. Many little-known facts, legends and experiences were expressed to us through the cooperation of the Wheeling Historical Society, Mr. Marshall Balling, and Adeliene and Lucille Schneider, perhaps Wheeling's oldest residents. By sharing with us "Wheeling's Heritage," we have been able to understand its development patterns and have incorporated these in our redevelopment plans. We would like to share with you some of Wheeling's colorful past because we think it helps to explain why Wheeling looks like it does today and why its future looks so bright.

2. Des Plaines River

It all began along the "Plaines" river, so named by the early French explorers Jacque Marquette and Louis Jolliet as they travelled by canoe from the Mississippi River to the Green Bay in 1673.

3. Canoeists

This was the land of the Pottawatomie, meaning "the people of the place of fire" lead by Chief Haf Da whose people fished, travelled, and hunted along the Des Plaines.

4. Prairie

The prairie's blue skys, colorful flowers and grasses, and stands of big, black burr oaks beckoned the pioneers to settle and homestead along the river's banks.



5. Cabin

In 1833, Mr. Sweet arrived and built a cabin along the river near the present site of the Palwaukee Motor Inn. Six months later he sold his claim to Mr. George Strong who became Wheeling's first permanent settler. This cabin represents what his cabin may have looked like during this period.

6. Filken's Tavern

Filken's Tavern, shown at the far left of this photograph, was Wheeling's first commercial enterprise. Mr. Filken served weary stagecoach travellers from Milwaukee and Chicago with down-home hospitality that has since made Wheeling famous. His tavern also served as Wheeling's first post office in 1837, and was located on the northwest corner of Milwaukee and Dundee Roads.

7. Piepers

During the early 1840's a logging industry developed in Half Day, creating a need for housing, hostelries, taverns and shops to serve the loggers and their families. Greek Revival Architecture developed during this period because its balloon-framing was easy to construct. Virtually every pioneer had a copy of the "Builder's Handbook" which showed the basics of architecture and was illustrated with the classic Greek orders -- Doric, Ionic and Corinthian. Today, Chicago has few remaining examples of Greek Revival houses because they were destroyed in the Great Fire of 1871; Wheeling is fortunate to have many fine examples of this styling as exemplified in the Pieper's house shown here. Note the half returns at the eaves, a quality indicative of this architecture.

*Way we were*

8. The Union Hotel

The Union Hotel, just down the road from Filken's Tavern, also exhibited Greek Revival architecture before it was destroyed by fire in 1925. As a hotel, it also offered the travelling public a good meal and a place to rest.

9. Schneider House

According to Adeleine and Lucille Schneider, direct descendents of Dr. John George Schneider, Wheeling's first veterinarian, their house was constructed in the early 1850's. Another Greek Revival home, the house was built on Mützeberg Hill, the location of Wheeling's finest homes of leading families.

10. Mors House

One of the original farmers and landowners, the Mors family constructed their farmhouse on South Milwaukee Avenue. Every day the Mor's cattle were lead across Milwaukee Avenue to drink the cool, clean water from the Des Plaines. In the evening, they were lead back again to their pasture which extended westward as far as the Soo Line Railroad.

11. Periolat House

Back on Mützeberg Hill, next door to the Schneider House, Mr. Napolean Periolat constructed his home from the profits he made as Wheeling's first industrialist.

12. Periolat Brewing Company Along River

Mr. Periolat owned Periolat's Brewing Company shown in the distance along the river, in the vicinity of what is now Hein's Pub.

13. Periolat Bros. Factory

The brewery was owned by the Periolat family from 1850 until 1905. The brewery changed hands three times until it was demolished in 1910.

14. Periolat House

Across the street from his factory, Mr. Periolat built another fine home, this one constructed of brick making it virtually fire-proof.

15. Kueffer House

This quaint little house and barn were constructed sometime between 1840 and 1860. Mr. Kueffer, Wheeling's beer distributor, lived here and stored kegged and bottled beer in his barn. He sold the beer to not only residents, but transported much of it to Chicago as well.

16. Arnold House

Next door, the Arnold House was constructed of brick during the Civil War years. This structure is located across the street from Hackney's.

17. Rail Station

By 1880, Wheeling had several fine hotel-taverns, a post office, veterinarian, two blacksmiths, a brewery and a beer distributor. The construction of Wheeling's rail station in 1886 facilitated the shipment of beer, cattle and produce into the city.

18. Schminke

During this time, Mr. Schminke, Wheeling's first bank president and a village trustee, constructed his house on Muetzeberg Hill.

*Way We Were*

19. Don Roth's

Today it is the Don Roth's Restaurant.

20. Sigwalt & Bollenbach Houses

Mr. Sigwalt and Mr. Bollenbach constructed a general merchandise and variety store during the late 1880's. Though the store is gone, both of their houses remain on South Milwaukee Avenue.

21. Welflin House

In 1893, Mr. Welflin constructed his home on Dundee Road east of the River. To facilitate the development of the Forest Preserve, it was moved to its present location adjacent to the Wheeling Trust & Savings Bank. Mr. Welflin purchased Sigwalt & Co.'s General Store and operated his general store until the 1950's.

22. Sicks' House

The Sicks' House, constructed in the 1880 - 1890 period, was recently renovated and now serves as offices for the Doetsch Realty Company...

23. Picnic

The "Gay Nineties" brought to Wheeling the need to incorporate as a village. So in 1894, with a population of some 200 people, and six taverns, the Village incorporated. On July 17, 1894, Mr. Henry Boehmer was elected Village President; the six trustees were men well-known to the villagers and many of their homes still stand on Milwaukee Avenue. They were: John Forke, Jacob Fassbender and J. A. Schminke. Celebrations of the incorporation likely brought people together in Brown's Grove for old-fashioned picnics and bicycle races. The Grove, located south of the Hartmann House, along

May 1894

the river was the site of the Wheeling Firemen's annual picnics.

24. Wiest House

At the turn of the century, the Wiest family constructed their home on Muetzeberg Hill.

25. Wiest House Today

Today, their house has been successfully refurbished to serve as a contractor's office.

26. Dam No. 2

In 1916, the Cook County Forest Preserve District was created to provide recreation opportunities and preserve the flora and fauna of the region. Dam No. 1 was constructed in 1917 to allow swimming in the otherwise shallow Des Plaines River, and to control flood waters from damaging communities downstream. Dam No. 2 shown here, was the site of many day trips by the Wheeling Girl Explorers, predecessors of the Girl Scouts.

27. Paving Milwaukee Avenue

In 1917, Milwaukee Avenue was paved, and Wheeling once again had plenty to offer the travelling public.

28. Automobiles

"Wheeling" to Wheeling became an ever-popular past-time, especially because of its fine reputation as a restaurateur's town. Milwaukee Avenue, known as "Restaurant Row" continued to be a major transportation route and the new forest preserves along it brought many Chicagoan's out for fine food and recreation.

Way We Were

29. Adam<sup>1/2</sup> Hartmann House

The Hartmann House was known nation-wide as the place to go for chicken. Adjacent to Brown's Grove, this structure serves as the major anchor of our South Milwaukee Redevelopment Plan.

30. Ice House

The Ice House immediately behind Hartmann House is the last remaining ice house in Wheeling. Ice was cut from the Des Plaines River and stored here through the summer months, keeping the restaurant's food and beverage cool.

31. Schmidt House

The Schmidt House, built around 1915 was owned by the village butcher whose store was located in the present Schlangen Realty office.

32. Forke House

The Forke House, built in 1916, has been beautifully restored as a lawyer's office in our Riverside Renaissance area located near Milwaukee and Dundee Roads.

33. Reeb Mill

During the Roaring 20's, additional construction included the Reeb's Mill.

34. Walt Whitman

...Walt Whitman School...

35. Community Hospital

...and Community Hospital next to Kollsak's Funeral Parlor.

36. National Plumbing & John's

Industrial architecture from this period is reflected in the facades of National Plumbing Supply and John's Shoe Repair, both businesses included in our Renaissance Plan.

*Way We Were*

37. Harrison Supply

The original site of Wheeling's blacksmith shop, Harrison Supply, is yet another fine example of industrial architecture.

38. Union Hotel

The Union Hotel, rebuilt after its 1925 fire, has recently become a welcome addition to Wheeling's long list of fine restaurants. Today it is called Billy & Co.

39. Childerly Chapel

On North McHenry Road, Mrs. Frances Crane Lilly built this chapel and a retreat house for the families of the Crane Company's employees in 1926. Recently restored by the Wheeling Historical Society, and dedicated by the Wheeling Park District, Childerly Park still offers a serene atmosphere for passive recreation and contemplation. The Crane Company is perhaps one of the world's largest plumbing supply company.

40. Royal Blue Store

The Depression slowed much of Wheeling's growth but during this time, a food chain, Royal Blue, constructed a grocery store on Muetzeberg Hill.

41. Player Piano

Perhaps one of Wheeling's better examples of prairie style architecture, the Player Piano's structure was built along the Des Plaines River and is still another good example of a residential structure being reused for commercial purposes.

42. The Balling House

Last, but certainly not least, is the Balling House located on Dundee Road just west of the River. The Ballings operated

*Way We Were*

an egg and honey store called Wheeling Farms from its street level storefront. Prior to operating this creamery, Mr. Balling helped found the Wheeling State Bank in 1921. Today, it is the *Marion Bank* ~~Wheeling Trust & Savings Bank~~. The Balling House location at the east entrance of the Village makes this structure and those adjacent a prime area for historic preservation and commercial reuse.

From the history that has evolved out of our research, we have become sensitive to Wheeling's past and are trying to preserve its character by incorporating many of its structures into our redevelopment plans. Old Wheeling, as we know it today, retained its small town atmosphere through the years until developers and returning veterans saw the opportunities Wheeling afforded. Change was imminent, and thus, in the late 1950's, Wheeling Boomed!

*Way we were*



## TAX SEASON NEARS

It is never too early to think about income taxes!! The National Retired Teachers Association and the American Association of Retired Persons will sponsor a free course in income tax preparation for persons aged 60 and over who have had some previous experience. The week-long tax course will begin in January, and "graduates" will be asked to volunteer a few hours each week of the tax season to help fellow senior citizens fill out tax forms. Last year we were able to process approximately sixty senior citizens through the help of two volunteers. This year we hope to have six volunteers stationed at the Village Hall. Would you like to learn all about taxes and help fellow seniors with their forms? Volunteer today by calling 884-5590.

## NEIGHBORHOOD NETWORK NEWS

Our second Neighborhood Network meeting was held at the Chamber Park Church on October 21st. We are glad to welcome Mr. Francis Catt as our new northeast neighborhood representative! At our next meeting at Indian Trails Library we will be selecting our southwest neighborhood representative. Anyone interested in serving as a representative or wanting to become part of an active commission should plan to attend the meeting on Thursday, November 18, 1982 at 1:30 p.m. Let's make this our biggest turn out ever---get active and get involved!

## PAGES OF THE PAST

In March of 1833, a fearless Mr. Sweet laid claim in a wide spot along the river, some 20 miles northwest of growing Fort Chicago. Mr. Sweet built his cabin in an area a day beyond Fort Chicago, near today's site of the Palwaukee Motor Inn. "Too close to the city," he may have thought, so in October of that same year Mr. Sweet sold his tract of land to Mr. George Strong for the sum of \$60.00. Mr. Strong thus became known as Wheeling's first permanent settler.

In 1835 the newly arriving French and German families built 18 log cabins in the vicinity of Wheeling. They found the land here so picturesque, so much like their homes in Alsace, Moraine and Muetzeberg, that it was only natural for them to settle here.

Early farmers, men like Strong, Hechinger, Forke, Filkin and McDuffie, soon found that their land was not ideally suited for cash crops, so many turned to dairy farming instead. Dairy products and beef helped supplement the early settler's diet, and it also brought a good price at market in Chicago.

Because Milwaukee Avenue was the main road from Chicago to points north of Wheeling, a stage route was established along it in 1836. In 1837 Mr. Joseph Filkin built Wheeling's first commercial enterprise, a tavern-hotel at the northwest corner of Milwaukee Avenue and what is now Dundee Road. This tavern became a coach stop and fore-ordained the town's primary claim to fame as a fine restaurant center for which it is still famous for today.

The popularity of Filkin's Tavern often found Mr. Filkin relaying messages and letters from passing travelers. Thus, in late 1837 the town established its first government office in that very tavern -- a post office, served by Joseph Filkin, Wheeling's first postmaster.

Next month's Pages of the Past:  
Building a Reputation for Restaurant Row.



## WHEELING SENIOR HOUSING APPLICATIONS

The Housing Authority of the County of Cook began accepting applications for the Wheeling Senior Citizens Housing project on May 12th. To be eligible, persons must meet the following criteria:

- Age: 62 Years and Over
- Income: May not exceed \$9,700 for one person and \$11,100 for two people.
- Assets: Shall not exceed \$15,000 at admission.
- Residency: Certified Wheeling residents will receive priority.
- Rental: Approximately 30% of monthly income.

If you meet the above criteria, and are interested in applying for senior housing, call the Housing Authority's Central Management Office at 757-7640 and request an application.

### NEIGHBORHOOD NETWORK

#### Meeting Locations

|                                |           |   |
|--------------------------------|-----------|---|
| Southwest<br>November 18, 1982 | 1:30 p.m. | Indian Trails Library, 335 Schoenbeck<br>(Board Room) |
| Southeast<br>December 16, 1982 | 1:30 p.m. | Heritage Park, 222 S. Wolf Road<br>(Board Room)       |

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SENIOR CITIZENS COMMISSION**

## PAGES OF THE PAST

Shortly after Joseph Filkin established his tavern, industry began to grow along the Des Plaines River about a mile south of what is now Half Day. A lumber mill and a flour mill led the way to new jobs in the Wheeling vicinity. Wheeling quickly began to grow, establishing three blacksmith shops, a second hotel, three general merchandise stores, and a hardware store owned by Albert Fassbender, all by 1845.

Much of this tremendous growth and development can be attributed to the ease with which buildings could be constructed. Balloon-framing was popular and led the way to the Greek Revival style of architecture which was prominent at that time. Unlike Chicago whose Greek Revival-styled homes were all virtually destroyed in the Great Fire, Wheeling still has several examples of this early American architecture in its homes along Milwaukee Avenue. Characteristic of these Greek Revival structures are the half-returns located below the eaves, extending 2-3 feet towards the center of the building.

Although Wheeling's first school was built in 1845 and a Vitruvius lodge in 1849, it was not until the 1850's that Wheeling started providing improved services to its society. During this decade Wheeling Township was formed and both George Strong and Joseph Filkin served as early supervisors. Dr. Julius Permann came to Wheeling and practiced medicine until his death in 1856. In 1853 Dr. John George Schneider made his home on North Milwaukee Avenue and served as the area's first veterinarian. Dr. Schneider also held several local offices, including that of Township Assessor. His son, Reinhold, a harness-maker by trade, served as Village Clerk from 1900 until his death in 1927. Upon her father's death, Miss Adeleine Schneider was elected to the Clerk's office and served until her retirement in 1953. Thus, the office of Village Clerk remained in the hands of the Schneider family for over half a century!



Greek Revival Architecture

Perhaps the cornerstone to building its reputation as a fine restaurant town occurred with the addition of a brewery in 1850. Napoleon Periolat constructed and operated the business with his sons until 1905. The brewery made use of the clear, clean Des Plaines River water on which it was located in the vicinity of what is now Hein's Pub. The availability of good drink, good food and good service is what helped to establish "Restaurant Row" along Milwaukee Avenue and helped create Wheeling's fine reputation as a service-oriented community.

Next month's Pages of the Past:  
Railroads, Reform and Recreation

## NEIGHBORHOOD NETWORK NEWS

Our third Neighborhood Network Meeting was held on November 18th at the Indian Trails Library. We are pleased to welcome our Southwest neighborhood representative, Phyllis W. Harmon. Phyllis is an avid bicyclist and is a member of the Wheeling Wheelmen, a local group of the National League of American Wheelmen. Phyllis is also the editor of the L.A.W. Bulletin for the Wheelmen.

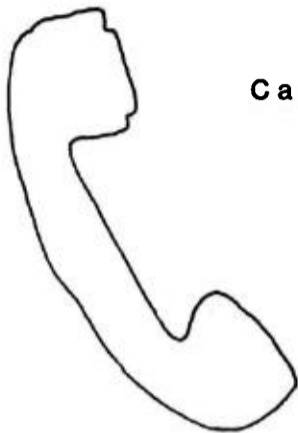
The fourth and final Neighborhood Network Meeting will be held in the Board Room at Heritage Park, 222 South Wolf Road, on Thursday, December 16. If you missed the meeting in your neighborhood, feel free to attend this meeting in the Southeast neighborhood. Beginning in January, the Senior Citizens Commission will again hold its meetings at the Village Hall. Join us now . . . we need your ideas!

## SENIOR COMMISSION NEWS

Our last Senior Citizens Commission meeting covered a lot of material pertaining to fundraising activities to furnish the Senior Center. Upon approval, the Commission will send letters to area businesses and industries asking for donations of either money or furniture. If you are interested in helping with this activity, please call Ms. Woods at 459-2620.

## SOCIAL SECURITY INFO

Did you know that almost all social security business can be conducted over the phone, including filing applications for benefits? Before visiting a social security office, call 255-6570. You will probably be able to avoid the expense and inconvenience of traveling to the office!



**Call Today!!**

## SENIOR HOUSING

The Housing Authority of the County of Cook has informed us that the Senior Housing building will probably be opening the third week of January with full occupancy expected by the end of March. If you meet the following criteria, and are interested in applying for senior housing, call the Housing Authority's central management office at 757-7640 and request an application.

Age: 62 years and over  
Income: May not exceed \$9,700 for one person and \$11,100 for two people.  
Assets: Shall not exceed \$15,000 at admission.  
Residency: Certified Wheeling residents will receive priority.  
Rental Cost: Approximately 30% of monthly income.

**GET ACTIVE, GET INVOLVED...DO IT TODAY!!**

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## NEIGHBORHOOD NETWORK NEWS

Our final Neighborhood Network Meeting was held on December 16th at Heritage Park. Our new Southeast Neighborhood representative is Mr. Sidney Dobrin who has been active with the Commission since last summer. Mr. Dobrin spends much of his spare time helping with the Senior Spokesman and during the summer was one of our regular Riverside Gardeners.

In January the Senior Citizens Commission will return to Village Hall for their regular meetings. Remember, the third Thursday of each month at 1:30 p.m. in the Council Chambers of Village Hall is the regularly scheduled meeting time and place. Now that we have more representatives from your neighborhoods, we hope to hear more from you and encourage your participation. Your representatives are:

Northwest Neighborhood  
(North of Dundee Road and West of the Soo Line Railroad)  
Mrs. Pat Walsdorf  
483 Thornhill Lane 537-7528

Northeast Neighborhood  
(North of Dundee Road and East of the Soo Line Railroad)  
Mr. Frances Catt  
305 Eighth Street  
Apt. 2B 537-8142

Southwest Neighborhood  
(South of Dundee Road and West of the Soo Line Railroad)  
Mrs. Phyllis Harmon  
356 Robert 537-1268

Southeast Neighborhood  
(South of Dundee Road and East of the Soo Line Railroad)  
Mr. Sidney Dobrin  
346 E. Mors 541-8758

Please feel free to call or write your representative to let them know what you think!!

## PAGES OF THE PAST

During the 1860's, the United States experienced incredible growth due to the development of a railroad transportation system. As much as 70% of the nation's 30,000 miles of railways were in "free states", as were four-fifths of the nation's factories; thus, the North far outweighed the South by every index of wealth when Civil War broke out in 1861.

The Civil War Years saw Wheeling growing also. In 1861, Wheeling's second and much larger school was constructed, followed shortly by the construction of the German Presbyterian Church in 1864. This first church was located adjacent to Filkens Tavern on Dundee Road in the area now occupied by Dunkin Donuts. The church has since been moved to Chamber Park, preserved as a link in Wheeling's history.

Philip Armour constructed his slaughtering house and meat packaging plant in Chicago's Union Stockyards in 1865. Chicago, located halfway between the producers of beef on the western plains and the Eastern consumers, blossomed as the World's largest railroad center. With refrigerator cars, beef raised in Wheeling, butchered in Chicago, and served to soldiers in Kentucky became possible and helped Wheeling to prosper. By 1868 Wheeling grew to 200 people and had two general stores, three hotels, two blacksmith shops, a wagon shop, two shoe stores, one brewery and a doctor.

In 1869 the "Golden Spike" was pounded into the ground, thus bridging the continental United States by railroad. Bridging the continent opened the doors to industrialization, but not before fire took its toll on Chicago and Wheeling. In October of 1871, the Great Fire destroyed much of Chicago, thus setting the entire region into a state of depression. On that fateful night it has been said that "a newspaper could be read in Wheeling at midnight, the blaze was so brilliant!" That same year Wheeling lost its schoolhouse to fire, but quickly rebuilt it through the efforts of the townspeople.

During the 1880's, John Schminke, one of Wheeling's first trustees, the Wheeling Bank president and an assistant fire marshall, built his home on Muetzeberg Hill. Today his home serves as Don Roth's Restaurant. Henry Boehmer, who was to become Wheeling's first President, started his creamery business which was aided through the construction of Wheeling's train station at the Wisconsin Central Railway (Soo Line) in 1886. Two newcomers, Mssrs. Pol-lenbach and Sigwalt, operated a general store and later constructed their homes at 150 and 160 South Milwaukee Avenue which still stand today.



## FURNITURE FUND NEWS

Labor Unions began to develop during the period of 1860-1890 and negotiations between laborers and owners often sparked strikes before equitable concessions were made. By the 1880's, social reform was strengthened through the efforts of philanthropists, most notably, Jane Addams who founded Hull House, a social settlement house for Chicago's poor.

Through the reformer's efforts, laborers began to enjoy shorter hours, a shorter work week, and cleaner factory conditions. As a result of reform, more leisure time was created, thus a need for recreation facilities developed. The Chicago Park District was formulated, paving the way for park development throughout the nation in the form of a forest preserve system. Thus, railroads, reform and recreation led the way to the decade fondly referred to as the Gay Nineties.

Next Month's Pages of the Past:  
Chicago's Playground Incorporates as a Village.

The Senior Citizens Commission has begun to send out letters to all of our local businesses and industries asking for donations for the Senior Activity Center furniture fund. You might want to ask the local merchants whose stores you frequent if they've received their letter yet...it just may prod them into contributing to the furniture fund!!

If you would like to contribute to the furniture fund, make checks payable to the Wheeling Senior Citizens Commission and mail to:

Village of Wheeling  
"Furniture Fund"  
P. O. Box V  
Wheeling, IL 60090

All contributions will be recognized in the form of an "Honor Roll" when the center opens.

**GET ACTIVE, GET INVOLVED...DO IT TODAY!!**

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Circle your calendar for Saturday, May 14th as Cycle for Seniors Day! This special fund raising event will only be as successful as you make it. We need a lot of help to organize, publicize and operate this Bike-a-thon which will benefit the Senior Center Furniture Drive. Why not give a hand with this event or plan to ride the special route to raise funds? The Wheeling Wheelmen Bicycle Group have committed themselves, why don't you? Call Julie Ann Woods at 459-2620 to volunteer.

SR. COMMISSION NEWS

The Senior Citizens Commission held their monthly meeting on January 20th in the Village Hall Council Chambers. Among the items discussed were the Bike-a-thon; follow-up procedures for the solicitation of funds from local businesses and industries; the safety for seniors forum; and other furniture fund-raising events. The commission decided to hold its April, May, July, September and December meetings in the neighborhoods. Please plan to attend one of the Commission's regularly scheduled meetings, the third Thursday of each month at 1:30 p.m.:

- February 17, 1982 Village Hall Council Chambers
- March 17, 1982 Village Hall Council Chambers
- April 21, 1982 Chamber Park Church

PAST, PRESENT & FUTURE

Have you been enjoying our series on Wheeling's Pages of the Past? Would you like to find out more about Wheeling's heritage? Through the cooperation of the Wheeling Historical Society, the Schneider Sisters and Mr. Marshall Balling, we have been able to produce a full length slide presentation recreating Wheeling's past and its plans for the future. "Old Wheeling: Past, Present and Future" is the topic of our second Senior Information Forum scheduled for Wednesday, April 27th at 10:00 a.m. in the Village Hall Council Chambers. Mark your calendar now and plan to take a trip down memory lane . . .

The Gay 90's were years when the pace of life was leisurely. Social reforms in the 1880's led to more leisure time in the 90's. Though Wheeling did not have a "town square" for public meetings, she did possess Brown's Grove, a beautiful prairie meadow on the west bank of the Des Plaines River. The site of many Sunday picnics, Brown's Grove often was filled with music by the Wheeling Cornet Band (organized in 1877), barbershop quartets and ~~speeches~~ by politicians.

Located just south of what is now the Crabhouse Restaurant, Brown's Grove served as a popular place for Chicagoans to travel to and enjoy. Bicycle races from Wheeling to Chicago were popularized by the Wheeling Wheelmen. Kegs of beer brewed by the Periolat Bros. were kept cold in the cool river water. Baseball games, croquet matches, and canoe races kept the pace lively, and restaurants, fine hotels and taverns offered the widest variety of food in the northwest.

Because of her great popularity and reputation as Chicago's playground, Wheeling began attracting certain lawless types. Wild and rowdy railroad laborers imported into the area to maintain the Northwestern and St. Paul Railroads in the North Shore Area, frequented Wheeling's taverns. News of their arrival often caused merchants to close their shops, and women and children were kept off the streets. Because of their antics and other illegal activities, Wheeling's leading citizens began campaigning for formal incorporation.

With 42 signatures on a petition, a special election was held on June 18, 1894 to decide on incorporation. The results were 43 for and 3 against; and on the 17th of July a village president, six trustees, a village clerk and police magistrate were elected. Henry Boehmer served as President; John Forke, Jacob Schwingel, Emil Sigwalt, Reinhold Schneider, William Fassbender and J. A. Schminke were elected as trustees; Louis Fischer was Police Magistrate, and W. R. Munkhenke was Village Clerk.

The first Village Ordinance drafted by these leaders pertained to the licensing of dram shops. With a population of 200 people, Wheeling's first liquor licenses were issued to the Chicago House, Columbia Hotel, the Jacob Schwingel House, the Union Hotel, Wheeling House and the Wisconsin Central Hotel.

NO MARCH ISSUE

Perhaps influenced by the 1893 World's Columbian Exposition's "City Beautiful Movement", the Village began to seek a site for a Village Hall to serve the growing community. Erected on Milwaukee Avenue just south of Center Street, the Village Hall was constructed for \$553.26. This structure has since been moved to Chamber Park and serves as the Wheeling Historical Museum. The museum is open from 2-4 p.m. on Sundays and by appointment.

APRIL'S PAGES OF THE PAST: Ferris Wheels, Mayoral Races, and the Turn of the Century.

The Wheeling Senior Spokesman has been reaching over 1,000 senior households in the Wheeling area since last July. We hope you have been enjoying the information and history lessons each month, and hope you will continue to support your senior citizens commission and their sponsored activities.

We would also like you to know that THERE WILL NOT BE A MARCH ISSUE of the Wheeling Senior Spokesman, as Julie Ann Woods is winding down her activities as senior citizens coordinator and will be going on vacation. Your next issue will probably be in early April, presented by the new senior citizens coordinator. We hope you look forward to working with this new coordinator towards the opening of the Wheeling Senior Center!!

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Ninety years ago the world's first Ferris Wheel and the Museum of Science and Industry were built a half mile from each other for the 1893 World's Columbian Exposition in Chicago. The first Ferris Wheel was built by George Washington Gale Ferris, an engineer from Pittsburgh. It was a giant, 250 feet in diameter and carried 36 enclosed cars, each of which could hold 40 people. The Ferris Wheel, like much of the exposition was taken down when the fair ended. The only fair building to survive was the Palace of Fine Arts, which is now the Museum of Science and Industry. Over 4 million people visit the Museum annually, making it Chicago's largest tourist attraction.

April 19 - Blood Pressure Screening, 7:00-9:30 p.m.

April 21 - Plant Mobile - Discussion on Gardening given by the Botanical Gardens, 7:00-8:45 p.m.

April 26 - Causes & Management of Arthritis & Back Pain, 7:00-8:45 p.m.

May 5 - Dry Flower Arranging, 10:00 a.m. - Noon

May 9 - Best Seller Book Group, 7:00-8:45 p.m.

May 10 - Best Seller Book Group, 10:00 a.m. - Noon

May 11 - Sarah Lee Bakery Tour, 12:45-2:30 p.m. (call Ellen Farrell for reservation)

May 12 - Alaska Travelogue, 9:30-11:30 a.m.

Don't forget to call for your reservations!

**Holy Family Programs**

The Holy Family Ambulatory Care Center, 201 East Strong is offering the following programs:

Seniorcize - Next session starts May 9, Mon. & Wed., 10:30-11:15 a.m. and 11:30 a.m.-12:15 p.m.

Diabetic Detection Screening - Tuesdays, 7:00-9:00 p.m., by appointment. (Not for the diagnosed diabetics.)

Blood Pressure Screening - Wednesdays, 1:00-3:00 p.m.

Stop Smoking Clinic - Starts April 6 for 5 consecutive Wednesdays, 7:00-8:00 p.m.

Sit Down and Exercise - Starts Friday, May 6, 10:15-11:00 a.m. (for those unable to participate in floor exercises)

Cooking Without Your Salt Shaker - Monday, May 23, 7:00-8:30 p.m.

For further information and registration, call 520-0100.

**FERRIS WHEELS, MAYORAL RACES, AND THE TURN OF THE CENTURY...**

Wheeling's popularity as a recreational area grew in the 1890's due in part to events and places outside of the Village. After the 1893 World's Columbian Exposition closed in Chicago, a major attraction, the Ferris Wheel, was dismantled and erected in Clyborne Park north of Wheeling. Clyborne Park was an amusement park located just east of the Des Plaines River and north of Half Day Road. The Soo Line Railroad advertised daily specials to the park from Chicago at \$1.00, roundtrip.

The bicycle craze was hitting its peak, and cyclists often rode to Wheeling for breakfast at John Behm's. Members of the Northwest Cyclists Association, Cook County Cyclists Association and the Wheeling Wheelmen no doubt helped to spark the sport's popularity with the advent of their "Century" rides. A century is a 100 mile bicycle trip that often followed Milwaukee Avenue (or Plank Road as it was known as). Bicycling became so popular in Wheeling that the blacksmith's shop soon became a bicycle dealership!

In his bid for the 1894 Chicago Mayoral race, young Carter Harrison captured public attention by cycling from Chicago's west side to Waukegan and back in 9½ hours! His route? Milwaukee Avenue, of course, making stops to campaign and rest in Wheeling and Libertyville. This political publicity stunt no doubt helped him win his election that year.

On the local front, the young Village of Wheeling was busy passing ordinances to keep peace and a high quality of life for its residents. Among the early ordinances were...no firecrackers or gunshots on Sunday...no hidden weapons...and, no frightening of horses. In September of 1900 an ordinance granted the Chicago Telephone Company to "erect, maintain, and renew, upon and along the streets and alleys of the Village of Wheeling, for a period of 50 years, lines of poles and wires, and to use the same for supplying to the general public means of communication by telephone and other electrical devices". The first telephones were installed in the Village Hall and the fire house.

Yes, Wheeling did have a fire house, but not before a committee was established in 1896 to investigate fire protection and its cost. The committee decided fire protection was needed, so in June of that year

## Grand Re-Opening

the Fire Department was established. On September 11, 1896 the town received its first horse-drawn fire engine via the Soo Line railroad. To complete the Fire Department's needs, a Fire Bell was purchased from Fassbender and Arnold's Store for \$27.40.

Each year the Fire Department held a picnic in Brown's Grove on the Fourth of July. In 1903 its food bill for the picnic was as follows:

|                           |       |
|---------------------------|-------|
| 25 loaves of bread        | 1.00  |
| 1 baseball bat            | .10   |
| 1 box of peaches          | 1.25  |
| 1 box of plums            | 1.50  |
| 4 dozen oranges           | .96   |
| 9 bunches of bananas      | 3.00  |
| 8 lbs. of ham             | 1.44  |
| 9 cases of quarts of soda | 6.75  |
| 25 gallons of ice cream   | 18.75 |
| 2 cases of Cracker Jacks  | 6.00  |
| 30 lbs. of peanuts        | 2.25  |
| 24 pkgs. of chocolate     | .75   |

and 1 box of gum for 55¢, feeding the entire townspeople for less than \$50!!

NEXT MONTH'S PAGES OF THE PAST:  
The Advent of the Automobile

The Wheeling Historical Society, in cooperation with the Wheeling Park District, invites everyone to the Grand Re-opening of the Wheeling Historical Museum, located at 251 N. Wolf Road, Wheeling, from 12:00 noon to 6:00 p.m., Sunday, May 1st, 1983. The museum is newly renovated after Phase I in the renovation process and is filled with new displays and ideas. This promises to be an afternoon filled with interesting displays, musical entertainment and refreshments and ample parking. Everything is free so bring the whole family. If you've visited the Historical Museum before, you will be pleasantly surprised at the changes and new displays that have been created. For more information, call Al Fantl at 537-3119 or Monica Woodward at 537-2222. Don't forget May 1st, 12:00 noon to 6:00 p.m.!!!

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## HOLY FAMILY NEWS

The Holy Family Ambulatory Care Center, 201 East Strong, is offering the following programs. Call 520-0100 for more information and registration.

Tuesday, June 14 - Menopause Now or Later, 7:00 to 9:00 p.m.

Wednesday, July 6 - Seniorize 10:30 to 11:15 a.m. and 11:30 a.m. to 12:00 noon. Followed by free, light refreshments.

Friday, July 15 - Sit Down & Exercise 10:15 to 11:00 a.m. Followed by free, light refreshments.

Tuesdays Diabetic Detection Screening, 7:00 to 9:00 p.m. by appointment (not for the diagnosed diabetic)

Wednesdays Blood Pressure Screening 1:00 to 3:00 p.m.

## INDIAN TRAILS LIBRARY

Saturday, June 11 - Used Book Sale  
Prices start at 25 cents.

Tuesday, June 21 - Free Blood Pressure Screening

There will be no meetings of the Stamp Club, Creative Writers' Group, Adult Chess Club, Computer Club or the Best Sellers Book Discussions Groups during June, July or August.

Free Blood Pressure Screening will also be available on the Book Van; Call for dates and locations.

Indian Trails Library is located at 355 Schoenbeck Road in Wheeling. For more information and registration, call 459-4100.

## SLIDE SHOW AVAILABLE

"Old Wheeling: Past, Present and Future" is available for the asking. If your club, organization or association is interested in having the presentation shown, contact Julie Woods at 459-2620.

## PARK DISTRICT HAPPENINGS

Plan to attend the "Sounds of Summer" concerts held Wednesday evenings throughout the summer. Concerts begin at 7:30 p.m. in Chamber Park, 251 N. Wolf Road. Scheduled for June:

June 22, Leonard & Brown Concert  
June 29, Kelly & Rossi Concert

Other activities scheduled through the park district:

Tuesdays & Thursdays, beginning June 21 - July 26, Senior Stretch at Heritage Park, 222 S. Wolf Road

Sunday, June 26 - Family Bike Ride (meets at Chamber Park at 1:00 p.m.)

Friday-Monday, July 1-4, Fourth of July Festivities at St. Joseph the Worker Church, 171 W. Dundee Road.

For more information and registration, call Lisa McCord at 537-2222.

## PAGES OF THE PAST

When the internal combustion engine was mastered in 1897, little did the innovators realize what an impact the machine would have on every farming community and big city across the nation. On the farm, machinery did the work of dozens of men, easily producing raw materials for the city as well as foodstuffs for local restaurants.

Mining became prosperous, and the Utpadel gravel pits (now known as the Three Lakes adjacent to Cameo Terrace Condominiums) extracted materials for cement blocks which many of Wheeling's structures are built of. One such structure, the Hartmann House, became known nationwide as the place to go for chicken. Today, it is Bob Chinn's Crabhouse Restaurant, 393 S. Milwaukee Avenue.

Material from the Utpadel Mines may also have been used when Milwaukee Avenue was paved from 1917 to 1923. With the paving of Milwaukee Avenue, Restaurant Row boomed. Motorists

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ILL

ROBERT I

from north Chicago drove out to Wheeling to enjoy her fine restaurants and her new Forest Preserve. Dam No. 1, completed in 1917, attracted many Cook County residents with its bath house, merry-go-round and automobile ford across the Des Plaines River. Lights were strung along the river for evening dances and moonlight ice skating. The preserve was a huge success!

By 1917, 2 million automobiles were sold, and "Wheeling to Wheeling" became the Vogue. The auto brought with it highways, advertising billboards, gas stations, wayside diners, tourist cabins and an invasion of the farmer's way of life. Wheeling became suburbanized!

NEXT MONTH'S PAGES OF THE PAST:  
The Roaring 20's!

## SENIOR SPEAK-OUT

As a Wheeling area senior citizen,  
it is my opinion that \_\_\_\_\_

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### OPTIONAL

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Please check if you would like your  
name kept confidential  Yes  No

Please return to:

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52. MARTHA & GEORGE ESSAY CONTEST RUNNER UPS
53. DECORATED CAR-(GRACE'S BEAUTY SALON)
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55. 1ST REGIMENT ILLINOIS VOLUNTEER ARTILLERY BATTERY "A" (CIVIL WAR GROUP)
56. PROSPECT HEIGHTS POST OFFICE FLOAT
57. PIONEERS (DRUM CORP) \*\*\*
58. WHEELING SALE BARN COMPLEX FLOAT #1 LIBERTY BELL
59. WHEELING SALE BARN COMPLEX FLOAT #2 CHILDREN IN COSTUME-BIRTHDAY PARTY
60. BATON TWILERS FROM HILLSIDE (SPONSORED BY V.F.W. POST)
61. EEZ-ALONGS MOTOR CYCLE CLUB OF ILLINOIS (FORMATION RIDING)
62. 10 VANS-JUST TRUCK'IN LTD.
63. VAN OR CAR WITH BILL GRIFFITH REPUBLICAN CANADIATE FOR M.S.D.
64. GIRL SCOUTS & BROWNIE TROOP #175 (IN DECORATED TRUCK)
65. PHANTOM REGIMENT (DRUM CORP) \*\*\*
66. ANTIQUE AUTO-LENORARD SCHLANGEN
67. GLENVIEW GUARANTY SAVINGS & LOAN WHEELING BRANCH FLOAT
68. DUO SIGN DECORATED VEHICLE
69. 10 VANS-JUST TRUCK'IN LTD.
70. PROSPECT HEIGHTS LITERATURE CRUSADES (PEOPLE IN BI-CEN. COSTUMES)
71. ANTIQUE AUTOS (1938 BANTAM COUPE & 1927 BUGATTI REPLIC-OWNER JACK NIKOLICH)
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76. LADIES OF THE LIONS CLUB DECORATED CAR
77. WHEELING LEO CLUB DECORATED CAR
78. WHEELING WOMEN'S CLUB FLOAT
79. WHEELING A.F.S. CHAPTER DECORATED CAR
80. 4 ANTIQUE AUTOS FROM T.A. BOLGER REALTORS
81. IMPERIAL CADETS (DRUM CORP) \*\*\*
82. DES PLAINES VALLEY HORSEMEN ASSOCIATION 4 to 6 RIDERS IN 1700-1800-COSTUMES
83. DON WELLS AS BUFFALO BILL CODY (PONY EXPRESS)
84. 10 VANS-JUST TRUCK'IN LTD.



## WHEELING'S BI-CENTENNIAL PARADE June 20, 1976

### A BRIEF HISTORY OF WHEELING

BY MARSHALL BALLING

Beach. The German dairy farmers began coming over in the 1850's and Wheeling was their shopping center. Milwaukee Avenue was a great highway to Chicago and served in place of a commuter railroad which was one thing Wheeling was never favored with, and was probably the reason for its slow growth until 1954 when Dunhurst Heights came into existence with five hundred moderate priced homes. Thus in a sense, Wheeling waited for the automobile. After World War I, people came thru Wheeling on the way to the Lake Regions of Antioch and Fox Lake and Lake Geneva. Wheeling became famous for its great eating places, The Union Hotel, the Hartmann House and later Behms, Wenzlaff's all known far and wide for the home cooking, German family style unmatched anywhere. If any one outstanding feature could describe Wheeling it would be its fame as an eating and drinking town from 1915, the effective start of the Automobile Age until the old restaurant families began to retire in the 1960's.

What remains of Wheeling's past? Mostly older residences such as the Schneider home at 133 North Milwaukee Avenue built in the early 1840's The Hugo House at Mors Avenue and Milwaukee Avenue built in the same period; the Martin Kufer House across the street from Hackney's. These have been kept pretty much in the original state without extensive remodeling. The Wheeling Historical Society has saved and moved the old Presbyterian Church to Chamber Park on north Wolf Road where it now serves as a much-valued meeting place. The old original Village Hall on South Milwaukee Avenue has also been preserved by the Historical Society as a museum. This building was built in 1892, and is already almost too small to house all the mementos of Wheeling which can still be found and collected.

The broad fertile land running West from the Des Plaines River gave birth to Wheeling. This was land burned off annually by the Pottowattomie Indians to provide open areas for hunting and for some crude farming. The first land "boomers" arriving in Chicago in the early 1800's fanned out seeking land to homestead. They followed the river northwest, saw the open farmland and staked out claims. A man by the name of Sweet was attracted to a spot which we now locate as the Clayton House where Buffalo Creek and the Des Plaines River come together. He built a cabin in the spring of 1833 when the land still belonged to the Indians. They resented the white intruder; Sweet left and sold his claim to George Strong who thus became the first permanent white settler in Wheeling Township. Soon thereafter the Federal Government purchased the entire area from the Indians and a land rush ensued. Speculators could foresee the need for farm products to feed the growing city of Chicago and knew that prosperous farms would soon spring up to produce corn, grain and dairy products. The site of Wheeling was a high eminence above the flatter area; the river was a source of drainage; a brewery was built on its banks and two creameries. Although Wheeling became known as a German settlement the Scotch-Irish became its first settlers. Joseph Filkins came in 1834 to be the first Postmaster; Wheeler and Daniels built a store; James Parker built a hotel; blacksmith shops were opened by Ascher Skinner and E.K.

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 Kathi Bellwoar Wheeling Bi-Cen. Chairperson  
 GOLD STAR MOTHERS

JUDGES FOR PARADE

- 1) Chief Judge Ms. Virginia Hayter, Mayor of Hoffman Estates
- 2) Ms. Ester Davis - Indian Trails Library Trustee
- 3) Mr. Dick Wolf - Mayor of Prospect Heights
- 4) Mr. Marshall C. Balling, Historian of Wheeling Historical Society
- 5) Mr. Linderman, Illinois Bicentennial Commission

PARADE COMMITTEE

Marty Marecek Chairman  
 Bill Voss Mike Moran  
 Nancy Voss Jaycees  
 Gloria Marecek Jaycee Jills  
 Jim Bronson Cathy Carlson  
 Mojo Dominick

WINNERS: Essay Contest

MARTHA  
 Diana Orris

RUNNER UPS:  
 Cynthia Crehan  
 Sharyn DiGioia



GEORGE  
 Leroy A. Jacobs

Glenn Barry  
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     Potentate's Aides  
     Clergy  
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     Police  
     Marshals  
     Oriental Band  
     Indians  
     Past Masters  
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     Clowns
- Milan Merich  
     Wilmer L. Bader  
     Raymond E. Giesel  
     Jerry A. Divisek
- Kenneth Felice  
     Paul D. Barber  
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     Alfred Ziehm  
     Richard J. Elrod  
     Geno Ricci  
     William A. Joseph  
     Russell Knor  
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     Harry Williamson, Sr.  
     Richard Ray King

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 Northwest Suburban Shrine Club  
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 Motor Corps  
 Mini-"T's"  
 Caliope  
 Flying Carpets  
 Colonials

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 Donald Helmig

Ansel B. Pope, P.P.

Jorgen Larsen  
 A. Jack Schneider  
 Russell Fenton  
 Delvin Johnston  
 Eugene Roberts  
 William Seybold  
 Stanley Werme  
 Wilbur Schenk  
 Ralph Strum  
 Harold Johnson

4. WHEELING FIRE DEPARTMENT ( REGULAR UNITS)
5. WHEELING FIRE DEPARTMENT ( ANTIQUE UNIT)
6. PROSPECT HEIGHTS FIRE DEPARTMENT
7. V.F.W. POST 7178 COLOR GUARD
8. V.F.W. 4th DISTRICT HONOR GUARD
9. AMVETS POST 66 COLOR GUARD
10. AMVETS POST 66 FLOAT
11. AMVETS POST 66 AUXILIARY COLOR GUARD
12. WHEELING HIGH SCHOOL SPURETTES DRILLTEAM
13. WHEELING HIGH SCHOOL MARCHING BAND \*\*\*
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25. GREAT LAKES RECRUIT TRAINING COMMAND 50 STATE FLAG UNIT
26. WHEELING HIGH SCHOOL NJROTC
27. SCARLET KNIGHTS (DRUM CORP) \*\*\*
28. CUB SCOUT PACK 47
29. CITIZENS FOR JAMES R. THOMPSON FOR GOVERNOR VAN
30. WHEELING HISTORICAL SOCIETY FLOAT
31. ROSELLE ROSE QUEEN
32. BROWNIE TROOP 81 (FROM TARKINGTON SCHOOL)
33. FOX VALLEY RAIDERS (DRUM CORP) \*\*\*
34. 10 VANS-JUST TRUCK'IN LTD.
35. INDIAN TRAILS LIBRARY (DECORATED VAN)
36. 4th REGIMENT PROCTERS CORPS OF ARTILLERY (REVOLUTIONARY WAR PERIOD)
37. EUGENE FIELD SCHOOL FLOAT
38. BICENTENNIAL CAR FROM CHALET FORD
39. MARQUIS (DRUM CORP) \*\*\*
40. WHEELING CHAMBER OF COMMERCE FLOAT
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42. DOLORES ELIERS ENTERTAINERS-DANCE STRUTTERS
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45. GUARDSMEN (DRUM CORP) \*\*\*
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47. WHEELING PARK DISTRICT DECORATED BUS
48. CARL SANDBERG P.T.O. FLOAT
49. E HART GIRLS DRILL TEAM
50. CUB SCOUT PACK 247
51. KILTS (DRUM CORP) \*\*\*

# PROLOGUE

## The End and The Beginning - 1832

The natural divide between the St. Lawrence and the Mississippi waterways is marked by a slight rise in the ground just a few hundred yards east of the Des Plaines River.

At the top of this rise, a long figure sits motionless on his pony, totally unaware of the classic pose he has assumed as he slumps over his pony and the golden rays of the setting sun etch him in sharp silhouette against the deep blue of the cloudless sky.

Old Half Da, Chief of the Potawatomi, is deeply touched, his eyes glazed by the intensity of his concentration. He doesn't need eyes to see the natural beauty surrounding him. It is etched deeply in his memory: The lushness of the grass that attracts the large buffalo herds, the sparkling waters of the river as it winds its ways through virgin woodlands, a profusion of multi-colored flowers lining its banks to show it the way, and the golden tipped prairie grass so tall that it is completely obscured from view the body of a full grown man on horseback.

This scene, unchanged since the time of his ancestors, is more dear to the old man than his own life.

All of the Chief's instincts and wisdom, born of years of experience in leading his people, always alert for signs of danger, tell him that he now faces the most difficult decision of his life. He is fully aware that life as it is know to his people must surely undergo a major change. Already his cousins to the East have vacated their homelands, leaving them to the hordes of white men who descend like locusts upon the Indian's hunting grounds, burning off the grass and desecrating the virgin soil with their steel plowshires to raise food for ever increasing numbers of their own kind.

The steadily mounting pressures forced on him by the encroachment of the homesteaders is the subject of the Chief's troubled thoughts. The white man has offered treaties which mean that the Indian must cede all rights to his ancestral home and move to the desolate areas of the arid West; or they could stay and fight. Fight a battle which they must surely lose in the end?

An imperceptible shudder passes through old Haf Da at the thought of turning tail and running like a dog, but he knows that to stay and fight would mean the death of many of his people and, still, that the end result would be the same.

The corners of his mouth turn downward in scorn at the thought of the white men digging in the fields, building animal pens and performing all sort of other menial tasks. "Squaw's work." How much deeper would be his humiliation and chagrin if he but knew that the word "Indian", the white man's name for him, was the result of the error of a lost sailor who thought that he had discovered a new route to the Indies!

As the sun in its downward motion settles behind the trees, it casts lengthening shadows which hide the hint of moisture in the old man's eyes as awareness once again returns the light of consciousness to them.

Noises from the camp remind him that time for the evening meal is near. He stretches himself to relieve the tensions and stiffness brought on by sitting too long in one position, and kneeling his pony into motion, he heads for the comforts of his camp.

Perhaps it is the result of hunger pangs, or maybe it is the bitter knowledge of things to come, for as the old Chief moves slowly through the tall grass, his lips seem to form the words: .....  
"It is Time".



\*\*\*\*\*

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# Wheeling

<sup>1818</sup>  
In ~~1814~~, the elevation of the Territory of Illinois to statehood, heralded the end of the existence of the Indians in the state, including the Potawatomi in the area which is now known as Wheeling.

There have been many stories written about the methods used to induce the Indians to sign the treaties which deeded their land to the white man, but probably the most honest one is that the Indians were given large quantities of "fire-water" to cloud their judgment.

Whatever the reasons or methods used, one fact remains; The Indians did sign the treaties, and, in 1833, were ordered to leave the state.

Prior to the signing of the treaties, the first white man arrived in the Wheeling area. Little is known as to his background, in fact, there is no record of his first name. He is simply known in the records as "Mr. Sweet."

<sup>13</sup>  
Mr. Sweet arrived in March of 1833, and built a cabin in which he lived for approximately six months. He was apparently on excellent terms with the Indians, because this was prior to the ratification of the treaties and it is known that the Indians were generally opposed to any white man settling on their lands.

George Strong moved into the Sweet cabin on the Second of September, after being advised by Col. Thomas Owen, the Indian agent in Chicago, not to do so. Mr. Strong was informed that should he attempt to occupy the land, the United States troops would have to defend the rights of the Indians if any trouble ensued.

Mr. Strong apparently figured that the treaty would soon be ratified and decided to take the risk. He bought the claim from Mr. Sweet in October, for the sum of Sixty Dollars, and thus became the first permanent white settler in the Wheeling area.

Shortly after taking possession of the cabin, Strong was surrounded by approximately a dozen Indians. He went outside and fought with them, knocking at least one Indian down, and somehow escaped with his life. It is thought that his lack of apparent fear was the thing that saved him.

This tenacity and strength of purpose was also present in the character of the other settlers who began to arrive in greater numbers after the ratification of the treaties. After the banishment of the Indians, the greatest danger faced by the settlers was that of claim-jumpers. This threat diminished when the legitimate settlers organized to fight the claim-jumpers who generally worked along.

Joseph Filkins built the first residence in the vicinity of Wheeling proper in 1834, and as the surrounding area became more densely populated, a post office was established in 1836, with Mr. Filkins as the first postmaster. This increase in population also presented other problems such as the need for a store where items could be bought that could not be made in the home. Another need was for a meeting place where the men could gather and discuss problems, or just make small talk. Both of these requirements were met in 1837, when Mr. Filkins built the first commercial building, a tavern-hotel. In the same year, Russell Wheeler and Charles Daniels opened a general store.

# Township Formed

Politically, the territory known as Wheeling Precinct, encompassed a part of Maine and Northfield Townships as well as the area now known as Wheeling Township. Prior to 1850, when any voting was necessary it was done at Wilcox's Tavern, which was located at the junction of Milwaukee Avenue and the Des Plaines River.

Wheeling Township was organized on April 2, 1850, at a meeting held in the hotel owned by James Parker. S. M. Salisbury was elected as the first Supervisor and during the years from 1851 to 1883, was superceded by other men, many of whose names are very familiar in the area. Some of these early Supervisors were Joseph Filkins, William Scoville, George Strong, William H. Dutton, Frederick Tesh and David Peters.

Three of these men, S. M. Salisbury, George Strong and Joseph Filkins also served the area on the Court of Appeals prior to the formation of the township. The ultimate decisions in cases of claim-jumping was one of the responsibilities of these men.

## Wheeling Gets Brewery

One addition of note to Wheeling's growth, was the building of a brewery by Napolean Periolat in 1850. This business was operated by him, and later by his Sons, Henry and Robert, until 1905, at which time it was sold to new owners from Chicago. The building was demolished in 1910.

At the turn of the half-century, Wheeling was beginning to assume the characteristics of the typical American small town. With its brewery, blacksmith shops, restaurants, general stores, hotels and schools, more and more people were attracted to the immediate area, built their homes, and helped Wheeling to develop an air of permanence.

One of the traits of the Homo sapiens is their need for the companionship of their own kind. As soon as the immediate needs for the sustainment of life are settled, man's first thoughts seem to be that of finding the means and the opportunity to meet together; Some primarily for the worship of God, and secondly, just for the sake of meeting together in friendship.

The oldest fraternal organization in Wheeling, is Vitruvius Lodge No. 81, Ancient Free and Accepted Masons. Formation of the Lodge dates back to October 4, 1849, when W. C. Hobbs, the Grand Master of the State of Illinois, granted to brethren of Oriental and La Fayette Lodges a dispensation to form a Lodge at Dutchman's Point.

On October 10, 1850, the Charter was granted, and in 1851, dispensation was given to move the Lodge to Wheeling.

Vitruvius was known as a "Moon Lodge" because meetings were held on the Saturday before the full moon. This was done so that the members could have moon light to guide their way to the meetings.



Wheeling's first industry was this brewery built by Napolean Periolat in 1850. After more than half a century of operation, it was razed in 1910.

# Many Contributed to Growth

Growth continued through the 1850's, and many families who would contribute heavily to the development of the town, made their appearance. In 1849, Dr. Julius Permann came to Wheeling and practiced medicine until his death in 1856.

Dr. John George Schneider was the area's first Veterinarian, arriving here in 1853. Dr. Schneider served the community in various offices, including that of Township Assessor, in addition to his work as a Veterinary Surgeon. His more than a half-century of service was ended by death in 1909.

One son, Reinhold Schneider, followed the trade of harness maker in a shop adjoining the first Village Hall, which is now the site of the Historical Society Museum. He served as Village Clerk from 1900 until his death in 1927. Miss Adeline Schneider, daughter of Reinhold, was elected Village Clerk upon the death of her father in 1927. She was continuously re-elected to this office until her retirement in 1953. Thus, the office of Village Clerk remained in the hands of the Schneider family from 1900 until 1953.

Not content with retirement, Adeline and her Sister, Lucile, have been very active in the Historical Society, and much of the material in this narration is attributable to their efforts.

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# 1st Church Formed

The erection of Wheeling's first Church is a notable event, not only for the Church itself, but because of the record of service compiled by its early members.

The first organizational meeting was held on May 1, 1864. At this time, it was decided to organize a Church which was to be called, "The German Evangelical United Reformed and Lutheran Church". A twenty-five article constitution was drafted, and Reverend F. C. Schwartz was called as the first pastor.

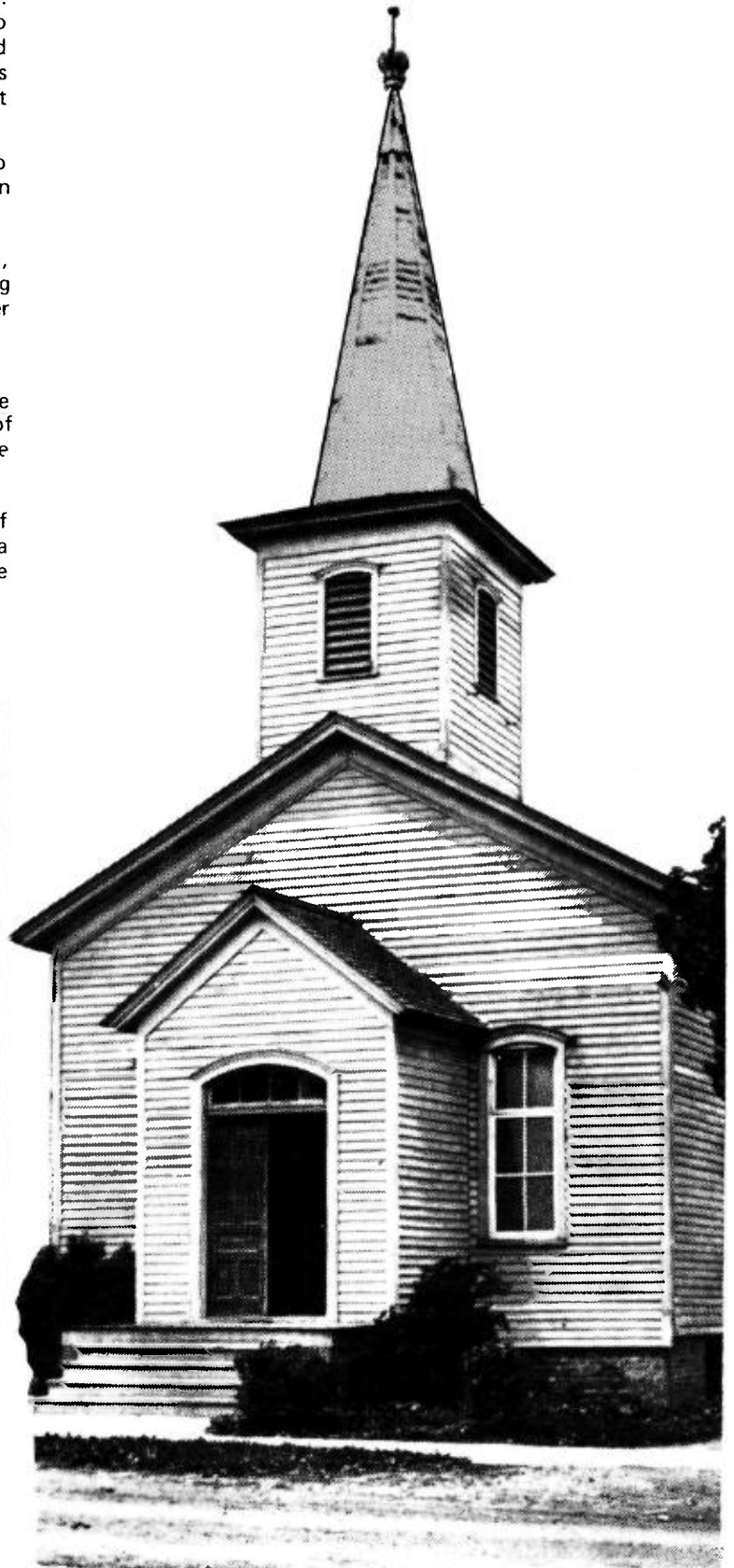
On October 8, 1864, the membership voted to apply to the Presbytery of Chicago to unite with the Presbyterian Church of the U.S.A.

On the Second of November 1864, the new congregation, known as German Presbyterian Church, elected the following officers: William Vogt, Nicholas Bock, Werner Spengler and A. Fassbender as Elders; Jacob Zimmer and Conrad Baerthel, Deacons.

In the fall of 1865, they erected their Church on a site located on the North Side of Dundee Road and West of Milwaukee Avenue. The last worship services were held there on December 16, 1962.

The Church has since been moved to the Chamber of Commerce Park on Wolf Road, pending movement to a permanent site, where it is hoped that the building will be preserved as a link to the proud history of the town.

This Church served its members from 1865, until December 16, 1962, almost a century of constant use. Concerned citizens are at present working to preserve this historical reminder of the past.



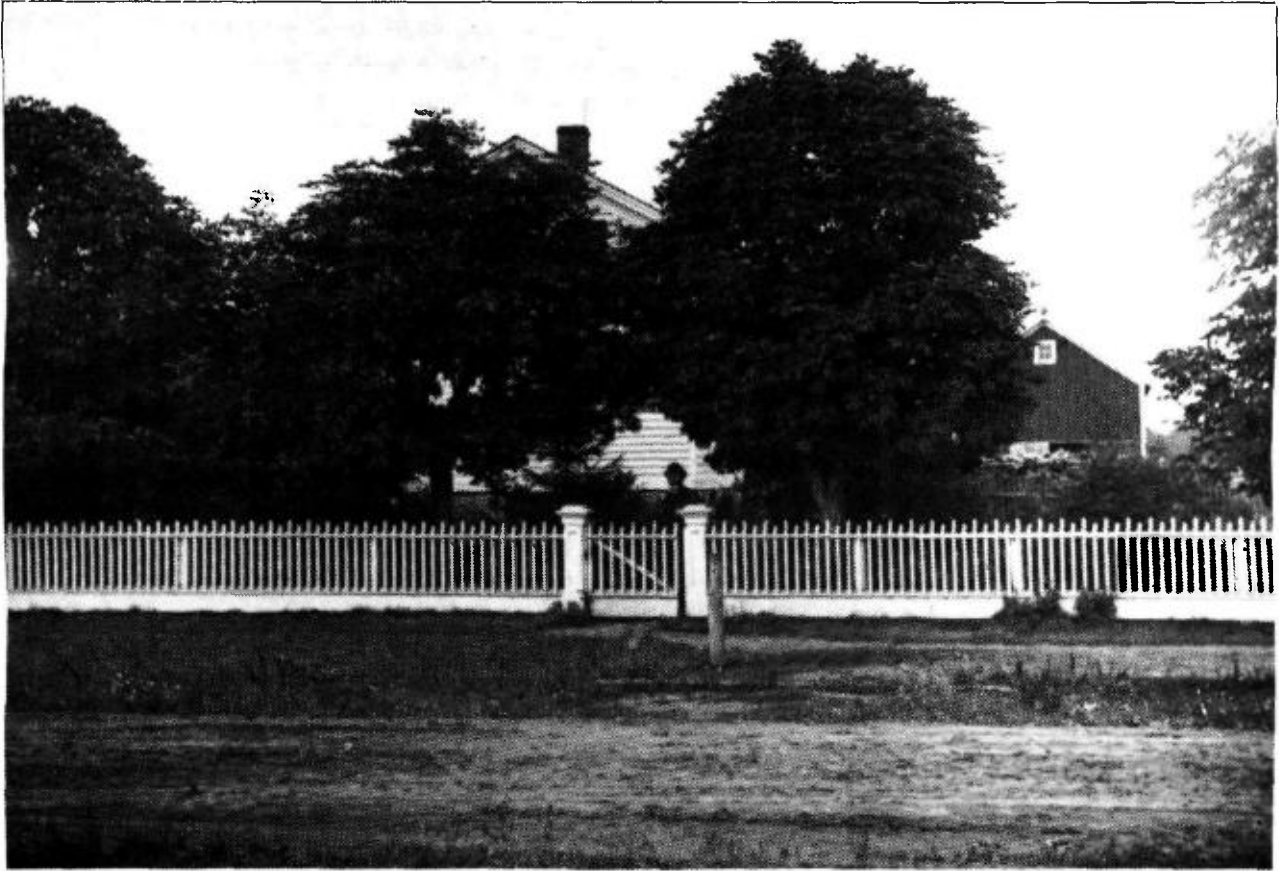
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Dr. John George Schneider, Wheeling's first Veterinarian, standing by the gate to his home on North Milwaukee Avenue.



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Other businesses: followed in relatively quick succession. James Parker opened Wheeling's second hotel in 1840. By 1842, other additions, included: A store owned by John Rothschild; another store owned by John M. Schaffer and still another by William Vogt; another blacksmith shop by E.K. Beach, and, in 1845, a hardware store was introduced by Mr. Albert Fassbender.

Also in 1845, Wheeling's first school was built. Being very small, this building was used only until 1861, when a second and larger school was erected. This second building was destroyed by fire in 1870. In 1871, a new two-story school was completed on the South side of Dundee Road, just West of Milwaukee Avenue, on the site now occupied by a shopping center.

This structure served the community until 1925, when the brick school on Wille Avenue was completed. There was; however, one change. The State authorities forced the Village to install additional windows in 1924. This allowed more light to penetrate the musty interior.

From this humble beginning, Wheeling's School system has grown, and today it boasts of having one of the country's finest and most progressive school districts, both at the primary and secondary levels.

• • •

## Schools

1924

# Contract Builders HARDWARE, INC.

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Picture taken on west side of old school after state school authorities forced the board to install more windows for light.





Wheeling Public School, erected in 1871, as a replacement for the second school which was destroyed by fire in 1870. It served the town for 54 years, until the completion of the modern brick building, pictured below, in 1925.



Now called Walt Whitman School, this building, renovated and expanded, is still serving the youth of Wheeling as an elementary school.

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Wheeling's first Commercial Enterprise was this tavern-hotel, built by Joseph Filkins in 1837. Located on the Northwest corner of Milwaukee and Dundee, this building was the site fo Wheeling's first Post Office and

served as a regular coach stop for the stage from Chicago to Milwaukee. This picture was taken in 1905. The building was demolished in 1918.

## First Enterprise

Filkin's tavern-hotel was the fore-ordination of things to come for Wheeling, for in the ensuing years, the town's primary claim to fame was the many fine restaurants which grew up along Milwaukee Avenue.

Milwaukee Avenue was the main road from Chicago to the lands to the North of Wheeling. It was composed of the trails of Indians and paths beaten into the ground by herds of buffalo. In some places the feet of thousands of buffalo had beaten the trails down to a depth of six feet.

In 1836, a stage route was established on this road, and Filkin's tavern became a coach stop. Because of the difficulty of travel in those days, Wheeling was the natural stopping place for the weary travelers to refresh themselves with food and drink. This led to the growth of "Restaurant Row" along Milwaukee Avenue, and the fame of these fine eating places continued until the present day. The advent of the super highways in the 1950's caused a marked decrease in the amount of traffic through Wheeling, but the town is still remembered by most people as the place to go for a good meal.

By 1835, there were 18 log cabins in the area around Wheeling. The largest of these was a "mansion" built by Mr. William Hopps. It was in this house of the well-to-do Mr. Hopps that

Wheeling's first murder occurred. Mr. Hopps murdered his wife, but was acquitted through the exceptional ruling of Judge McAllister, on the plea of insanity. His freedom was short lived, and Mr. Hopps died in the poor house in Dunning in March, 1836.

As settlers continued to pour into the area, the growth of the village was also apparent. In 1838, two blacksmith shops were opened, one by Mr. Orestin Shepard, the other by Mr. Ascher Skinner.

Lumber for these projects was supplied by a mill owned by a Mr. Kenniscott. This mill was located on the Des Plaines River, about a mile South of what is now called "Half Day". It is said that this name "Half Day" was the result of an error. In 1836, a Mr. Gridly laid claim to a large section of land and was instrumental in the establishment of a Post Office which was to be called "Haf Da" after an Indian who formerly lived in the area. However, the authorities in Washington assumed that some "foreigner" did not know how to spell, so they changed the name to "Half Day".

Adding to the "industry" of the area was a flour mill, located on the West side of the river, directly across from the saw mill.



# Wheeling

In 1814, the elevation of the Territory of Illinois to statehood, heralded the end of the existence of the Indians in the state, including the Potawatomi in the area which is now known as Wheeling.

There have been many stories written about the methods used to induce the Indians to sign the treaties which deeded their land to the white man, but probably the most honest one is that the Indians were given large quantities of "fire-water" to cloud their judgment.

Whatever the reasons or methods used, one fact remains: The Indians did sign the treaties, and, in 1833, were ordered to leave the state.

Prior to the signing of the treaties, the first white man arrived in the Wheeling area. Little is known as to his background, in fact, there is no record of his first name. He is simply known in the records as "Mr. Sweet."

Mr. Sweet arrived in March of 1833, and built a cabin in which he lived for approximately six months. He was apparently on excellent terms with the Indians, because this was prior to the ratification of the treaties and it is known that the Indians were generally opposed to any white man settling on their lands.

George Strong moved into the Sweet cabin on the Second of September, after being advised by Col. Thomas Owen, the Indian agent in Chicago, not to do so. Mr. Strong was informed that should he attempt to occupy the land, the United States troops would have to defend the rights of the Indians if any trouble ensued.

Mr. Strong apparently figured that the treaty would soon be ratified and decided to take the risk. He bought the claim from Mr. Sweet in October, for the sum of Sixty Dollars, and thus became the first permanent white settler in the Wheeling area.

Shortly after taking possession of the cabin, Strong was surrounded by approximately a dozen Indians. He went outside and fought with them, knocking at least one Indian down, and somehow escaped with his life. It is thought that his lack of apparent fear was the thing that saved him.

This tenacity and strength of purpose was also present in the character of the other settlers who began to arrive in greater numbers after the ratification of the treaties. After the banishment of the Indians, the greatest danger faced by the settlers was that of claim-jumpers. This threat diminished when the legitimate settlers organized to fight the claim-jumpers who generally worked along.

Joseph Filkins built the first residence in the vicinity of Wheeling proper in 1834, and as the surrounding area became more densely populated, a post office was established in 1836, with Mr. Filkins as the first postmaster. This increase in population also presented other problems such as the need for a store where items could be bought that could not be made in the home. Another need was for a meeting place where the men could gather and discuss problems, or just make small talk. Both of these requirements were met in 1837, when Mr. Filkins built the first commercial building, a tavern-hotel. In the same year, Russell Wheeler and Charles Daniels opened a general store.

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# Support

# Our

# Schools!

# Fire Department

According to information researched and compiled by Joan Heuer, and presented by the Wheeling Independent in a series called, "The Infant Wheeling", the first move toward fire protection was made on April 6, 1896.

On that date, a committee of three was appointed to investigate the subject of fire protection and its estimated cost. This committee had accomplished nothing by June, so another committee of three was selected to investigate various chemical and other fire extinguishers and report at the next meeting of the Village Board. The committee consisted of Mr. Metz, John Forke, and Wm. Fassbender.

Following the recommendations of these men, the Board ordered certain equipment, and on September 11, 1896, it was delivered at the Wisconsin Central Railway freight office.

The Fire Department was to be allowed the use of the Village Hall for their meetings, and a fire bell was purchased from Fassbender and Arnold for \$27.40.

The Constitution and By-laws of the Wheeling Fire Department, as adopted on September 30, 1896, allowed for the following fire bell signals: Regular or Special Meetings - ringing of bell and three strikes of alarm hammer; Company's practice - ringing of bell and five strikes of alarm hammer; Fire alarm - continuous fast rapping of the bell, then signal for the division of the Village.

The Divisions of the Village and signals were: From the Southern line to crossing of Mr. E. Wagner's residence - ringing of bell and one strike of alarm hammer; From center of Village to corner of Dundee Road - ringing of bell and two strikes of alarm hammer; From corner of Dundee Road to Northern line - three strikes of alarm hammer; From corner of Dundee Road West - four strikes of alarm hammer.

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Pictured below are Wheeling's Finest in 1949. Edward Gieseke, Jr., front row - right, was Fire Chief.





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Wheeling



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Andrea's History of Cook County, published in 1894, said of Wheeling: "The chief events of importance in the recent history of the place have been the prosecution of various parties for the illegal selling of intoxicating drinks by George Strong, one of the oldest settlers of the town, a strong foe of intemperance". This quotation evidently referred to the Township of Wheeling, rather than to the town itself.

The above statement may have been true when considered in the context of world affairs, but the slow progress of the town proved to be an asset in the long run. This slowness of growth allowed for the building of a very stable base upon which the building boom of the 1950's would depend for its strength and guidance.

During the years around the turn of the century, Wheeling would have to be considered as the typical country town; however, building did continue, and in the surrounding countryside, the farmers were using "modern" equipment to raise the foodstuffs which helped to sustain the burgeoning metropolis of Chicago.

Thus Wheeling's income was derived from the purveying of raw products to the city, and the catering of the finished product to travelers, through the facilities of its many fine restaurants.

• • •

The first Officers of The Wheeling Volunteer Fire Department consisted of the following: Mr. Christ F. Metz, Fire Marshall; J. A. Schminke, Asst. Fire Marshall; Frank Forke, Second Asst. Fire Marshall; W. R. Munhenke, Secretary; W. Riswig, Wm. Fassbender and Tony Behm, Foremen of



Wheeling's first police car. (1925)

the various companies. According to the record of minutes of the meetings of the Department, Mr. Reinhold Schneider assumed the duties of Secretary at the meeting of April 23, 1900, and held the post until the 8th of August, 1927.

In 1904, a hand pumper was purchased to augment the fire fighting equipment. This pumper has been preserved and is on display in the Historical Society Museum

At the inception of the Fire Department most of the towns prominent citizens participated as Volunteers. The tradition has continued throughout the years and into the present. Wheeling's Volunteer Fire Department has the reputation of being one of the best in the country.

The present Fire Chief, Mr. Bernie Koeppen, is a descendant of one of Wheeling's Pioneers, Mr. Friedrich Koeppen.

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Photo (taken about 1910) showing the bridge across the Des Plaines River.



A portable saw-mill in a field North of Wheeling along Milwaukee Avenue.

# Gay Nineties

The 1890's, or as they are more generally called, the "Gay Nineties", were years that have captured the hearts of all romanticists. They were years when the pace of living was leisurely; Canoe rides on the river, Sunday picnics in the park, bicycle races, croquet matches and many other activities in which the entire family participated.

Every community had its "Town Square" or meeting place where the leading citizens could make speeches on the Fourth of July and other occasions of importance. Wheeling possessed one of the better sites for this type of activity - the grassy meadows along the Des Plaines River. There, on any sunny Sunday afternoon, could be heard the music of the Wheeling Cornet Band (organized in 1877), the shrill laughter of children and the mellow sounds of barbershop quartets, their voices made even more mellow by kegs of beer which were set up under the trees, and of course off-limits to the youngsters.

This area became so popular that people would travel all the way from Chicago just to enjoy it. Bicycle races from Wheeling to Chicago became quite an event. It was not at all unusual for 100 participants to start the race.

As a result of this activity, the restaurants and taverns of Wheeling enjoyed a great popularity. So much so, that they were probably one of the greatest reasons for the village's incorporation.

A certain "lawless element", composed primarily of the rough and ready railroad laborers who were imported into the area to maintain the Northwestern and St. Paul Railroads of the prosperous North Shore area of Lake Michigan, began to frequent Wheeling's taverns. Their conduct was so wild and bawdy, that when word reached the town of their coming, merchants closed their stores and women and children were kept off of the streets.

Realizing that something had to be done to control these and other illegal activities, the leading citizens of the area began campaigning for formal incorporation. A petition was circulated, and with the signatures of 42 registered voters, was sent to the Hon. Frank Scales, County Judge, Chicago, Illinois.

On June 18, 1894, a special election was held in the Union Hall. The results were: 43 for Village organization and 3 votes against it. After the returns had been canvassed by the County Clerk, an election was ordered for the 17th of July, 1894, for the purpose of electing the following officials: A Village President, Six trustees, A Village Clerk and a Police Magistrate.

Henry Boehmer was elected President; John Forke, Jacob Schwingel, Emil Sigwalt, Reinhold Schneider, William Fassbender, and J.A. Schminke were elected as trustees; Police Magistrate was Louis Fischer and Village Clerk, W. R. Munkhenke.

The Articles of Incorporation were approved by the State on August 26. The first Village Ordinance drafted by the new Village Fathers was one which pertained to the licensing of dram shops. Among the first licenses issued were those to the following applicants: The Chicago House, Columbia Hotel, Jacob Schwingel at His House, John Behm at the Union Hotel, Wheeling House, and the Wisconsin Central Hotel.

Wheeling was paralyzed by these ruffians as they became liquored up and roamed the town from one end to the other, looking for local residents to bully. When this occurred, nothing could be done until they had drank their fill, at which time they would be thrown in jail until they sobered up.

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Wheeling Station as it appeared around 1910.



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## Land Purchased for Village Hall

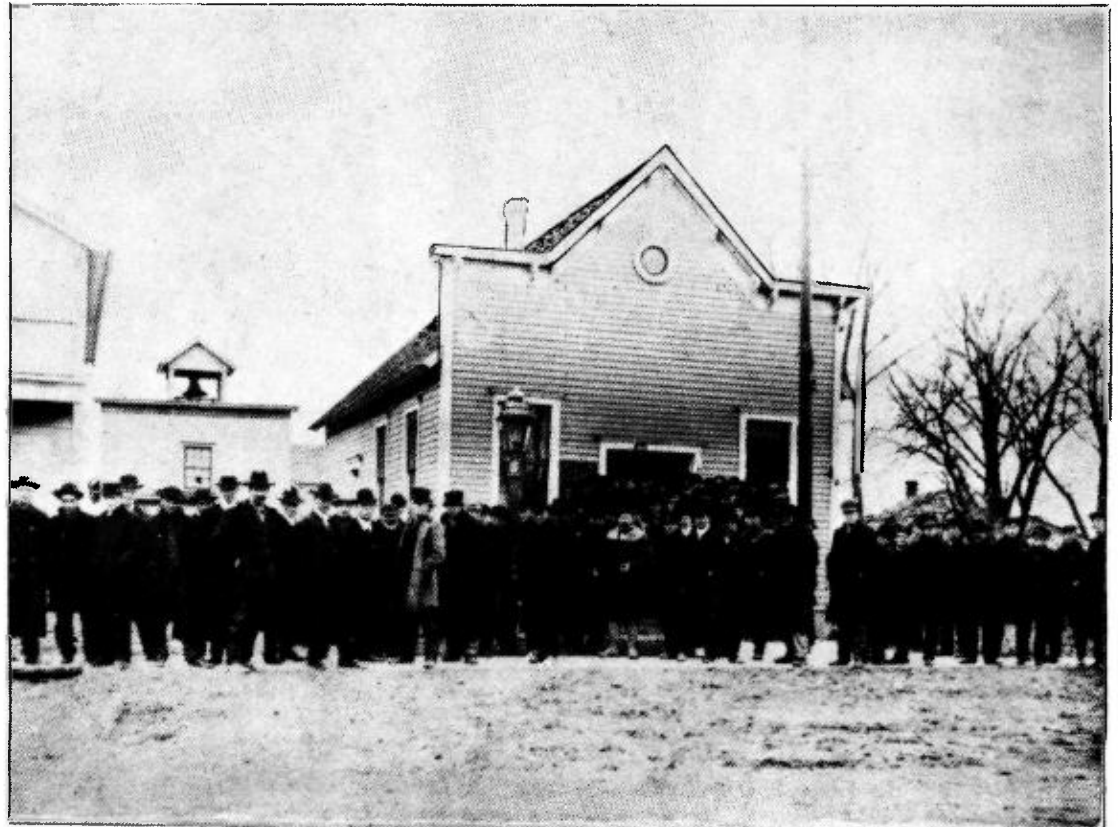
As the needs of the Village grew, the necessity for a Village Hall became acute. Land was purchased for \$150.00, and sealed bids were taken for the erection of a building "20 by 30 by 12 feet, with two cells in the western end, 7½ by 9 feet each".

The contract for the building was granted to Mr. H. P. Mentzer of Shermerville (Northbrook), Ill., who advertised, "Undertaker, Contractor and Builder, Ice Box and Hears Furnished when Desired, House Raising a Specialty".

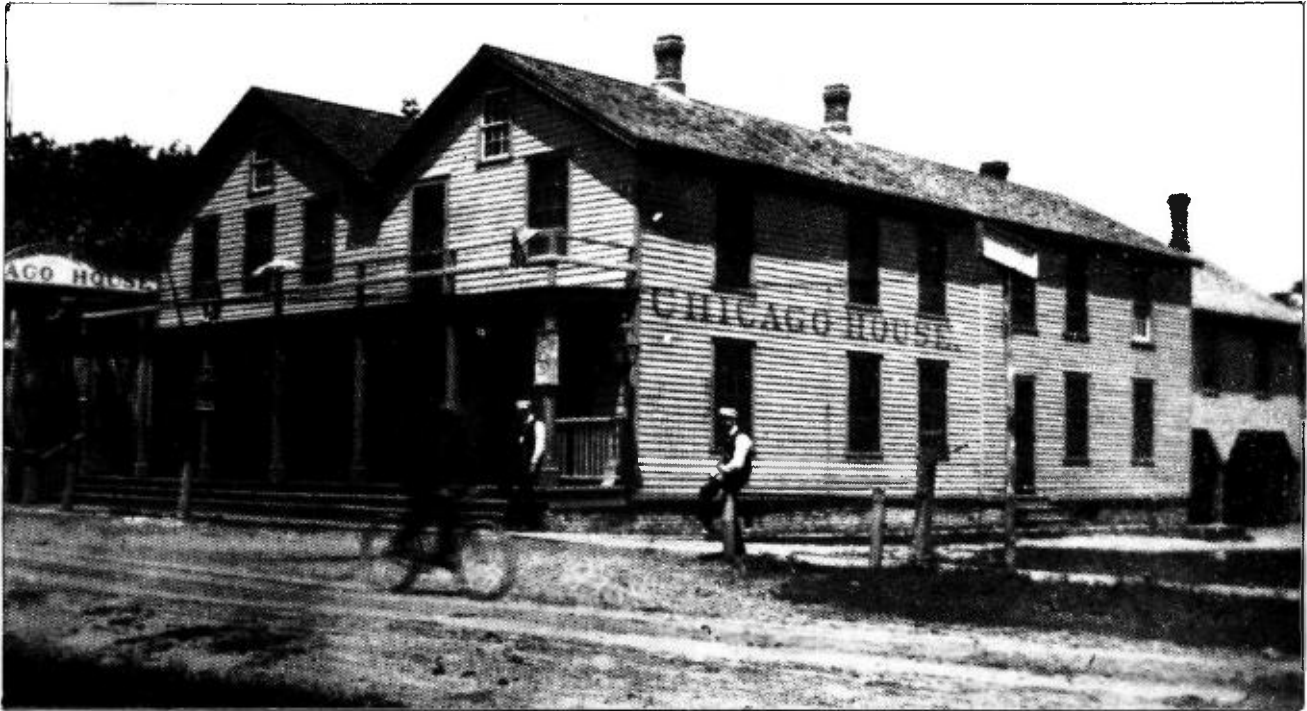
On January 12, 1895, Mr. Mentzer presented the Village a ~~statement totalling \$553,26~~. Following this, many items had to be purchased to furnish the new building. Among the more notable items were: two slop pails, a broom, two jail locks, two small spittoons and two large spittoons, A Gold Coin Ventiduct No. 19 Stove, one dozen chairs, two Rochester lamps, one table and a business desk. Also, a bill for fifty cents was presented by Mrs. Henry Hipp, for sewing two cell mattresses.

This original Village Hall has been refurbished and made into the headquarters for the Wheeling Historical Society and also serves as a museum. The museum is open to the public from 12 noon to 5 p.m. on Saturday and Sunday, with group tours by appointment. Many items of interest have been donated by the citizens of the area and the museum has become the center of attraction and welcome addition to the cultural aspect of the town.

Wheeling's original Village Hall, erected in 1894, now serving as the headquarters and Museum of the Wheeling Historical Society.







Two of Wheeling's early businesses, the Chicago House (above), and the Columbia Hotel (below), which also housed a bowling alley.



The era centering around the 1920's was one of contrast and confusion to many people. The gas buggy was becoming more and more common, but the horse and buggy was still the main means of transportation.

The "Bussing" of students is nothing new to Wheeling. In the '20's, Mr. Frank Forke, owner of the town's first livery stable, transported Wheeling's high school students to Maine Township High School in Des Plaines.

In addition to transporting students, Mr. Forke made regularly scheduled trips to the Soo Line Depot in Wheeling, the Northwestern Station in Des Plaines and the Saint Paul Railroad in Northbrook. His was the fore-runner of the present day taxi business.

By 1925, Milwaukee Avenue had been paved, a new and modern brick school was completed, and the town had its first gasoline driven fire engine. In 1950, the population was 916.

Wheeling's geographic location made it the ideal site for its role as "Chicago's Breadbasket" for many years. This same factor delayed the industrial and commercial development of the town, until the advent of the automobile and the increasing pressures applied by the people of Chicago seeking more living space, pushed Wheeling into the role of a residential suburb. By a strange paradox, this same growth in population began to attract more and more industry, the new industry attracts more people, and so today, Wheeling is beginning to take a place of prominence among the important cities of Illinois.

Within the ten-year period from 1950 to 1960, Wheeling's population increased 683 per cent! The fact that the town was able to cope with this sudden population explosion was, in a great part, due to the solid foundation developed by Wheeling's pioneers, and the integrity of its subsequent citizens.

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Durand

Probably the first settler in the town was a Mr. Sweet, whose first name cannot be ascertained. He arrived in March 1833, selected a claim on Section 13, and built a log cabin approximately 880 yards off of the Des Plaines River, in which he lived until the following October.

As this was before the ratification of the treaty with the Pottawatomie Indians, with reference to their retirement from these lands, and as they were generally opposed to occupancy by white men, Mr. Sweet must have been on especially friendly terms with them in order to remain there, and yet his desire to remain seems not to have been excessively strong, for in October he sold his claim to Mr. George Strong for \$60.00.

Mr. Strong before finally deciding to buy this claim consulted Colonel Thomas J. V. Owens, Indian Agent at Chicago, as to the possibility of moving onto it, and the probable results. Colonel Owens advised him not to go, as the Indians were hostile and as it would be necessary for him to use the United States troops in defending the rights of the Indians in case he (Mr. Strong) should attempt to occupy the land before the ratification of the treaty. Mr. Strong, however, having set his heart upon this claim, and knowing that the treaty would be ratified in a short time, decided to make the venture and in September 1833, took possession of his claim.

At this time, his nearest neighbor to the north (somewhere in Waukegan) was a Captain Wright and to the south was General Peet who moved onto his claim sometime in December 1833, and later settled in what is now known as Arlington Heights.

Soon after moving into his new claim, it was surrounded by about a dozen Indians, whose intentions were to drive off Mr. Strong. He, however, was not to be driven off easily. Going outside, he had quite a fight with them, knocking one of them down to the ground. He was immediately surrounded by the others, who with uplifted tomahawks and drawn knives, threatened him with instant death. His escape is attributed only to his showing no fear.

f.

Soon after this, late in 1833 the treaty with the Indians was signed and settlers came in considerable numbers. It was during this time that Mr. Strong claimed additional land which totaled 160 acres, and his son Edward claimed 120 acres. Both George and Edward Strong's claims covered the northern portion of Section 13. The total combined acreage owned by the family was 280.

A few of the early settlers in the Wheeling area during this time were Joseph Filkins, 1834, December. He built his log cabin and moved his family into it in 1835. His claims covered approximately 720 acres on Sections 1, 2 and 3. Timothy Titcomb, 1839, Section 13, William Clay and his two sons John B. and William B., 1834, Section 12, Stephen Salisbury, 1834, Sections 2, 3 and 4, James Macky, 1834, Section 14, Christopher and Daniel ~~Stranger~~, 1834, Section 13, Christian <sup>R</sup>~~Styker~~<sub>A</sub> 1834, Section 13, Ephraim and Charles Morrison, 1835, Section 13; Peter Gebhardt came in January, 1838, remained six years and sold to Henry Miller, Isral Martin, 1835, Section 12.

By 1835 there were about 18 log cabins in the Wheeling area & approximately 200 inhabitants. The largest of these log cabins was the one erected by a Mr. William Hopps, a native of England. Mr. Hopps was involved in the first murder in the Wheeling area.

Mr. Hopps murdered his wife, but was acquitted through the exceptional ruling of Judge McAllister, on the plea of insanity. His freedom was short lived, and Mr. Hopps died in the poor house in Dunning in August 1839.

Others who settled in the Wheeling area between 1835 and 1839 were:

William Dunton, Section 17, Daniel Martin, Section 12, Ashot Skinner, Sections 3 and 17, Thomas Hamilton, Sections 2 and 3, Eben Conant, Sections 2 and 10, Frederich Zimmerman, Section 3, Thomas Bradwell, Section 3, Ben Washburn, Section 3, Ben C. Luce, Section 3, Charles Luce Section 9, Benjamin M. Williams, Section 9 and 10, Hesse Henry Leavenworth, Sections 4, 9 and 10, Duncan McNab, Sections 9 and 10, N. I. R. Hays, Section 9, John Foster, Section 4 and 9, Henry Williams, Section 11, John Cooper, Section 10, George Walbridge, Section 4, George Chackfield, Section 4, and Mr. Shepard who started the first blacksmith shop in this area.

April 26 - 1785 - system of ~~Full~~ section lines adopted  
1796 - Townships act provided they be subdivided  
into 36 sections - each 1 mi. sq.

In 1837 a survey of the land in this area was made, and as it was known that the boundaries of the various claims already taken would not correspond with the section lines that would be run, the settlers, by mutual consent, selected Stephen M. Salisbury to purchase all the land they had claimed, with the understanding that he should re-deed each persons' individual claim to him, as nearly practicable, being at the same time governed by the section lines as run by the survey. This plan was carried out to the satisfaction of all concerned.

After the ratification of the Indian Treaty, the principal cause of excitement for the first few years white men occupied this territory was claim jumping.

A committee consisting of seven citizens belonging to Wheeling, was appointed to decide the questions of rightful ownership in all cases of claim jumping. This was the Inferior Court. Besides this, a Superior Court, or Court of Appeals was appointed, consisting of three citizens; S. M. Salisbury, George Strong and Joseph Filkins. Any case could be carried to the Superior Court if the decision of the Inferior Court caused dissatisfaction, but the decision of the Superior Court was final.

The most serious difficulty the settlers of Wheeling were connected with was the ejecting of a claim jumper from a claim just north of the present boundary of the town in Lake County, in which case the claimant was assisted by two female members of his family feigning sickness. A physician summoned for the purpose of examining the women, pronounced them in perfect health. On the strength of his report, the Wheeling vigilantes carried the women, in their beds, out of doors and pulled the house down. This was about the last of the difficulties of this kind.

1831 Base line mistake

R

As the Wheeling area became more densely populated, there became a need for a post office. In 1836 Mr. Filkins built the first post office and became the first postman. Mr. Filkins was the original owner of what is now known as Childerley Park, which is located at 506 McHenry Road and owned by the Wheeling Park District.

As settlers continued to pour into the area the growth of the Village was also apparent. In 1838, two blacksmiths shops were opened. One by Mr. Orestin Shepard and the other by Mr. Ashor Skinner.

Lumber for projects in this area was supplied by a mill owned by a Mr. Kenniscott. This mill was located west of the Des Plaines River, about one mile south of what is now called Half Day.

Milwaukee Avenue was the main road from Chicago to the lands to the north of Wheeling. It was composed of the trails of Indians and paths beaten into the ground by herds of buffalo. In some places, the feet of thousands of buffalo had beaten the trail down to a depth of six feet.

In 1836, a stage route was established on this road. Because of the difficulty of travel in those days, Wheeling was the natural stopping place for the weary traveler to refresh themselves with food and drink. This led to the growth of "Restaurant Row" along Milwaukee Avenue and the fame of those eating places continues until the present day.

The first commercial building was erected in 1837 by Mr. Filkins, a tavern-hotel. In the same year, Russell Wheeler and Charles Daniels opened a general store.

*Half Day*  
Adding to the industry of the area was a flour mill, located on the West side of the river, directly across from the saw mill.

Other businesses followed in relatively quick succession. James Parker opened Wheeling's second hotel in 1840. By 1842, other additions included a store owned by John Rothschild, another store owned by John M. Schaffer and still another by William Vogt; another blacksmith shop by E. K. Bench and in 1845 a hardware store was introduced by Mr. Albert Fassbender.

*[Signature]*

Also in 1845, Wheeling's first school was built. Being very small, this building was used only until 1861, when a second and larger school was erected. This second school was destroyed by a fire in 1870. In 1871, a new two story school was completed on the South side of Dundee Road.

This structure served the community until 1925, when a brick school on Willie Avenue was completed.

Politically, the territory known as Wheeling Precinct, encompassed a part of Maine and Northfield Townships as well as the area now known as Wheeling Township. Prior to 1850, when any voting was necessary it was done at Wilcox's Tavern, which was located at the junction of Milwaukee Avenue and the Des Plaines River.

The town of Wheeling was organized in April 1850. A meeting was held in the house kept by James Parker. William H. Dunton was chosen Moderator, Egbert Van Vlack, Clerk, and George Fullager, Assistant Clerk. The election resulted in the choice of the following officers, each receiving the vote appended to his name: Supervisor, S.M. Salisburg, 106; Clerk, Lewis Peet, 96; Assessor, Ira Millard, 100; Collector, D. B. Briggs, 100; Commissioners of Highways, Ira Snow, 100, W. H. Dunton, 171, Andrew Luce, 99; Constables, D. B. Briggs, 122, S.D.W. Miller, 98. A pound was provided for, to be as near the center of the town as practicable, and Myron Thornton was appointed Pound-master. Three hundred dollars was voted to be raised for the support of the poor, for building a pound and for the incidental expenses of the township, but no tax has ever been levied for the support of the poor in Wheeling, nor was a pound provided at that time. Three hundred dollars was raised for road and bridge purposes. Fences were required to be built four feet high. The total number of votes cast at this election was 191, as certified to by Lewis Peet, Town Clerk, indicating a population of about 750. The Commissioners of Highways met April 19, and divided the town into six road districts. Their second action was to vacate a road running north and south from the Rand Road to the Dundee Road, between Sections 7 and 8, and 17 and 18. This




action was taken May 4, on the petition of ten citizens, dated April 19. The board of appointment, consisting of S.M. Salisbury, Supervisor, Lewis Peet, Clerk, William Scoville, Justice of the Peace, and Joel F. Hawks, Justice of Peace, met May 4 at the house of George Strong, and appointed Lysander Miller Overseer of Highways for District No. 1; Richard Adams for No. 2; Ira Know for No. 3; George Strong for No. 4; Stephen Lamb for No. 5, and James Dunton for No. 6. On the 13th of March, 1851, the Commissioners divided the town into nine districts each two miles square. The first highway fund, received by the Commissioners of Highways previously to March 25, 1851 was \$260. At that time it was reported that in five of the road districts there had been performed five hundred and ninety-seven days' work, and in one other district one hundred and one. The elections subsequent to that of 1850 have resulted in filling the offices as follows:

Supervisors:-- Joseph Filkins, 1851; John Filkins, 1852; Joseph Filkins, 1853; William Scoville, 1854-55, Jesse Matteson, 1856-57, George Strong, 1858 to 1865; William H. Dunton, 1866-67; Frederick Tesch, 1868 to 1870; David Peter, 1871; Frederick Tesch, 1873 to 1875; C. Giles, 1876 to 1883, inclusive.

Assessors:-- Ira Millard, 1851; E. Berry, 1852; William Scoville, 1853; F. R. Hamilton, 1854; William R. Dunton, 1855, George Fullagar, 1856; Chauncey Fuller, 1856; Jacob Seewalt, 1858, F. R. Hamilton, 1859-60; Ira Millard, 1861; C. Hegwein, 1862; George Schneider, 1863-64; George Strong, Jr., 1865; George Schneider, 1866 to 1883, inclusive.

Collectors:--D. B. Briggs, 1851; Ira Snow, 1852 to 1854; D. F. Wood, 1855; Robert Hopp, 1856; L.T. Webster, 1857; Henry McKnab, 1858; Jacob Fritch, 1859 to 1861; Hiram Sknow, 1862; Samuel W. Peese, 1863; C. Vogt, 1864; George Schneider, 1865; John Peter, 1866; George Strong, 1867; Charles Taege, 1868-69, Otto Nolte, 1870; Jacob Fritsch, 1861; David Peter, 1873-74; August Waarick, 1875-76; Otto Nolte, 1877-78; Conrad Miller, 1879; Henry Weinrich, 1880-81; Charles W. Lorenzen, 1882-83.



Commissioners of Highways:--Ira Know, George Strong and David Fellows, the latter appointed 1851; Peter Schenck, David Fellows and A.W. Peet, 1852 to 1854,; David Fellows, George Fullagar and John Bromley, 1856; David Fellows, John Bromley and Christian Hegwein, 1857; David Fellows, Christian Hegwein and William Kirkhoff, 1858; A. W. Peet, Alonzo Hawks and Hiram Perry, the latter appointed 1859; A. W. Peet, A. Hawks and M. D. Dean, 1860; Frederick Tesch for one year, L. Arnold for two years, and Phillip Wolf for three years, 1861; E. A. Allen, 1862; Alonzo Hawks, 1863, Henry Russell, 1864; Hiram Snow, 1865; Jacob Hunsinger, 1870; August Waarick, 1861; Harry Engelking, 1873; Philip Harth, 1875; Henry Engelking, 1876; Philip Hart, 1877; Peter Byer, 1878; Henry Engelking, 1879; Philip Hart, 1880; Peter Byer, 1881; Henry Meyer, 1882, Henry Kreft, 1883.

Justices of the Peace:-- William Scoville and I.N. Schafer, 1854; John Rothschild, 1857; John Rothschild and William Scoville, 1858; J.W. Walton and A.W. Peet, 1862; J.W. Walton and Daniel T. Wood, 1866; John D. Beach, 1868; John D. Beach and William Wallace, 1870; Jacob Fritsch and W. H. Dunton, 1873-77-81.

Constables:--Ira Snow and D. B. Briggs, 1851; Daniel Fritsch, 1852; Ira Snow and D.F. Wood, 1855; John Belden, 1856; S.S. Dewey and E. K. Beach, 1862; Charles Wetzell, appointed 1863, elected 1864, E.K. Beach and Hiram S. Rich, 1865; John Peter, Jr. and E. K. Beach, 1866; E. K Beach and James C. Peter, 1870-73-74; Byron D. Thurber, 1876; E. K. Beach and Luther Whiting, 1877; Henry Weinrich and George Hurst, 1881; J. P. Hansom, 1882.

Trustees of Schools: -- A. G. Skinner, 1869; John Peter, 1870; Joel Burlingame, 1871; Daniel K. Draper, 1873; John Peter and Hiram Know, 1874; Conrad Miller, 1875; Louis Fischer, 1876; Luther Whiting, 1877; Conrad Miller, 1878; Louis Fischer, 1879; Luther Whiting, 1880; David Arnold, 1881; Louis Fischer, 1882, L.W. Whiting, 1883.

Overseers of the Poor:--Garret Lasher, 1851; Peter Filbert, 1852 to 1854; D. F. Wood, 1855; Reuben Bromley, 1856; Hiram Ferry, 1857; Elias Wood, 1859; G. N. Olmsted, 1862.

During the years 1850 through 1890, business and professional people made their appearance. In 1850 a brewery was built by Napoleon Periolat. This business was operated by him and later by his sons, Henry and Robert, until 1905, at which time it was sold to new owners from Chicago. This building was demolished in 1910.

In 1849 Dr. Julius Permann came to Wheeling and practiced medicine until his death in 1856.

Dr. John George Schneider was the area's first Veterinarian, arriving here in 1853. Dr. Schneider served the community in various offices, including that of Township Assessor, in addition to his work as veterinarian surgeon. His services ended upon his death in 1907.

One son, Reinhold Schneider, followed the trade of harness making in <sup>1885</sup> a shop which adjoined the first Village Hall. He also served as Village Clerk from 1900 until his death in 1927.

Miss Adeline Schneider, daughter of Reinhold Schneider was elected Village Clerk upon the death of her father in 1927. She was continuously re-elected to this office until her retirement in 1953.

Adeline and her sister, Lucille, presently reside at their home located on Milwaukee Avenue and are still active in the Historical Society.

In 1856 Mr. Jacob Hunsinger opened a hotel, Mr. William Metz opened a Blacksmith shop in 1865, and in the same year, Mr. Samuel Reese opened a wagonshop, which he sold to Boris Fischer three years later.

In 1873, Fred Stryker opened a store, Martin Armbruster another hotel and in 1874 C. Welflin opened a harness shop. This was the same shop that Reinhold Schnedier purchased in 1885.

Ch. H. S.  
R

John Behm's hotel was opened in 1877, and John Schminkie's store was opened in 1878. Henry <sup>el</sup>Boeman, who was Wheeling's first President, started a creamery in 1880. Another store was opened in 1888 by <sup>u</sup>Signal and Bollenback.

Dr. M. Moffat practiced medicine in Wheeling from 1876 to 1890, in which year Dr. Henry Benz made his appearance.

Wheeling's railroad station was built in 1886, one mile west of the Village. This building was destroyed by fire in 19\_\_.

As the needs of the Village grew, the necessity for a Village Hall became necessary. Land was purchased for \$150.00, and sealed bids were taken for the erection of a building 20'x30'12' high, with two cells which were located on the west end of this building each being 7½'x9'. This building was located at 84 South Milwaukee Avenue.

The contract for the erection of the building was awarded to Mr. H. P. Mentzer of Shermerville (which is now known as Northbrook) Illinois. Mr. Mentzer's business included Ice Box and Hearse Furnishings and House Razing as well as Building and Contracting.

The construction of the Village Hall was completed in January 1875, and the total construction cost was \$553.26.

Various items were purchased by the Village to furnish this building, a gold coin Ventiduct No. 19 stove, one dozen chairs, two Rochester lamps, one table and business desk, two jail locks, cell mattresses and cleaning equipment.

In 1965 the Village of Wheeling rented this original structure to the Wheeling Historical Society for \$1.00 per year. The building <sup>was</sup> had been refurbished and made into the headquarters of the Historical Society and a museum for the Village. The Historical Society was solely responsible for the operation of the museum.

In 1973 the Village of Wheeling developed plans to construct a well pumping station on the site where the old Village Hall stood. During the periods of 1973 - 1975, the Wheeling Historical Society worked with the Village of Wheeling to try and select another site for the old Village Hall, but the Village of Wheeling did not have available land to relocate this building, and they could not sell it to the Historical Society because a public agency could not sell a building to a private organization such as the Historical Society.

Shortly after the Wheeling Historical Society discovered that they could not purchase the Museum Building, they decided to ask the Wheeling Park District, (being a public Agency) to purchase the building from the Village of Wheeling, and to accept ownership with the understanding that:

- A. The Wheeling Park District could levy a Historical Tax.
- B. Take over the responsibilities of building an addition and relocating the building to Chamber of Commerce Park.
- C. Allowing the Wheeling Historical Society to continue to operate this Facility.

On August 8, 1978, the Wheeling Park District purchased the Museum Building from the Village of Wheeling for a cost of one dollar (\$1.00).

In the Fall of 1977, the Director of Parks of the wheeling Park District began preparations for the relocation of the Museum. A model of the Museum and addition were built, drawing made representing construction, landscape plans developed and a cost estimate for the relocation and renovation of the building.

In September of 1978, the Museum Building was relocated to Chamber of Commerce Park and placed on the Northwest Corner of the Park. Grant House Razing Company, from Addison, Illinois, was retained to move the building.

*President  
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agencies*

Vol. I 1958 — 1960

Vol. II 1960 — 1962

Vol. III 1962 — 1964

Vol. IV 1964 — 1966

Vol. V 1966 — 1968

} not here

Shirley Koeppe

1957 — Dir of Civil Defense —

# SUBURBS

Wheeling, from Vol I of the Woman's Club Scrapbook, Shirley Koeppen

Back in the late 1800's, a group of Inns marked the half-way point on the road from Milwaukee to Chicago. They were noted for their fine food and lodgings. Their patrons were weary travelers in need of food and rest after the ~~long~~ day-long journey from Chicago.

In 1895 the residents of this "halfway" point incorporated to become the Village of Wheeling. The handful of residents thriving primarily on the stop-over trade plus several farmers built themselves a quite adequate little community.

The fine eating establishments located 30 miles from Chicago changed but little between 1895 and 1951 when there were some 600 residents in the town. Of course there were gas stations instead of stables; and the restaurants no longer provided lodgings, but the atmosphere remained the same.

The growth pattern of Wheeling was slower than that of other suburbs within a 30-mile radius of Chicago, primarily because of the lack of transportation. The nearest commuter train is seven miles away.

Initiated by the Wheeling Jr. Woman's Club, a Historical Society Steering Committee was formed in June 1965. The Steering Committee consisted of 12 interested people in the community who wished to see a Historical Society formed. The purpose of such an organization is to be the discovery, preservation and dissemination of knowledge about the history of the community of Wheeling.

In July the constitution and by-laws were prepared and a nominating committee was appointed. On August 25, 1965 the group prepared to charter, the constitution and by-laws were adopted and the following officers were elected:

|                |                   |
|----------------|-------------------|
| President      | Merle Willes      |
| Vice President | Marshall Balling  |
| Secretary      | Dorothy Forke     |
| Treasurer      | Lucille Schneider |

Directors: Mrs. John Koeppen  
Mrs. James K. Wieder

Curator: Mrs. Hazel Willes

Thus was the beginning of Wheeling's newest organization to preserve its history.

Membership is open to everyone.

Meetings are held the fourth <sup>Thursday</sup> ~~Thursday~~ of each month at 8:00 p.m. in the Village Hall.



## THE WHEELING HISTORICAL SOCIETY

The Wheeling Historical Society was founded in August, 1965, as the result of the hard work and encouragement of several members of the Wheeling Junior Women's Club and other public spirited local residents.

After frequent rebuffs, the Village Board has finally seen fit to allow the Society to use the old Village Hall on South Milwaukee Avenue as a headquarters and historical museum.

The Society is depending on all the citizens to get behind the idea of the museum, and to help in every way possible. The members hope to remodel the interior of the old hall so that it will approximate its appearance in the late nineteenth century.

Fixtures such as kerosene lamps, gas lighting equipment, old pot-bellied stoves, furniture and other items of that era are needed, as well as renovating supplies such as paint, brushes, lumber, hardware materials, etc.

Of course, since the Society is a non-profit organization, with a very limited budget, financial assistance is required, pennies from school children up to substantial donations from local industry and businesses.

Since the museum is the main function of the Society, everyone is being encouraged to locate and offer any and all memorabilia dealing with Wheeling's past. Antiques, utensils, furniture, photographs, books, magazines, newspapers, club records, advertising material, in fact anything whatsoever that can be identified with early Wheeling is needed.

The first settler came to this area in March, 1833, when Chicago was still called Fort Dearborn, and had only a population of several hundred. The first post-office was established in May, 1837, and the Society is endeavoring to locate envelopes and/or post cards bearing postmarks from Wheeling's earliest days. Advertising corner-cards or envelopes with early businesses advertised in the upper left-hand corners also are needed to form a representative display of the postal history of the area.

The Society members are all volunteers, giving much of their time and energy to assure future generations a recorded ~~history~~ history of their community.

The Society meets on the fourth Wednesday of each month, usually in the new Village Hall, until such time as the old hall is renovated. Visitors are encouraged to attend these meetings, which start at 8 p.m. Frequently, outside historical experts give programs, showing the way other communities have handled the difficulties inherent in trying to preserve the heritage we all should cherish.

The officers for 1966-67 are as follows:

|                    |           |                    |
|--------------------|-----------|--------------------|
| President          | - - - - - | Merle Willis       |
| Vice President     | - - -     | -Dr. Ian W. Taylor |
| Secretary          | - - - - - | Dorothy Forke      |
| Treasurer          | - - - - - | Lucille Schneider  |
| Board of Directors | -         | -Shirley Koeppen   |
|                    |           | Marshall Balling   |
|                    |           | Fred Moeller       |

The Society has a speakers' bureau, with several members prepared to give a comprehensive description of the activities of the Historical Society, as well as publicizing its needs. Contact any of the above-named officers if interested.

1818 — As preparations were being made to admit Illinois to statehood, settlement in Wheeling was better than a decade away. The territory around Wheeling had been charted centuries earlier, as noted in the journals of Joliet and Father Marquette in 1673.

The constant struggle for imperialism and wealth by French, English and Spanish, gave rise to settlement in southern Illinois. The American Revolution brought with it a fourth contender, and through the efforts of George Rogers Clark, the creation of Illinois as a county of Virginia was made in 1778. A year later the first Americans came to make their homes in Illinois. In 1790, the "Illinois Country" became part of the Northwest Territory, and later, Indiana Territory.

The struggle between nations, and later, states (it took political maneuvering to bring present day Cook and Lake counties into Illinois), had little bearing on those living in Wheeling Township at the time. The Miami Confederacy, occupants at the time of LaSalle, relinquished their land to the Pottawatomie during the 18th century. The latter remained until 1833, when the treaty terminating the Black Hawk War drove them beyond the Mississippi.

The earliest settler of record to come to Wheeling Township was a Mr. Sweet, who arrived in March, 1833. He sold his cabin and claim (on section 13) to George Strong the following September. Under present village boundaries Wheeling's first actual resident was Joseph Filkins. Mr. Filkins staked his claim in 1834 (Section 12, Milwaukee and Dundee) and moved his family to Wheeling a year later. Filkins played an important role in early Wheeling. With the first post office in 1836, Filkins became postmaster and the following year he opened a hotel.

The following decade brought Wheeling its first building boom. 1837 — a store operated by Charles Daniels and Russell Wheeler. 1838 — two blacksmith shops, and shortly thereafter, a second hotel, two additional stores, a third blacksmith shop, and a public school, erected in 1845.

The early years were turbulent years. No longer required to cope with Indians as Sweet and Strong had done, the early residents had, instead, the claim jumper. The result was the first minor attempt at law and order, an Inferior Court. There was also a Court of Appeals (or Superior Court) where the ultimate decisions were made by S. M. Salisbury, George Strong and Joseph Filkins. Apparently, their judgment was considered sound, for when organization of the town officially took place on April 2, 1850, Salisbury was elected supervisor, succeeded by Filkins in 1851, and by Strong in 1858. (The election took place at the hotel of James Parker, and Wheeling's present Precinct 1 became the first voting area in the township.)

If the treaty with the Pottawatomie was significant in bringing the early settlers, it was the trails of the tribe which played a more lasting role in local development. Milwaukee Avenue, as we know it, was formerly Milwaukee Road, and the first mail and stage coach route between Chicago and Green Bay. Surveyed in 1835, under the direction of the War Department, it served its purpose — if weather conditions were good. Unfortunately this was so seldom that in 1849 county officials decided to "pave" the road with planks and pay for the "Chicago to Wheeling" improvement by

charging tolls. The toll road never did reach Wheeling, but the stage line continued its half-day run, bringing customers to the hotels for a mid-day meal and rest.

The mid-century was significant in that it brought a slight feeling of permanence to the community. A physician, Dr. Julius Purmann, arrived, as did Dr. John G. Schneider, a veterinarian. The Vitruvius Lodge, A.F. & A.M., organized in Niles, moved to Wheeling where it has remained ever since.

1861 — Wheeling's volunteers, 14 strong, marched to Chicago to join the Union Rifle Guards at Camp Fry. The first school gave way to a larger one. And before the Civil War had ended, the Congregational Church was organized, and a place to worship erected in 1866.

We can assume that a somewhat leisurely pace continued in Wheeling for according to Andreas' "History of Cook County" (written 1884) the following description was given.

"This village attained its present size quite a number of years ago, and not being near a railroad, is not likely to grow very materially in the near future . . . The village now contains two general stores, three hotels, two blacksmith shops, one wagon shop, two shoe shops, one brewery, one physician, a Lutheran Church and about 200 inhabitants."

The climate of Wheeling was far from serene. "Lawless" strangers began frequenting local establishments, often intimidating the townspeople, civic improvements were neglected, and "foreign elements" introduced occupations that thoroughly dismayed the German-Alsatian residents. As a result a petition was signed by 42 legal voters, requesting village incorporation. On June 19, 1894, a special election was held with 43 votes for, and 3 votes against a village organization. (The boundary extended as far west as the Wisconsin Central Railroad.) A second election on July 17 gave Wheeling its first elected officials: Henry Boehmer, president; John Forke, Jacob Schwingel, Emil Sigwalt, Reinhold Schneider, William Fassbender, J. A. Schminke, trustees; Louis Fischer, police magistrate; and W. R. Mundhenke, village clerk.

Incorporation gave rise to new problems, primarily, finding and keeping marshalls and obtaining funds to operate the village. The latter was quickly resolved (three weeks after the first village board took office) with the passage of village ordinance #1, licencing the various hotels and dram shops which sold alcoholic beverages. The fee was set at \$500 per year, and with six applicants, the entire village budget was easily met.

## Village History (cont'd)

It was several years later, and after numerous citizens and the village board had taken "turns at being marshall" that an official was found, at a salary of \$360 per year.

Of course, the 1896 budget of \$1,870 had other important items. A street and bridge fund, \$350; street lighting, \$60; officers, including the village clerk, \$200. And, new ordinances. Dog licensing, health and clean-up, and the forerunner of the building code, specifications for wooden sidewalks. The village required additional facilities. A village hall and jail received an appropriation of \$750, and the fire department, organized in 1896, was granted a sum of \$700 for the purchase of hand-operated fire extinguishing equipment.

All seemed well for Wheeling's 331 residents at the turn of the century. The turbulence of early years was replaced by local band concerts, the Fire Department's annual 4th of July picnics, Saturday night dances, the telephone and business prosperity. The automobile brought families to dine at the Milwaukee Road restaurants, electricity arrived before World War I.

Almost like "history repeating itself," Milwaukee Avenue returned to prominence in the '20's. With the highway paved from Chicago to Dundee Road, Wheeling's citizenry swelled with pride as they saw their new gasoline fire engine speeding down the street. Or were awakened at night by the trucks carrying contraband cargoes.

Another war came, and the now 550 residents were affected by the call to service. Many left, but more returned. The 1950 census revealed 916 residents, a second building boom. There were homes with yards for growing children and a population which had increased ten times over in as many years.

Milwaukee Avenue has quieted down; no competition for the super highways and tollways. Pottawatomie — only the name of a forest preserve. The Fire Department well (Milwaukee and Dundee) and the first storm sewer of the '20's have given way to a vast network of lines and pipes. A shopping center exists for each store of the past century. The one room school, a lone church, replaced by hundreds of classrooms, places to worship for many faiths. Building codes and ordinances undreamed of by a Filkins, a Strong, or a Boehmer.

With each influx of population, comes a stronger desire to learn more of Wheeling heritage. Perhaps, a future citizen will determine how Wheeling was named — in honor of storekeeper, Russell Wheeler, the wagon wheels which once traversed Milwaukee Road, or the Indian derivative, "place of the head," "before the fork of the river."

2/13/68

1966

This directory was prepared for  
the residents of Wheeling by the  
Public Relations Commission,  
Village of Wheeling.

Larry D. Sampson, Chairman  
Mrs. D. J. Garry  
Eugene L. Hicks  
Mrs. Robert McEstes  
Frank Novacek  
Mrs. Robert Schultz *wrote*  
Mrs. E. W. Stephan *history*  
Mrs. J. J. Stiller  
Mrs. Alf A. Wilson



**THE YEAR 1975 SAW** the beginnings of a Summer Book Van Service to bring reading to the far corners of the district, and to those unable to come to the library.

## *Growing community welcomes the library*

In 1958, both Buffalo Grove and Wheeling were tiny villages just beginning to expand in the post-war building boom.

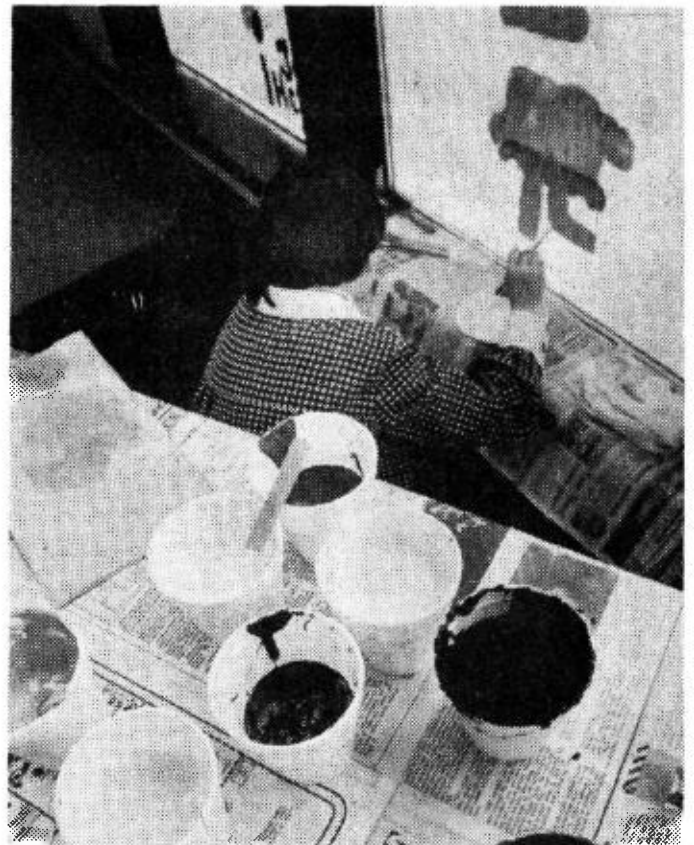
There had been in the past — and for a short time — a small lending library, which was no longer in existence. A group of people became interested in the formation of an official public library and, with the help of volunteers from several service organizations and headed by the Wheeling Junior Women's Club, donations of money and books were solicited and a library was opened to the public in October of 1958. The resulting demonstration of services led to a successful referendum in March of 1959 to establish the Wheeling Public Library District, covering a 10-square-mile area and including Wheeling and Buffalo Grove. The district, being self-governing, operates under the direction of a board of seven trustees independent of both village governments.

**HOUSED IN A 20- BY 30-FOOT** frame building at the back of the Union Hotel on Milwaukee Avenue, the library continued to function with donations and volunteer help until tax money was received the following year. The library was welcome, popular addition to a growing community. In June of 1963, when more space was necessary, the library to a double store front near the corner of Milwaukee Avenue and Dundee Road. New library shelving, tables and chairs replaced the hitherto makeshift furnishings and, with one minor expansion to add a separate children's room, this building sufficed until 1970. At that time, after considering several expansion and relocation possibilities, it was decided — again by referendum — to purchase a vacant church building and remodel it for library use. The property was in the geographical center of the district and adjacent to two lots already owned by the library. At the same time, the first professional librarian was hired to coordinate the planning, moving and organization of the library for the future. The move was made in May of 1971, and was a great source of pride for all those who directed their efforts towards the library's progress.

Because the library has offered increasingly more hours and kinds of services and programs since its inception, growth and usage became phenomenal. During this period, two new land areas were annexed to the original district, creating a total district area of 13½ square miles. Circulation and collections of materials more than doubled. In addition, library sponsored lectures, demonstrations, children's programs, story-times, seasonal programs, and the outside use of the library's meeting room facilities became a continuing routine in an overall atmosphere of both a traditional and non-traditional nature.

**THE YEAR 1975 SAW THE** beginnings of a computerized circulation system (an innovation in public libraries). It also meant the creation of an Extension Department and Summer Book Van Service to bring reading to the far corners of the district and to those

(Continued on Page 28)



**LIBRARY SERVICE** means more than books. Lectures, demonstrations, children's programs, story-times, seasonal programs, and the outside use of the library's meeting room facilities are a continuing routine. Above, a youngster participates in an art class.

## *Growing community welcomes the library*

(Continued from Page 20)

unable to come to the library.

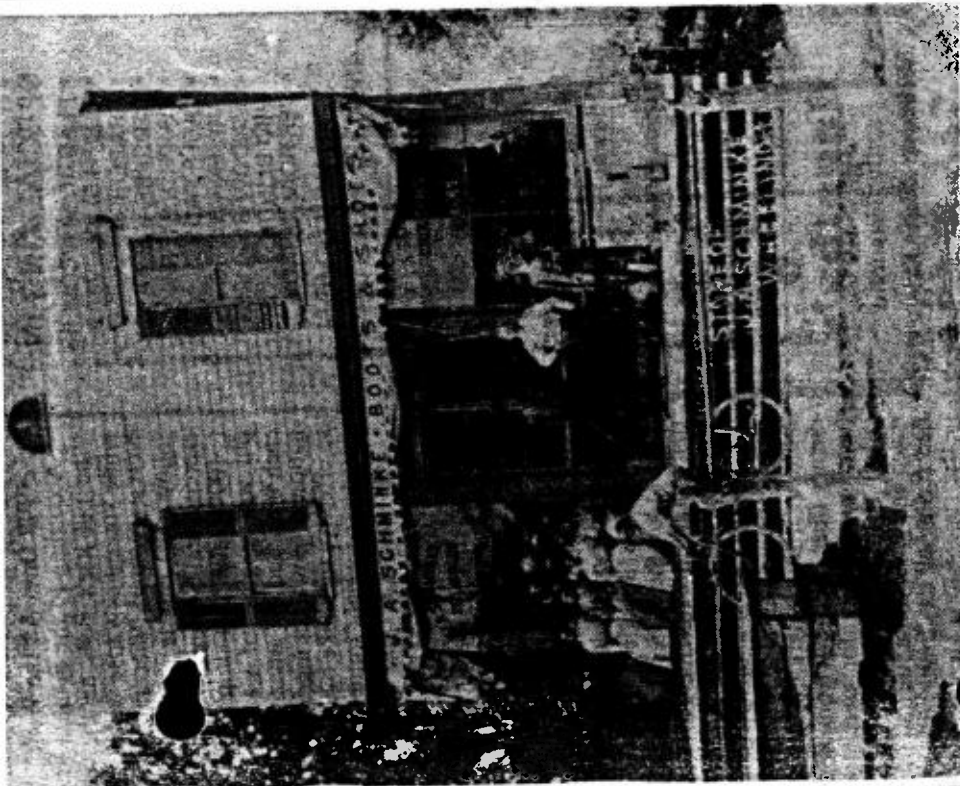
In 1974, to better convey the idea of a library that served an area rather than a village, the name of the district was officially changed to the Indian Trails Public Library District.

The 9,000 square foot church building on Jenkins Court sufficed as the site of the community's library for almost 10 years, 1971-1981; however, with the greatly increased population during that period, increased circulation of materials and program participation made it necessary for the Board of Trustees to approve expansion plans for the construction of a new building in 1979. Ground-breaking ceremonies were held at the new site in the Fall of 1979.

The new library building, located at 355 S. Schoenbeck Rd., Wheeling, was officially opened to the public in the Spring of 1981. The two-story, brick structure is approximately 30,000 square feet in size and located in the geographical center of the library district. Besides housing a collection of more than 120,000 books, the library has a collection of over 9,000 pieces of audio-visual materials in various formats including its new circulating video-tapes.

**THE INDIAN TRAILS** Public Library District will celebrate its 25th year of service to the communities of Wheeling and Buffalo Grove in the Spring of 1984. During the period 1958 through 1982, statistics show an increase of 5,582 percent in circulation, 3,815 percent in collection size, and 598 percent in the population served. All sectors of the library district, individuals, organizations, schools and businesses are encouraged to make even greater use of the fine collections in the future.

—Story by Chris Gibson



**THE PHOTOGRAPH, TAKEN** near the turn of the century, is one of the earliest on record in Wheeling. The general store was located on Milwaukee Avenue near Dundee Road. The owner, John Schminke, is pictured in the white shirt. (Photo courtesy of the Wheeling Historical Museum)

# Looking back at Wheeling

By GARY ROBERTS  
Staff Writer

(This is the first of a three-part series commemorating the 90th anniversary of Wheeling. But the story of Wheeling begins long before it reached maturity as a village in 1894. The town's actual beginnings were born out of a passion for land and the opportunity it provided.)

IN THE 1830s, the area northwest of a budding Chicago remained largely a wilderness. It was an territory, the home of the Potawatomi tribe. But the white man was already eyeing this promised land.

From the north, French explorers and fur traders came down the western shores of Lake Michigan from Canada in search of a new route to the Orient. Recognizing the steady encroachment

of civilization, the Indians were eventually persuaded to sell their homeland (although they were never paid) and moved on to what is now Council Bluffs, Iowa.

Early settlers were attracted by the high ground above the Des Plaines River, which fed the fertile soil. Primarily farm country, Wheeling's birthplace showed little hint of its dramatic future development and growth.

**THE FIRST** white man to settle in what is now Wheeling Township arrived in 1833. A man known simply as Mr. Sweet built a cabin along the river south from today's Pal-Waukee Airport. But Mr. Sweet was a restless soul, moving on only a few months later after selling his home to George Strong, who be-

(Continued on page 3)

(Continued from page 1)

came the first permanent white settler in Wheeling Township.

A year later, Joseph Filkins built the first residence in what is now Wheeling. Filkins, who became the first postmaster in this new frontier, located near what was to become the crossroads of Milwaukee Ave. and Dundee Road.

By the mid-1850s, Wheeling had only two basic industries, a brewery and a cement block company. Rising from a giant gravel pit, Wheeling was a natural for the construction trade. The legacy of this sturdy foundation can still be seen in today's Crab House Restaurant, 393 S. Milwaukee Ave., which was built with these huge concrete blocks.

**FOUNDED IN 1894**, Wheeling is believed to have taken its name

from Wheeling, West Virginia, the home of many early settlers. Wheeling is derived from the Indian phrase "place of the head," which refers to the Des Plaines River, a main waterway in the early days. Indian legend has it that an Indian chief, after being executed, had his head placed on a river.

Although there wasn't much industry in Wheeling, the village began to take shape through the people who made it their home. A quiet rural community, made up largely of German

dairymen, Wheeling was an ideal place for young families trying to get a start and for youngsters who enjoyed the open spaces as a personal playground.

Marshall Balling played his family to a home on the Des

Plaines River in the 1915. Then a 7-year-old boy, Marshall looked upon Wheeling's earliest beginnings as a time of fun and adventure.

"It was great to have the woods. We actually lived in the woods as kids," he recalled. "When I was a child, before the dams were built, the river was a fascinating place. There would be sand bars we would play on like the beach. We could pick up clams, crabs, water snakes, and there were turtles, all types of fish and shore birds."

**HIS FATHER**, Charles, started up a cold storage warehouse on the banks of the river. He built a dam and cut ice in the winter to provide refrigeration for businesses all summer long.

But the idyllic life ended

abruptly in 1929 with the Depression and the Balling family was no exception. Forced to quit college and help make ends meet, Marshall became a clerk at the Wheeling State Bank, of which his father was one of the founders in 1921. The town's first bank was housed in an ice cream parlor on the southeast corner of Dundee and Milwaukee.

Starting out at \$75 a month with duties that included washing windows and cleaning out spittoons, Marshall worked at the bank until 1973, retiring as vice-president. Although he was able to build a good life, Marshall can not forget the hardship that existed.

Next week, a look at another Wheeling family and how they survived the crash of '29.

# Wheeling Life

THURSDAY, AUGUST 9, 1984

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## Birth of a village...

# Tracing a family's heritage

By GARY ROBERTS  
Staff Writer

*(This is the second in a three-part series on the history of Wheeling, which is celebrating its 90th year as a village. This article focuses on the trials and accomplishments of one household which became Wheeling's First Family of Communications.)*

THE TAYLOR family came to Wheeling in 1921 and, for a time, blended comfortably into their slow-paced surroundings, enjoying the pleasures a rural lifestyle affords.

Betty Barrie was just 2 years old when her parents established a kennel farm near today's Dam No. 1, by Hintz Road on the Des Plaines River. There Ralph and Edna Taylor raised cows, horses, pigs and other animals to earn a decent living in a country setting. But for Betty, it was a time for carefree fun and laughter.

"They had swimming there. You could swim in the river—it was clean then," Barrie recalled. "They had a merry-go-round and pony

*(Continued on page 3)*



THE WHEELING STATION, located along the Soo Line Railroad tracks, was the first major communications artery that linked an infant village to the outside world. The railway system brought supplies and

people to this western outpost before the automobile spurred accelerated growth. This picture was taken around 1910.

## Looking back at Wheeling

(Continued from page 1)

rides. It was a nice place to be."

After a few years, play time became school time at Wheeling Public School, erected in 1871. Eventually, Barrie transferred to a new school at 133 S. Wille Ave. Constructed in 1925, the school now is named Walt Whitman School and is still in use.

**PARADISE SOON** was to be lost as the nation plunged into the worst economic crisis of the century. Although mainly a farming community at the time, Wheeling was not immune to the 1929 collapse. The Great Depression tested the strong and devoured the helpless, sapping the spirit and energy from many Wheeling families.

"Dad lost everything," Barrie said.

The family was forced to move to a new home near the corner of Milwaukee and Dundee, next to the German Presbyterian Church. Her father managed to pick up some odd jobs around town, including janitor at the church. Built in 1865, the church is one of the area's original landmarks and has since relocated to Chamber Park, 251 N. Wolf Road.

But despite hardships, the family survived. "They were tough times, but happy times," Barrie said. "We didn't have much; we got along with a lot less."

**CONDITIONS EVENTUALLY** got better and the Taylor family fought to rise above adversity. And in so doing, they formed the hub of the budding communications network that connected Wheeling to the outside world.

Ralph Taylor secured a job as Wheeling's mail messenger, while Edna started a 30-year career at the telephone company.

Ralph would make daily trips from the post office, at Milwaukee and Dundee, to the railroad depot, located a block south of Dundee at the Soo Line tracks. Four times a day the train would arrive in Wheeling, bringing milk, mail and other supplies, as well as passengers.

"I spent many hours at the depot because my father would go over there to meet the train. Sometimes the trains would be late," Barrie said. "They were milk trains and they were slow."

Edna worked at Illinois Bell from 1926 until the system went dial in 1958. Betty worked there from 1937 to 1952. Hence the Taylor family became the First Family of Communications in Wheeling, helping the community to grow.

**BUT IT WAS** not until after World War II that Wheeling really experienced a growth explosion. The factories and the town's first subdivision began to take shape then. The Dunhurst subdivision, east of Elmhurst and south of Dundee, was started in 1956, with the first home selling for \$1,495.

"In those days that wasn't cheap," Barrie said, "and all that included was just the house and they were all the same. The only thing you had to pick from was the color of your bathroom—whether you wanted yellow or pink."

But the growth of the town also produced some problems.

*Next week: a look at the Wild, Wild West, Wheeling style.*

By **GARY ROBERTS**  
Staff Writer

*(This is the final article on a three-part series commemorating Wheeling's 90th birthday with a look to its past. By virtue of its location and independence, Wheeling always has been a setting for opportunity. As evidenced by its colorful past, the village enticed men of both vision and ambition—not always in perfect balance.)*

LAW AND ORDER has had a tumultuous past in Wheeling, often drawing a parallel to the Wild West where order was not necessarily based on a set of laws.

From the time the first village marshall took office in 1894, Wheeling has been viewed as a western outpost rife with opportunity for those willing to take a chance. It was a land where personal ambition helped to shape the system

rather than conform to its limitations.

In many ways, Wheeling represented the untamed frontier for a growing Chicago area where crime and corruption had become the recognized symbols of a big city.

**INTO THIS** milieu Marvin "Syke" Horcher returned after serving with the combat infantry in Africa during World War II. Horcher, who later was to become Wheeling's police chief for nearly a quarter century, was first imbued with a personal code of law and ethics overseas.

Having witnessed the carnage of human life sacrificed by a nation which believed deeply in the principles of freedom and democracy, Horcher developed a strong sense of right and wrong. Upon his return

*(Continued on page 3)*

*(Continued from page 1)*

stateside, dressed in a full body cast due to injuries, Horcher set out to enforce the ideals his comrades in arms had defended with their lives.

"That part of my life established some of my values," Horcher said. "We fought for a system of laws and government. The idea of public trust was important to me."

Horcher joined the Wheeling police force in 1948 under Chief Harold Mack. The two-man police department was first housed in the original Village Hall, erected in 1894 at 84 S. Milwaukee Ave. The building since has been relocated to 251 N. Wolf Road in Chamber Park and serves as the headquarters for the Wheeling Historical Museum.

**WHILE WHEELING** had a population of just 350 persons in those days, there were 21 taverns ready to wash away the day's dust. But the taverns and road houses along Milwaukee Ave. served more than just local residents. Since most of the outlying area was dry at the time, Wheeling became a drinking hub.

"Most of the North Shore was dry. They wouldn't tolerate demon rum in their fair cities," Horcher recalled. "On weekends this was the watering hole for all the fine people who wanted to drink it up. Having two or three tavern brawls on a weekend was not uncommon."

But where there's firewater, the eyes of law-abiding citizens sometimes become smoky. Gambling was another natural offspring of the liquor trade. Horcher recalled one sweeping raid which filled to capacity the two jails with slot

machines.

**HORCHER PLAYED** a supporting role on the police force until 1952 when, because of some "political bull" he left the department, returning one year later. In 1955, he became chief, a position he would not relinquish for 22 years.

And throughout his tenure in office, Horcher engaged in many a tug-of-war with politicians. This combative stance regularly placed Horcher in conflict with officials, but as in the African trenches, he found a way to survive.

"I was fired a lot, but I never left. When it got down to the nitty gritty, the whole town would show up and whatever was decided in the back room was eventually rev-



ersed," he said.

But over the years, the back room increasingly became the forum for decision-making. And eventually the public trust fell victim to greed. A long list of allegations and indictments against public officials culminated in the early 1970s when village officials allegedly collected \$400,000 in bribes in exchange for building and zoning favors.

**JAMES STAVROS**, a Wheeling Township Democratic committeeman, was convicted of extorting money from developers. A village trustee and other local officials also were convicted in the zoning shake-down scandal. The case brought a deluge of negative publicity to Wheeling, along with a cloud of

notoriety from which the village still strives to emerge.

A widespread corruption was a blight on the whole town, and a personal blow for Horcher. Judging from his own experiences and values, this abuse of the public trust is still hard for him to accept.

"There were so many who gave so much for a system of authority," he said. "It was such a betrayal of the public."

But the village managed to overcome these setbacks and, once again, move toward a future that promises opportunity and just rewards.

In its strength and in its weakness, Wheeling accurately captured the spirit of the old Wild West.

James Ellison Best

Bateman

the village in 1900 was 352. The district is almost entirely agricultural.

South Holland, a station and village in the central part of the township three miles south of Dolton, dates its origin back to 1847, when immigrants from Germany began to come in and laid the foundation of what was long known as the "Dutch Settlement." The community, while almost solely agricultural, is one of the most prosperous in the rural portions of Cook County. The village numbered a population in 1900 of 766.

West Hammond, situated in the northeast corner of Thornton Township, one mile south of Chicago city limits, is the result of the overflow of the city of Hammond, Ind., from which it is separated by the state line. The first settler in this vicinity was E. W. Hohman who located there in 1849. Besides the Michigan Central Railroad, the village has convenient access to the Chicago & Erie, the New York, Chicago & St. Louis, and the Western Indiana Railroads. Like its Indiana neighbor, West Hammond is a manufacturing center and has a rapidly growing population. It was incorporated as a separate village in 1892, and in 1900, had a population of 2,935.

Other villages and stations in Thornton Township are Riverdale, just south of the Chicago city limits on the Illinois Central, and the Pittsburg, Cincinnati, Chicago & St. Louis Railways; Dolton Junction and Thornton Junction.

PREHISTORIC REMAINS.

Thornton Township, like Palos in the western part of Cook County, seems to have been once the home of a people who left evidence of their occupation of this region at a very early day, but without furnishing conclusive evidence as to who they were or the date of their presence. The following paragraph relating to these prehistoric remains is taken from the valuable "History of Cook County," published by A. T. Andreas in 1834:

"When the first settlers arrived at Thornton, they found the ruins of what had evidently been Indian fortifications occupying the site of the present town. The ruins consisted of outer ditches or trenches and, inside of these, were the works or fortifications proper. On the banks of these, trees apparently not less than one hundred years old, were growing, which only furnished abundant proofs of the indisputable antiquity of the ruins. When

Joseph Case arrived here he used frequently to talk with the Indians about the origin of the remains, but could only learn that, with them, it was supposed they were built by the French explorers, many years before. In 1871 Ira Gardner dug up a number of skeletons in the neighborhood of the fort, which he states were, in his opinion, those of white men rather than of Indians. He also, in the same year, dug up in the garden specimens of pottery, flint arrow-heads, a stone-chisel and a pair of stone bullet-molds. It is claimed by some that these relics belonged to the Southern Indians who, at one time before they were driven still farther south by the more warlike tribes of the North, had possession of this portion of the country."

WHEELING TOWNSHIP.

BY DR. JAMES ELLISON BEST.

The Township of Wheeling lies in the northern part of Cook County, bounded by Lake County on the north, Township of Northfield on the east, Maine and Elk Grove on the south, and Palatine on the west, containing thirty-six Sections. The soil is a rich prairie loam. In the main the surface is quite level, but sloping gradually to the east, and is drained by four unnamed creeks which empty into the Des Plaines River; the latter flows in a southerly direction along the eastern border of the township, its bed lying partly in Wheeling and partly in Northfield Township. A strip of timber about three-fourths of a mile wide lines its eastern bank, and is divided about equally between the two townships. The absence of timber upon its western bank was probably due to the annual prairie fires started by the torch of the aborigines, which destroyed all perennial plants. The river, serving as a barrier against the fires from the west, afforded protection to the timber on the eastern bank. The western border of the township reaches nearly, or quite, to the divide between the Des Plaines River on the east and Salt Creek on the west, its altitude being about seven hundred feet above sea level. All the water from Wheeling flows to the Des Plaines River, while the water from Palatine flows through Salt

width of  
woods on  
Des Plaines River  
When?  
1900!

Creek, south, except that from the two north-east sections, which flows east through Wheeling to the Des Plaines.

Prior to settlement by white men this region was occupied for sixty-four years—viz.: from 1769 to 1833—by Pottawatomie Indians; previous to that by the Miami Confederacy, who occupied this region at the time of La Salle's first visit in 1681, which is the remotest period known to the historian regarding this section.

The first settler in what is now Wheeling Township, was a Mr. Sweet, who arrived in March, 1833, selected a claim on Section 13, and built a cabin in which he lived until the following September, when he sold his right of squatter's claim and his cabin to George Strong, who became the first permanent white settler in the township. At that time, his nearest neighbor on the north was a Captain Wright, who was said to be the only settler between the Strong place and Waukegan.

On September 26, 1833, the treaty with the Pottawatomies was ratified, after which settlers came in considerable numbers. Almost immediately afterward Timothy Titcomb settled on Section 13, just north of Mr. Strong. In December General Peet located where his son, A. W. Peet, afterward lived.

In 1834 William B. Clay and his two sons, John B. and E. H., settled on Section 2. S. M. Salisbury also settled on Section 2, James Mackey on Section 24, Christopher and Daniel Stanger on Section 13, and Christian Stryker on Section 12. In 1835 came Peter Gebhart, who afterward sold out to Henry Miller. Joseph Filkins had located a claim in 1834, built his cabin and moved his family into it in 1835. The same year Isaac Martin, Matthew Chivel, Thomas Bradwell and other settlers arrived. About eighteen log cabins were built during the year.

In 1836 the well-to-do William Hopps located on Section 3. Into his house Satan afterward entered, and the first and only murder in the township occurred, Hopps being acquitted of the killing of his wife on the plea of insanity, through the exceptional ruling of Judge McAllister, at which the public was greatly incensed. Hopps finally died in the Poor House at Dunning.

In March, 1836, Asa Dunton and his two sons, William H. and James, came from Oswego, N. Y. They passed through what is now the site of Arlington Heights, selected their claims and went on to Deer Grove in Palatine Town-

ship, where they were among the first actual settlers. The next year they returned and located on Section 29.

Ephraim and Charles Morrison settled on Section 11, in 1837, Conrad Miller came the same year. George Metz located on Section 12. His brothers-in-law, Ludwig Fischer and George Graff, came soon after, together with many others whose names cannot now be ascertained. During this year the government survey was made, after which settlers came in more rapidly than before.

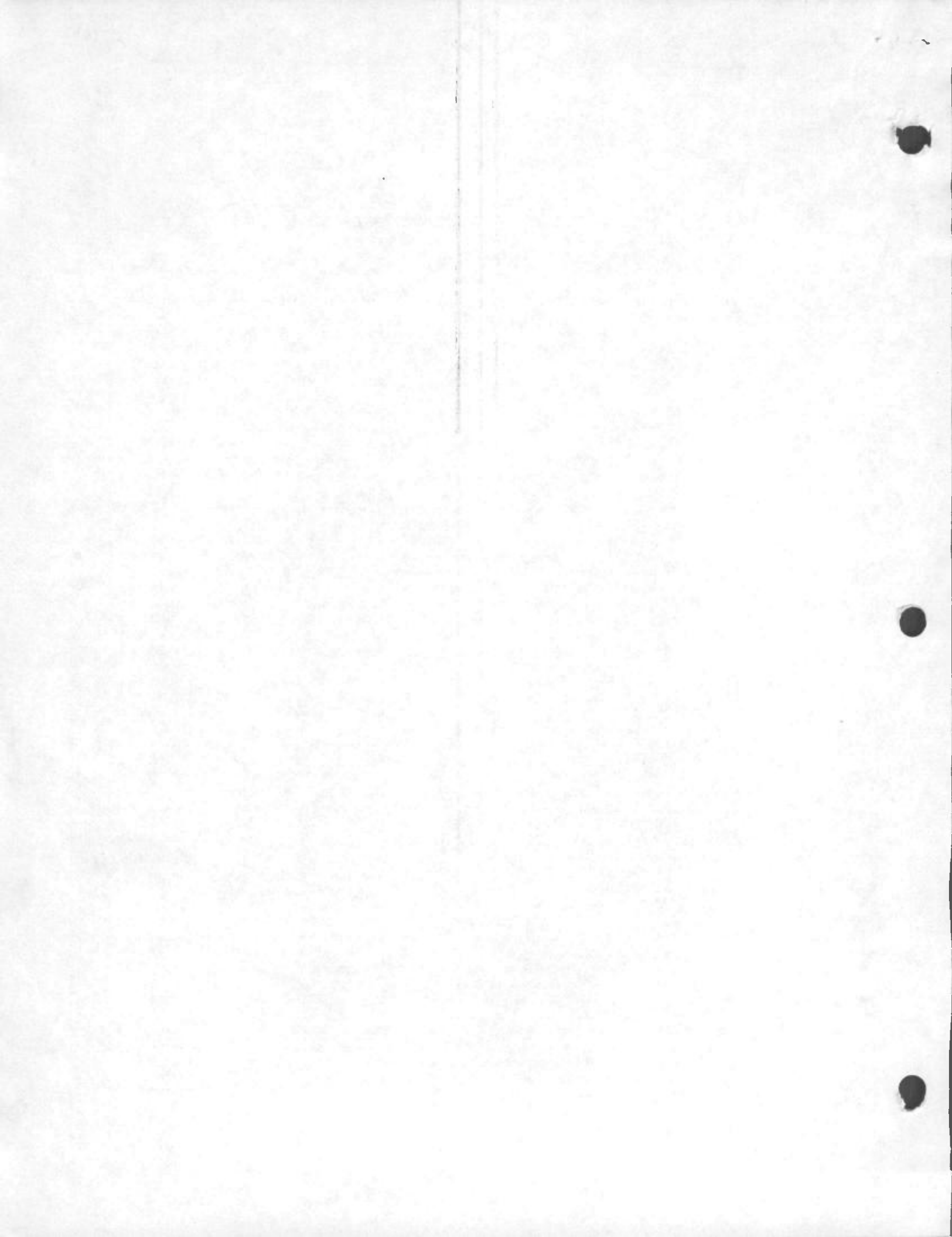
The population in 1900 was 3,010. Only three are now (1900) living in the township who came before 1837, viz.: Luther W. and John B. Whiting and D. K. Draper, who settled in Elk Grove, but for many years have been identified with Wheeling.

In 1833 a territorial council was held in Detroit, of which Governor Doty was a member from Wisconsin. He made a motion that a mail route be opened from Chicago to Green Bay by way of Milwaukee. The motion prevailed and Juneau, the founder of Milwaukee, took the contract. The mail was carried by stage coach, following an Indian trail which led northwest from Chicago, and probably extended to Green Bay, the former home of the Pottawatomie tribe. This road passes through the northeast corner of Wheeling Township, and is now known as the Milwaukee Road. The road was surveyed in 1835 as a post-route under direction of the War Department, and is on record at Washington, D. C. The first settlers in the township located along this road.

In 1836 a road was laid out from Sand Ridge crossing the Des Plaines River at Rand's place. This road passes diagonally, from southeast to northwest, through Wheeling Township, and is known as the Rand Road. It is said to have been an old military trail leading from Chicago to Fort Atkinson. Later, it was used for a time as a stage-line and post-route. This road was surveyed under direction of the War Department as a post-route and is on record at Washington.

By an act of the Legislature in 1839, a road was laid out from Naperville, via Babcock's Grove, Meacham's Grove, Elk Grove, and Buffalo Grove, to Indian Creek (now Half-Day), which is said to have been the extension of an old mail-route from St. Louis to Naperville. It passes nearly through the township from south to north, then east a mile and a half.

ch on  
maps



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INNS

Milwaukee Avenue, a.k.a.

Wheeling's Restaurant Row

MILWAUKEE

First known as the "Des Plaines Valley Trail," Milwaukee Avenue has undergone almost as many name changes as some of its restaurants and taverns. The original Indian trail was rutted deeply by buffalo herds, some say, and widened by wagons of the pioneers. An 1830 map gives its name as "Milwalky Trace." In 1836 it was designated as a post road between Chicago and Green Bay, and as a stage route between Chicago and Milwaukee it became heavily traveled. It was to serve these travelers that Joseph Filkins built his two-story frame tavern-hotel at what is now the northwest corner of Milwaukee Ave. and Dundee Rd. in 1837.

Customs and prices were far different in 1837. When Filkins rang the dinner bell, his customers rushed from the washing trough to the long table to eat all they could hold for 25 cents--whiskey was 5 cents extra!

A second hotel, the Parker, was built in 1840. It was here that a meeting was held to organize Wheeling Township in April of 1850.

In 1849, planking of the road was started in Chicago. It only got as far as Niles by 1851. Nevertheless, it was now known as the "Milwaukee Plank Road" and a forerunner of IDOT's tollways. To pay for the planking, tolls were collected: 10¢ at Irving Park, 15¢ at Tower, 25¢ at Jefferson Park,

35¢ at Niles and 45¢ at Wheeling.

In 1877 John Behm built the Union Hotel and Hall, a two-story frame building at 124 S. Milwaukee Ave., the establishment with the longest history of any in Wheeling. It was sold to Charles Wenzlaff in 1916, and the Behms opened a restaurant on the east side of the street at 241 South, where Hackney's is now. In 1917 Milwaukee Ave. was paved and "Restaurant Row" boomed.

The Union Hotel bore a sign proclaiming it "Auto Stop No. 1" for Chicago travelers headed north. In 1924 the hotel was sold to Felix Rogalski, who was the owner when the original frame building burned down on December 26, 1925. It was rebuilt <sup>with red bricks,</sup> ~~with cement blocks,~~ was owned by Frank Miramonti and George Palm in 1947 when Gourmet Magazine quoted its prices: "Perch dinner, \$2.50; chicken or pot roast with gravy, \$3.00." The hotel underwent a series of owners, with names including The Savoy, Cafe Angelo, Hooligan's Disco, The Gallery, Kisses, and currently Billy and Company.

By 1893 the bicycle craze reached its peak and women's clothing went from bustles to bloomer suits as they rode out from Chicago and neighboring communities to eat at the famous Wheeling restaurants. By this time the lower-wheeled cycles called "safety bikes" came into use.

Although Milwaukee Ave. still wasn't paved, early Fords, Appersons and Stanley Steamers found their way to Wheeling, the women wearing veils, the men wearing goggles, and both wearing dusters for good reason.

The Union Hotel and Hall played a significant role in the

history of the Village in early June, 1894. It was here that a meeting was held to plan incorporation of the Village. Because of the number of taverns springing up and the rowdiness of many of the patrons, especially those from a settlement of railroad workers from a village known as Everett or West Lake Forest, it was decided that a local government would have to be formed to make and enforce laws.

Irish?

After incorporation, the first Village ordinance was to issue dram shop licenses to Kurt Knoblauch for the Chicago House, C. F. Metz for the Columbia Hotel, Jacob Schwingel for Schwingel House, John Behm for the Union Hotel, Herman Harmening for the Wheeling House and Andrew G. Horcher for the Wisconsin Central Hotel. The latter two fronted on what is now the Soo Line railroad, south of Dundee Rd. - Wheeling Station

The taverns and restaurants were supported by local workers from the brewery, sawmills and cheese factories as well as by the outsiders. They gave work to Wheeling women as cooks, waitresses and chambermaids. In some cases, restaurant owners built wide porches around old farm homes on Milwaukee Ave. They were mostly family operations. Marshall Balling, Wheeling's historian, describes the restaurants as being "elegant in a family way. Varnished and polished wainscoting and starched curtains. Clean, neat and substantial."

One early tavern with a long history was the Chicago House at 141 S. Milwaukee, across from the Union Hotel. Fleutge - In 1901 it was taken over by Henry Hartmann and called "Hartmann's



Chicago House." In 1917 the business was moved into a new cement block building at 393 S. Milwaukee and presided over by Henry's son, Harold. In 1955 Adam Schieck took over and the name changed to "Adam's Hartmann House." ~~This sign is still visible on the ice house at the rear.~~ Following ownership by Frank ~~Mari~~Monti and ~~George Palm~~, the restaurant was known as The Spaghetti Factory and, presently, The Crab House.

The original Chicago House was on the front of the same property occupied by Periolat's Brewery. After changes in ownership and an extensive face lift, the Chicago House building became the Wheeling Amvets Post 66 which now is located on Old McHenry Rd. The site is now occupied by Hein's Pub and Liquor Store and Wheeling Auto Parts. Friday night fish fries and music by Dick Henson's one-man band now are featured at the Pub.

*Eric*  
Charles Wenzlaff, *nephew son of Chas.* went from ~~ownership of~~ the Union Hotel to an operation under his own name at 144 N. Milwaukee. The ownership and name changed to Kristoff's, and it is now the Oriental Tien Tsin restaurant.

The John Schminke home at 61 N. Milwaukee, built in the 1880s, later became Haggerstrom's, a wrought iron studio and gift shop, which was followed by the Seven Countries restaurant. Since 1969 it has been Don Roth's operation in Wheeling.

The Gazebo, an antique filled restaurant, occupies the original Redlinger farmhouse and is a part of the Wheeling Sale Barn complex.

With paving in 1917 came a larger influx of cars; the Ford

"Fliver" was priced at \$350. This was the year the Knights of Columbus built the Columbian Gardens, later known as the Bon Aire and as Chevy Chase country club, at one time under the ownership of Skidmore and Johnson. In the Roaring Twenties the famous and infamous arrived in Duesenberg SJs and Rolls Royce Phantoms to dance to the music of the big bands of the Dorseys, Benny Goodman, Ted Weems or Vincent Lopez, playing "Bye Bye Blackbird," "Who Cares?" and "Tea for Two." Later, flappers with bee-stung lips wearing short, fringed skirts and headache bands or cloche hats, and men with slicked down hair, raccoon coats and bell bottom trousers, complete with hip flasks, did the Charleston to "Anything Goes" and "Ain't We Got Fun?"

Chevy Chase is now owned and operated by the Wheeling Park District, dispenses legal liquor, and is becoming known for its sedate Wednesday night dances and chicken and fish fries on Wednesday and Friday nights.

*Prohibition*

In the early Twenties, Wheeling had a population of 350 and 17 taverns. Whiskey was distilled in various barns in the general area, for local consumption as well as export during Prohibition. Some restaurant owners bought whiskey by the barrel and hid it in barns and cellars. They brought it into the taverns for serving in coffee pots and other disguises. More exotic liquor, Canadian or Scotch, came by way of crime syndicate bootleggers who came into town in trucks disguised as various legitimate businesses.

According to Marshall Balling, "Every few months word of a raid came from the State's Attorney's office. The government

would seal off the bar-room and the bar would open in another room or, once in the case of the Union Hotel, in the woodshed. Gangs competed to supply liquor and ran bookie operations in back of the taverns and placed slot machines in bars. Even the Royal Blue grocery had a bar.

Following the repeal of Prohibition and after World War II, Milwaukee Avenue shed its honky-tonk image and settled down to offering a variety of good restaurants which still attract patrons from all over. Banchet's famous Le Francais is on the site once occupied by Borchardt's Tavern <sup>Hoellers</sup> at 269 S. Milwaukee and attracts patrons who arrive, in some instances, from either coast by plane at Milwaukee Airport. Jamies at 604 N. Milwaukee was the Fulton Fish Market in 1976 and the Fireplace in 1973. Hans Bavarian Lodge, owned by Hans Ammeloux in 1967 had an earlier life as Ernie's Bavarian Lodge and, still earlier, as Hessling's. It has been in the Berghoff family since 1978 and is noted for its Octoberfests.

Toppers, at 933 N. Milwaukee, was formerly known as Edie's 19th Hole. What had been Tony Blum's restaurant at 920 N. Milwaukee opened as Ricketts in 1960. The 94th Aero Squadron is a theme restaurant on the edge of Milwaukee Airport that opened in 1978.

Two Doves Greek restaurant is in a space formerly occupied by Welflin's Variety Store. The Wheel Inn at 39 S. Milwaukee burned in 1972, and the Wheeling Trust and Savings Bank replaces the Wheeling Inn, at one time known as "Red Mary's." C. F. Metz's Columbia Tavern site, also that of a bowling alley owned by Arthur Miller in 1952, now is in a state of tran-

sition from Lum's to My Pi. Mors Place, a hotel and rathskellar, was demolished in the early 1900s when Frank Forke bought 4½ acres on the east side of Milwaukee, south of Dundee, to build a home, funeral home and automobile garage.

As for the Filkins tavern-hotel, it lasted longer than Joseph Filkins who died in 1857 after a five year career as a hardware dealer in Chicago. His old hotel on the northwest corner of Milwaukee and Dundee was torn down in 1918.

\* \* \*

The accompanying material on Milwaukee Ave. will appear in an expanded form in a history of Wheeling which is being compiled by volunteers under the direction of E. Albert Fantl, curator and director of the Wheeling Historical Museum. Anyone who would like to contribute is invited to call the museum at 537-3119.

- (A) Auto Station No. 1 was the designation of the Union Hotel and Hall, built at 124 S. Milwaukee by John Behm in 1877. It was a popular dining stop for parties in open touring cars shortly after the turn of the century.
- (B) The Chicago House at 141 S. Milwaukee was built in 1873 by George Armbruster on the site now occupied by Hein's Pub.
- (C) In 1917 the Hartmann House moved to this new cement block building at 393 S. Milwaukee, and touring cars with tops folded down filled its parking area on sunny Sundays. The building still stands, has been occupied by The Spaghetti Factory and (currently) The Crab House.
- (D) Chevy Chase country club, North of Lake-Cook Rd. on Milwaukee, was built as the Columbian Gardens in 1917. In the "Roaring Twenties" it was known as the Bon Aire. That was the era of the big bands and the Charleston. It is now owned and operated by the Wheeling Park District, serves legal liquor, conducts relatively sedate dances, and offers chicken dinners on Wednesdays and fish fries on Friday nights.
- (E) Charles Wenzlaff (left) took over the Union Hotel in 1916. Posing with him (from left) were Frieda and Erich Wenzlaff, Grete and Robert Zarth, and Ida Wenzlaff nee Zarth. The Union Hotel was destroyed by fire December 26, 1925, and was rebuilt as a cement block structure recently occupied by Kisses and currently by Billy and Company.

(NOTE: If photo E is not used and if you wish, the last sentence of caption E above may be tacked onto the caption of photo A (which shows the same building).)

## FORWORD

Drawing on our vast research as we relate the History of Wheeling, we have attempted to breathe life into the characteristics, as we see them, behind the early settlers.

While our interpretations of each character may not be entirely accurate, the history is, as names and dates have not been changed.

The illustrative materials are from the records and files now held in the Museum or from other official agencies or local businesses.

Our main purpose is to speak to our young citizens in a manner to which they can readily relate to their own local background and through this, to the history of the world.

THE SCHNEIDER CLAN

1853 TO DATE...

DOC SCHNEIDER shifted forward on the buggy seat, his eyes shielded from the morning sun by the wide brim of his \_\_\_\_\_ hat. His large veterinarian medical bag, never far from his hand, rode beside him. Facing his team north, he urged them forward toward the small out-lying settlement. He'd heard the population there was made up almost entirely of people from his homeland.

He had left Germany in \_\_\_\_\_, accompanied by two brothers, but both brothers had veered off to South America to become coffee ranchers. Doc had met his future wife, Maria Bier, aboard ship on their way to America, when she traveled with her mother and brother. Her brother's journey took him to settle in the Woodstock area, while Maria and her mother remained in the Chicago region. In spite of Maria's pleasant company, Doc hungered for more daily contact with others of familiar language and customs. Soon to be married, he also needed to establish his veterinarian practice so he could support the family he hoped to have. When he learned about the small town that had drawn other German people, he was sure it would be the place he was seeking in this strange new land where so many different languages were spoken in the cities that seemed to blend into babble.

The dirt/graveled trail Doc followed that day was well worn, first by Indians and buffalo herds, then, over the past twenty years, since 1833, by settlers who trailed one another north to build farms and homes along the fertile route of the Des Plaines River. The entire valley contained rich black soil that yielded good crops and nourishing grazing fields for their livestock. It fairly begged the industrious German people to stay...

Ever more encouraged by the lush passing scenery of woodlands and prairie, Doc drove his team harder north. With the reins held confidently in one hand, the other sought the medical-surgical bag beside him. He stroked it thoughtfully, full of raw anticipation. He itched to get back to his practice. This was sure to be the place. "It ~~would~~ <sup>will</sup> be so good to be able to be among my own people again," he thought, "Maria ~~should~~ be happy here too." Thus he found a measure of content as the first dwellings in Wheeling came into view...

Guiding his team up to the general store, he stopped in front, tossed the reins over the buggy post, jumped to the ground and strode inside. Recognizing the storekeeper as a fellow countryman, his greeting was laden with his native tongue. Introducing himself, he directly inquired after the need for a man of his profession. "The farmers will be glad to have you here Doc," the storekeeper replied, "the nearest vet is \_\_\_\_\_ miles away <sup>at wheel</sup> and sometimes their sick animals get much worse and even die before they can fetch him here." Doc silently vowed he'd never leave this quaint little town. Here he knew he could support a family without the specter of poverty. Here they would be happy. The comfort he sought had been found. It would become home for three generations of his family...

In the years that followed, Doc married Maria Bier, sired eleven children (two of their daughters died in infancy), and developed a flourishing veterinarian-surgical practice. He settled his family on a fourteen acre tract of land on Milwaukee Avenue, a short distance north of Dundee Road, bordered on the east by the Des Plaines River. Here he built a fine house befitting one with his family size and professional status. Today the old house again rings with the laughter of children. It now houses "Kiddie Kollege", a day nursery for preschool children.



Over the years, Doc acquired three more scattered tracts of land -- six acres each -- where he grazed his livestock, grew fodder, hay and straw to provide for his small herd over the long winter months. Maria and their children tended their vegetable garden on the home plot, helping him also to tend their livestock. Along with the responsibilities of his large family and his veterinarian practice, Doc made time to fulfill civic duties. Among various offices he held/served, he was Township Assessor from \_\_\_\_ to \_\_\_\_ . Respected and successful, he left a proud legacy to his family when he passed away in 1909...

Doc's \_\_\_\_\_ oldest son, Reinhold, and Reinhold's bride, Mathilda Sigwalt, whom he married in 188\_ , represented the second generation of Schneiders to add substance to Wheeling's history. Reinhold's brothers and sisters, as each reached adulthood, moved away to establish their own futures, leaving Reinhold the one who would look after the farm, thus freeing his father for other pursuits and committing his own future to Wheeling... During his youth, Reinhold had learned to fashion harnesses, halters and reins for horses and such other livestock as would require these restraints. Then, in 1885, he purchased Mr. C Welflin's Harness Shop, located on the first lot south of where Wheeling's Water Tower is now located on South Milwaukee Avenue. Here he plied his trade until the horseless carriage drove him out of the harness-making business. Undaunted, Reinhold turned to bicycle repair to earn the cash money that is always needed to obtain the staples that cannot be grown on the land.

In July of 1894, Wheeling incorporated and Reinhold took on<sup>the</sup> added duties of an elected official as Trustee on the first Village Board. By this time he had acquired the responsibility of a home -- built on a plat of land that was the original homestead of the elders -- next door to the immediate south of his parent's home, and a daughter, Adeline, born in 1890. In 1897, Lucille was born, adding her needs to Reinhold's supporting role.

By 1900, Reinhold had been appointed Village Clerk and had become Secretary of the Wheeling Volunteer Fire Department. He held both positions until his death in 1927.

Thus busied, life was full. The little family was content and happy. Mathilda's greatest annoyance was the trouble she had trying to keep the buggy, containing the infant Lucille, on the plank 'sidewalk' when she'd take the girls and walk the block to 'town' to shop. The plank-board was barely wide enough to contain the width of the baby buggy wheels and Adeline recalls how her mother fussed and fumed as the wheels slipped off one side or the other. Perhaps it was an omen, this trivial annoyance, now so well remembered, in their otherwise tranquil life. It may have been more a condition of waning strength, than it was too-narrow planks that made it so difficult for Mathilda to maneuver her baby's buggy along. At this late date, no one can really know for sure. Records don't tell how long she was ill. What we do know is that tragedy lurked in the wings, waiting to render a heartache in 1900 that is still felt today. It speaks for itself when Lucille, now eighty six years old, relates whiskfully, "Mother died when I was only four years old."-----

DR. JOHN GEORGE SCHNEIDER

John George Schneider was born in the province of Rhine, Prussia, Germany, June 30, 1827. He was educated for a Veterinary Surgeon, and served  $5\frac{1}{2}$  years as such in the Prussian Army. Due to his distaste for the Military he decided to emigrate to the United States in 1853. After a short stay in Chicago, he located in Wheeling, Illinois, where he resided, engaging in the practise of his profession until his death.

In June 1854 he was married to Miss Maria Bier, who had come to the United States from Germany with her mother, sister and brother the year before. Eleven children were born into their home, two of whom died in infancy. The children were George A; Edward; Mary (Mrs. Frank Kopp); Anna (Mrs. Emil Kopp); Reinhold; Carl; Amelia; Emma (Mrs. George Periolat) and Alma (Mrs. Louis Wittbold).

Mr. Schneider was a man of simple habits, of great modesty, a keen observer and a deep thinker. By thrift, integrity and industry he made good use of the advantages of a comparatively new country and before many years had a large practise as a veterinary surgeon, covering an area 10 miles around Wheeling chiefly on horse back.

As a veterinarian he came into contact with men in all walks of life, and won the respect of all and affection of many. Although he never sought prominence, rather avoiding it, he was nevertheless willing to accept responsibility. He possessed an unusual degree of Extra-Sensory-Perception and was often called upon by the local Judge to help solve community problems. He served the community in various ways, notably as Assessor of Wheeling Township for 30 years and school trustee for more than 15 years, and in the performance of these duties he was painstakingly accurate and prompt. During the four months of illness preceding his death in 1909 at the age of 82 years, many of his clients came to his home for advice and prescriptions.

Of the family, only one of the children, Reinhold, continued to reside in the Village of Wheeling. One son, George, took up his residence in Arlington Heights where his grandson John Allen still resides. The other children all located in Chicago.

Reinhold Schneider followed the trade of harness maker in a shop adjoining the first Village Hall, Now the Historical Society Museum. Reinhold Schneider was the third

( continuation of history of the family of Dr. John George Schneider )

Village Clerk of the Village of Wheeling, serving from 1900 until his death in 1927. He was a member of the Wheeling Volunteer Fire Department from its beginning until his death. He also served as clerk of the Wheeling District 21 School board for 33 years. Upon his death, his daughter, Miss Adeline Schneider was prevailed upon to seek the office of Village Clerk, to which office she was re-elected without opposition each term until her retirement in 1953.

The Misses Adeline and Lucile Schneider still reside in the family home on North Milwaukee Avenue, adjacent to the property where their grandfather first located in 1853. Both have been active in affairs of the community and the Community Presbyterian Church. Miss Adeline now serves as homemaker and Miss Lucile is employed at the Wheeling Trust & Savings Bank.

August 7, 1968

Mr Periolat's comments.

Probably the first settler was a Mr. Sweet. He arrived in March 1833, selected a claim and built a cabin in which he lived until the following October. This was before the ratification of the treaty with the Pottawatomie Indians, with reference to their retirement from their lands. 1769 to 1833. The Indians were generally opposed to their occupancy by white men, Mr. Sweet must have had especially friendly relations with them in order to remain there, and yet his desire to remain seems not to have been excessively strong, for in October he sold his claim to George Strong for \$60.00. Mr. Strong before finally deciding to buy this claim, consulted the Indian Agency at Chicago, he was advised not to go, so the Indians were hostile. Mr. Strong, however, having set his heart upon this claim, and knowing that the treaty would be ratified in a short time, decided to make the venture, and on Monday, September 2nd, 1833 took possession of his claim. At this time his nearest neighbor to the northward was Captain Wright, who was said to be the only one between him and Waukegan; Soon after Strong moved into the Sweet shanty, it was surrounded by about a dozen Indians, whose intention was to drive him off. He, however, was not to be driven off easily, and it is said his escape was due only to his showing no signs of fear. The treaty was soon afterward ratified, and settlers came on, in considerable numbers. By 1839 - there were about 200 inhabitants in the town. Prosecution of various parties for illegal selling of intoxicating drinks. The village then contained two general stores, three hotels or taverns, two blacksmith shops, one wagon shop, two shoe shops, one physician, one brewery and it was the brewery that made Wheeling famous. After the ratification of the Indian treaty the principal cause of excitement for the first few years that the white men occupied this territory was claim jumping, and if no one was killed for this crime, it was probably because the rightful possessors were so thoroughly united and organized as to be fully conscious of their strength and fully assured of success in the defense of their rights, as claim-jumpers usually had to fight single-handed. The most serious difficulty the settlers of Wheeling were connected with was the ejecting of a claim-jumper from a claim just

north of the present boundary of their town in Lake County, in which case the claimant was assisted by two female members of his family feighting sickness. A physician, summoned for the purpose, examined the "sick" women and pronounced them in perfect health, and on the strength of his report the women were carried out of doors on their beds by the Wheeling vigilantes, and the house pulled down. This was about the last of the difficulties of this kind.

EARLY CHICAGO

Died 1926 or 1929

Clemens F. Periolat saw the Progress of Chicago for a tiny village sunk in the prairie mud to its present standing as the third largest city, was born & reared there in 1839, in a little house of oak boards, built by his father, at the S.E. Corner of State & Lake Streets. In later years he was often consulted regarding early Chicago. Possessed of a remarkable memory, and, without reference to notes, was able to tell an entertaining story, usually with intimate glimpses of men whose names are nearly as well known as the name of the city itself. He would tell you about Jas. S. Kirk, stirring his own soap, of the first Potter Palmer, with a load of carpet on his back, delivering it to a customer and of the Pullman brothers, William and George, and of the planning of the first sleeping car. First Pullman conductor, and the city's first fruit dealer.

Hardware store, - Rules by Carson Pirie Scott and Co.

Welflins Store - J. M. Schaefer prior to 1859 - Chas Vogt 1859

Red Martin - Ed Beach - Morse Tavern

J. G. Schneider - Province of Rhine, Prussia - 1827 - 5½ yrs Prus Army 1853 to Americal - Chicago - then Wheeling - Assessors of Wheeling for 24 years.

DUNTON 1874

East Wheeling and West Wheeling - Early settlers were English

In 1837 - Wheeler and Daniels started a store here. It may be that Wheeling was named through Wheeler. Don't know. About the same time Joseph Filkins opens a hotel, Stage Coach tavern. The lumber was brought from Kennicotts mill on the Des Plaines river, about a mile south of Half Day (I remember) Saw Mill East side, Flour Mill West Side of river. - Sturgeon, Spengler - Early forties.

Half Day - In <sup>1836</sup>(1833) Mr. Gridly took up a large section of land - P.O. established. Haf Da - Authorities at Washington took it for granted that some foreigner did not know how to spell - changed Haf Da to Half Day.

Milwaukee Ave. Trail -

Stage Coach taverns, Toll Gates, Gravel and Plank Roads.

Warner's Log Cabin - War of 1812 - Drummer boy

Zion Presbyterian Church constructed (1864) about the close of the Civil War and is identically the same today except for a small tower which replaced a steeple, demolished by lightning (about 20 or 22 years ago). The community served by the church is as old if not older than Chicago. Difference Wheeling just didn't happen to develop like Chicago. (This community cheered the march of the Milwaukee Volunteers in 1861 - along historic Milwaukee Ave. to Chicago so they went to fight for the Union in the Civil War).

Methodist Church - moved to Behms about 1886.



About 18 Log Cabins were built in 1835 -

In 1835 - the well to do Wm. Hopps built a large, you might say a mansion for those days, and in this home the first and only murder in the township up to that time occurred - Mr. Hopps murdered his wife. He was acquitted of the killing of his wife on the plea of insanity through the exceptional ruling of Judge McAllister, at which the public was greatly incensed. Hopps finally died in the poor house at Dunning in March 1836.

Wheeling Post Office was established in 1836.

Joseph Filkins as Postmaster.

1st Public School building was erected in 1845.

Albert Fassbender started a hardware store in 1845.

Periolat Brewery - 1850

(Masonic Lodge - No 81 - in 1849 - at Dutchmans Point (Niles today) moved to Wheeling in 1851.

Union Hotel by Jacob Hunsinger in 1856 to John Behm in 1877.

Wheeling was incorporated on June, 19, 1894

The population in 1900 was 331.

Mail delivery 3 times per week.

Ridge - 1½ mile east

Geo Periolat Wheeling, Illinois

(1)

First settler in town of Wheeling was a Mr. Sweet who's first name is not known. He arrived in March 1833, selected a claim on Section 13 and built a cabin in which he lived until the following ~~October~~ October. So this was before the ratifications of the treaty with the Pottawotomie Indians with reference to their retirement from these lands. Mr. Smith sold his claims in October to George Strong for \$60.00. At this time his nearest neighbor was Capt. Wright to the northward, said to be the only one between him Waukegan and the southward his nearest neighbor was either Gen. Peet or Capt. Talcott other settlers after his fight with the Indians came in by conceterable numbers were timothy Titsomb, Myron <sup>imniek</sup> Dinamiek, Wm. B. Clay and two sons John B and D. H. Clay settled on Section 12, S.M. Salisbury on Section 2, James Mackey and brothers on Section 24, Christopher and Daniel Stanger on Section 13, Christian Stryker in Section 12. Stress last came in the last of ~~December~~ December 1834. Peter Gebhart came in January 1835, remained about six years and sold out to Henry Miller. Israel Martin also came about this time but moved in a short time to Palatine. Joseph Filkins made his claims in 1834, built his cabin and moved his family in 1835. Mathew Chivel came in February 1835 during which year 18 log houses were raised. Wm. H. <sup>M</sup>Duton moved into town 1836. In 1837 Ephraim and Chas Morrison settled in Section 11 or 12, Russell Wheeler and Chas Daniels opened a store where the town of Wheeling is, which they kept four or five years and sold to Joel L McDuffy. In 1838 Mr. Shepard or Sheperd started a blacksmith shop and <sup>Asher</sup> ~~Sher~~ Skinner arrived and settled in Section 12. Daniel Martin came in 1839, by this time there were about 200 inh abitants in the township.

From the time elections became necessary to 1850 when the town was organized the territory embraces within its limits together with a part of Mavis and Northfield was known as a Wheeling Precinct, the place of voting was at Wilcox Tavern situated on the Milwaukee road near wherein crosses the DesPlaines River. After the organization of the township elections were held at the Village of Wheeling

This town was organized as were the others in the county April 2, 1850, the meeting was held at the house kept by James Parker in the town of Wheeling.

Wm H. Dutorr was chosen Moderator. Egbert Van Viack clerk and George Feillagar assistant clerk. The election resulted in the choice of the following officers: Supervisor, S. M. Salisbury 106, Clerk Lewis Peet ;96, Assessor Ira Millard 100, Collector D.B. Friggs 100, Commissioners of Highways Ira Snow 100, W.H. Dunton 171 Andrew Luce 99, Constable D.B. Briggs 122, S.D W Miller 98/. The first Highway Fund received by the commissioner of Highways previously to March 25, 1857 was \$260.00. It was reported that in the five road districts there had been performing 597 work.

Supervisors Joseph Fulkns 1851, John Fulkns 1852, Joseph Fulkns 1853, Wm. Scoville 1854-55, Jesse Matterson 1856-57, George Strong 1858, 1865, Wm. H. Dutton 1866-67, Frederick Tish 1868 to 1879, David Peter 1871. Frederick Tish 1868 to 1870, David Peter 1871, Frederrick Tesch 1873 to 1875, G. Giles 1876-1883

Population of Wheeling Township in 1880 was 2296.

To Mr. Grant  
Dam #1 - Div 1 - Forest Preserve  
R. Gehske 1163 S. La Salle St.

(Part of record from  
1833 - to - 1884)

In 1836, a stage route was established on this road. Because of the difficulty of travel in those days, Wheely was the natural stopping place for the weary traveler to refresh themselves with food and drink. This led to the growth of "Restaurant Row" along Milwaukee Avenue and the fame of these eating places continues until the present day.

The first commercial building was erected in 1837 by Mr. Filkins, a tavern-hotel. In the same year, Russell Wheeler and Charles Daniels opened a general store.

As settlers continued to pour into the area, the growth of the village was also apparent. In 1838, two blacksmith shops were opened one by Mr. Austin Shepard, the other by Mr. Ascher Spinner.

Power for projects in this area was supplied by a mill owned by a Mr. Kennecott. This mill was located on the Du Plain River, about a mile south of what is now called Half Day. It is said that the name Half Day was the result of an error. In 1836, a Mr. Dobbie laid claim to a large section of land and was instrumental in

(6)

the establishment of a Post Office which was to be named Hay Da, after an Indian who formerly lived in the area. However, the authorities in Washington assumed that some foreigner did not know how to spell so they changed the name to Hay Day.

In addition to the industry of the area was a flour mill, located on the West side of the river, directly across from the saw mill.

Other businesses followed in relatively quick succession. James Parker opened Wheeler's second hotel in 1840. By 1842, other additions included: A store owned by John Rothschild, another store owned by John M. Schaffer and still another by William Hoyt; another blacksmith shop by E.K. Beard and in 1845 a hardware store was introduced by Mr. Albert Farstender.

Also in 1845, Wheeler's first school was built. Being very small, this building was used only until 1861, when a second and larger school was ~~erected~~ erected. This second school was destroyed by a fire in 1870. In 1871, a new two-story school was completed on the South side of Dunklee Road, just West of Milwaukee Avenue, ~~with~~

(7)

This structure served the community until 1925, when a brick school on Walker Avenue was completed.

### INSERT I

\* After the ratification of the Indian treaty the principal cause of excitement for the first few years while men occupied this territory was claim-jumping.

A committee consisting of seven citizens, belonging to Wheeling, was appointed to decide the question of rightful ownership in all cases of claim-jumping. This was the Inferior Court. Beside this, a Superior Court, or Court of Appeal was appointed, consisting of three citizens, S. M. Salisbury, George Strong and Joseph Feltner, before any case might be carried if the decision of the Inferior Court caused dissatisfaction, but the decision of the Superior Court was final.

The most serious difficulty of settlers of Wheeling were connected with was the question of a claim jumper from a claim just north of the present boundary of the town in Boone County, in which case the claimant was assisted by two female members of his family feigning sickness.

A physician recommended for the purpose ~~of~~  
 examining the proposed monument then in project  
 health. On the subject of his report the  
 Medical inspectors seemed the wiser, in their  
 words, ~~at~~ out of doors and pulled the horse  
 down. This was about the best of the  
 difficulties of this day.

In 1837 a survey of the lands in this town  
 was made, and as it has shown that the  
 numbers of the various classes always  
 when could not correspond with attraction  
 being that would be true, the matter, by  
 mutual consent, selected S.M. Belknap to make  
 all the land they had obtained, with the  
 conductors that he should be held back  
 one individual claim to him, as nearly as  
 practicable, being at the same time returned  
 by the state him as well as the survey. This  
 job was said to be the only one of the kind.

END-60, BAKER TO ~~the~~ after sheet I  
~~to~~ (In 1834)

1. Photo Post Card "Des Plaines River near Wheeling, IL  
Post Mark (Wheeling, Il July 26, 1911)

From: Aunt Alice to Miss Dorothy Periolat

About: Carl has the mumps 1¢ Stamp with Ben Franklin

2. Picture Post Card of the "Big Snow in 1917"
  - 2a. Accompanying the Post Card is a Photo of 3 men standing in the street in the Winter of 17.  
The men are left to right - Chas Johnson, Earl Johnson, Carl Mueller 1917.
3. Milwaukee & Dundee Road Wheeling 1913 - 2 horses and buggy & buckboard tied outside a store.



First settler in town of Wheeling was a Mr Sweet who first name is not known ~~he~~ arrived in March, 1833, selected a claim on Section 13 and built a cabin in which he lived until the following October. As this was before the ratification of the Treaty with the Potlawotomic Indians with reference to their retirement from these lands. Mr Sweet sold his claim in October to George Strong for \$60. At this time his nearest neighbor was Capt Wright to the northward, said to be the only one between him and Haukegan and to the southward his nearest neighbor was either Gen Rice or Capt Talcott, other settlers after his flight with the Indians came in by considerable numbers were Timothy Titcomb, Myron Dinamic, Wm B Clay and two sons John B and J. H. Clay settled on Sec 12, S. M. Salisbury on Sec. 2, James Mackey & brothers on Sec. 21, Christopher and Daniel Stanger on Sec 13, ~~and~~ Christian Stryker on Sec 12. These last came in the last of December 1834. Peter <sup>Eberhart</sup> ~~Shepard~~ came in January 1835 remained about six years and sold out to Henry Miller. Israel Martin also came about this time but moved in a short time to Palatine. Joseph Felkins made his claim in 1834 ~~at~~ his cabin and moved his family in 1835. Matthew Chovel came in February 1835 during which year 16 log houses were raised. Wm H. Eaton moved into town 1836. In 1837 Ephraim and Char Morrison settled in Sec. 11 or 12. Russell Wheeler and Chas Daniels opened a store where the town of Wheeling is which they kept four or five years and sold to Joel L. McRuff. In 1838 Mr Shepard or Sheperd started a blacksmith shop and John G. Skinner arrived and settled in Sec 12. Daniel ~~and~~ Martin came 1839, by this time there were about 200 inhabitants in the township.

From the time elections became necessary to 1850 when the town was organized the territory embraced ~~and~~ within its limits together with a part of main and and Northfield was known a Wheeling Precinct, the place of voting was at Wilcox Tavern situated on the Milwaukee road near where it crosses the Big Plains River, after the organization of the town <sup>ship</sup> elections were held at the village of Wheeling.

This town was organized as were the others in the county ~~at~~

MERLE W. WILLIS  
WHEELING, ILLINOIS

Aug. 23 -

-Aug. 7th-

Re: Mrs. Lilly  
"Villa A."

Call from Supervisor "Sister Mary Lucy" regarding the research & compiling of a complete history concerning the very beginning & purpose of the farm; Its changes in operation during the intervening years. - She will work on this project for the benefit of her Order & will give us the results of her efforts along with a large picture of Mrs. Lilly approx. 3' X 3' in size.

Adeline Schneider -

Hazel Willis -

Operation of farming part was Mr. Lilly's bit.

Mrs. Lilly was daughter of the founder of the Crane Co.  
(Plumbing fixtures)

Geo. Perilot was employed by Crane Co.

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Aug 23-

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Adeline S. —

Hazel W. —

operation of Farming part was Mr. Lilly's bit.  
Mrs. Lilly was daughter of the founder of the Crane Co. (Plumbing fix.)  
Geo. Perilot was employed by Crane Co.

~~HANS, SCHMIDT - VILL PRES - 1935 - 1945~~

GREG HARTMANN. 526 3764 HOME <sup>ABOUT 25</sup> W.P.D. →

MARGARET - B HARTMANN 537 0656 <sup>ABOUT 58</sup> MOTHER

HANS, SCHMIDT. ~~UNCLE OF GREG?~~

~~MEAT MARKET ON MILWAUKEE ACROSS LUMAS~~

~~BEOWING ALLEY~~

~~HANS E. SCHMIDT 48 YRS.~~

LORRAINE HABEN ABOUT 55

BETTY. BORRIE

CONGDON - SEE MARSHALL BALLING

EGV. ~~2ND SON JULY WERSCHKE~~

~~MAY 21 L.H. ON LINNEMAN~~

~~MAY 28~~

~~WILKINSON WAPAGE - MOTHER RR. 140~~

1970 ~ 3.

17 7'

John Forks -  
Grand children list  
John Forks  
Mrs Mary Forks

John & Schneider - 1853

Grand children  
Adeline + Fritz Schneider

A Jacobson - Arthur Jacobson  
Grand children - Arthur Jacobson  
Grand children - Arthur Jacobson  
Grand children - Arthur Jacobson

Grand children list  
Grand children list  
Grand children list

Charles + Marshall Paddock  
David, Ernest + Howard Wolfen  
Grand children list

The Rockwell Family -  
History on file

The Grand Family  
(see Mrs. DeLester)

John Forke - Grandchildren - John Forke Miss Dorothy Forke

---

*Harold*

John G Schneider - 1853 Grand Children Adeline & Lucile Schneider

---

A Fassbender Grandson - Arthur Fassbender  
Great Grandson - Arthur Fassbender  
Granddaughter - Ethel Wieder

---

Christian Welflin  
Grandchildren - Donald, Edward & Howard Welflin  
Charles & Marshall Balling

---

*Dore Hry*

The Koeffen Family  
History on File

---

The Grandt Family  
(See Mrs Orlowski)

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This town was organized as were the others in the county April 2, 1850 the meeting was held at the house kept by James Parker in the town.

of Wheeling 18<sup>th</sup> Dutton was chosen Moderator  
 Cybert Van Niek Clerk and George Fullagar assistant  
 Clerk. The election resulted in the choice of the following  
 officers Supervisor S. M. Salisbury 106. Clerk Lewis  
 Peet 90. Assessor Ira Millard 100. Collector D. B. Briggs 180.  
 Commissioners of Highways Ira Snow 100 W. H. Dutton 171  
 Andrew Luca 99 Constable D. B. Briggs 122 S. D. W. Miller  
 98 - 19~~80~~ The first High way fund received by the Commissioners  
 of Highways previously to March 25-1857 was \$260 It was  
 reported that in the fine road districts there had been performed  
 597 work.

Supervisors Joseph Filkins 1851 - John Filkins 1852 Joseph  
 Filkins 1853 Wm Seville 1854-55 Jesse Jesse Matterson  
 1856-57 George Strong 1858-1865 Wm H Dutton 1866-67 Frederick  
 Tesch 1868 to 1870 - David Peter 1871 - Frederick Tesch 1873 to 1875 -  
 C. Giles 1876-1883.

Population of Wheeling Township in 1880

was 2296.

To Mr. Grant.

Dam #1 - Div 1 - Forest Reserve

R. Reiske - Reiske  
1163 E. La Salle Ave

1853  
 1854  
 1855  
 1856  
 1857  
 1858  
 1859  
 1860  
 1861  
 1862  
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 Jacob Fritsch  
 Conrad Miller  
 Wm. Muffat  
 A. W. Peet  
 Wm Lewis Peet  
 J. J. Schneider  
 W. G. Skinner  
 Geo. Strong  
 Geo. Vogt

Village of Wheeling  
 old settlers.

~~First settled in Wheeling in 1853  
 Asses from March 1853 to October 1853~~



MERLE W. WILLIS  
WHEELING, ILLINOIS

Aug. 23 -

-Aug. 7th-

Re: Mrs. Lilly  
"Villa A."

Call from Supervisor "Sister Mary Lucy" regarding the research & compiling of a complete history concerning the very beginning & purpose of the farm; Its changes in operation during the intervening years. - She will work on this project for the benefit of her Order & will give us the results of her efforts along with a large picture of Mrs. Lilly approx. 3' X 3' in size.

Adeline Schneider -

Hazel Willis -

Operation of farming part was Mr. Lilly's bit.

Mrs. Lilly was daughter of the founder of the Crane Co.  
(Plumbing fixtures)

Geo. Perilot was employed by Crane Co.

MERLE W. WILLIS  
WHEELING, ILLINOIS

Aug 23-

Re: Mrs. Lilly  
"Villa #"

-Aug 7th-

Call from Supervisor "Sister Mary Lucy" regarding the research & compiling of a complete history concerning the very beginning & purpose of the farm. Its changes in operation during the intervening years. — She will work on this project for the benefit of her Order & will give us the results of her efforts along with a large picture of Mrs. Lilly approx. 3' x 3' in size.

- Adeline S. —
- Hazel W. —

operation of Farming part was Mr. Lilly's bit.  
Mrs. Lilly was daughter of the founder of the Crane Co. (Plumbing fix.)  
Geo. Perilot was employed by Crane Co.

~~HANS, SCHMIDT - VILL PRES - 1935 - 1945~~

GREG HARTMANN. 526 3764 HOME <sup>ABOUT 25</sup> W.P.D.   
 MARGARET - B HARTMANN 537 0656 <sup>ABOUT 58</sup> MOTHER

HANS, SCHMIDT. ~~UNCLE OF GREG?~~

~~MEAT MARKET ON MILWAUKEE ACROSS LOMAS~~

~~BOWLING ALLEY~~

~~HANS E. SCHMIDT 48 YRS~~

LORRAINE HABEN ABOUT 55

BETTY. BORRIE

CONGDON - SEE MARSHALL BALLING

EGV. ~~2ND SON~~ JULY WERSCHKE.

~~MAY 21 L.H. ON LINNEMAN.~~

~~MAY 28~~

~~WATERLOO DUNGE - MONET AR. 110~~

1970 ~ 3.

17 7'

John Forke -  
Grand children here  
John Forke  
Miss Dorothy Forke

---

John G Schneider - 1853  
Grandchildren  
Adeline + Lucile Schneider

---

A Fassbender  
Grandson - Arthur Fassbender  
Great  
Granddaughter - Ethel Wieder

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Christian Welflin  
Grand children here  
Donald, Edward + Howard Welflin  
Charles + Marshall Balling

---

The Koepfen Family -  
History on File

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The Grandt family  
(see Mrs Orlovski)

John Forke - Grandchildren - John Forke Miss Dorothy Forke *Handled*

---

John G Schneider - 1853 Grand Children Adeline & Lucile Schneider

---

A Fassbender Grandson - Arthur Fassbender  
Great Grandson - Arthur Fassbender  
Granddaughter - Ethel Wieder

---

Christian Welflin  
Grandchildren - Donald, Edward & Howard Welflin  
Charles & Marshall Balling - *Dore Hry*

---

The Koeffen Family  
History on File

---

The Grandt Family  
(See Mrs Orlowski)

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Credits -

- ~~Members of Wheeling Historical Society - 1969~~
- ~~Glen Oaks arranger & editor~~
- ~~John W. H. Koepfen, Jr. Pres.~~
- ~~Joan Hever~~
- ~~Duraud - John Pierce~~
- ~~Julie Woods - (Way We Were - script)~~
- ~~Andrew's History of Cook County - 1884~~
- ~~A Century to Remember - author Shirley Ward McConell~~
- ~~Long Grove horse & legend - Virginia h Park 1978~~
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- ~~History~~
- ~~Bicentennial #3 - History of Deerfield 1979~~  
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