

DOROTHY FORKE DONATED

1-28-76

SEC 4, 5, 6, 7

76 D. 4



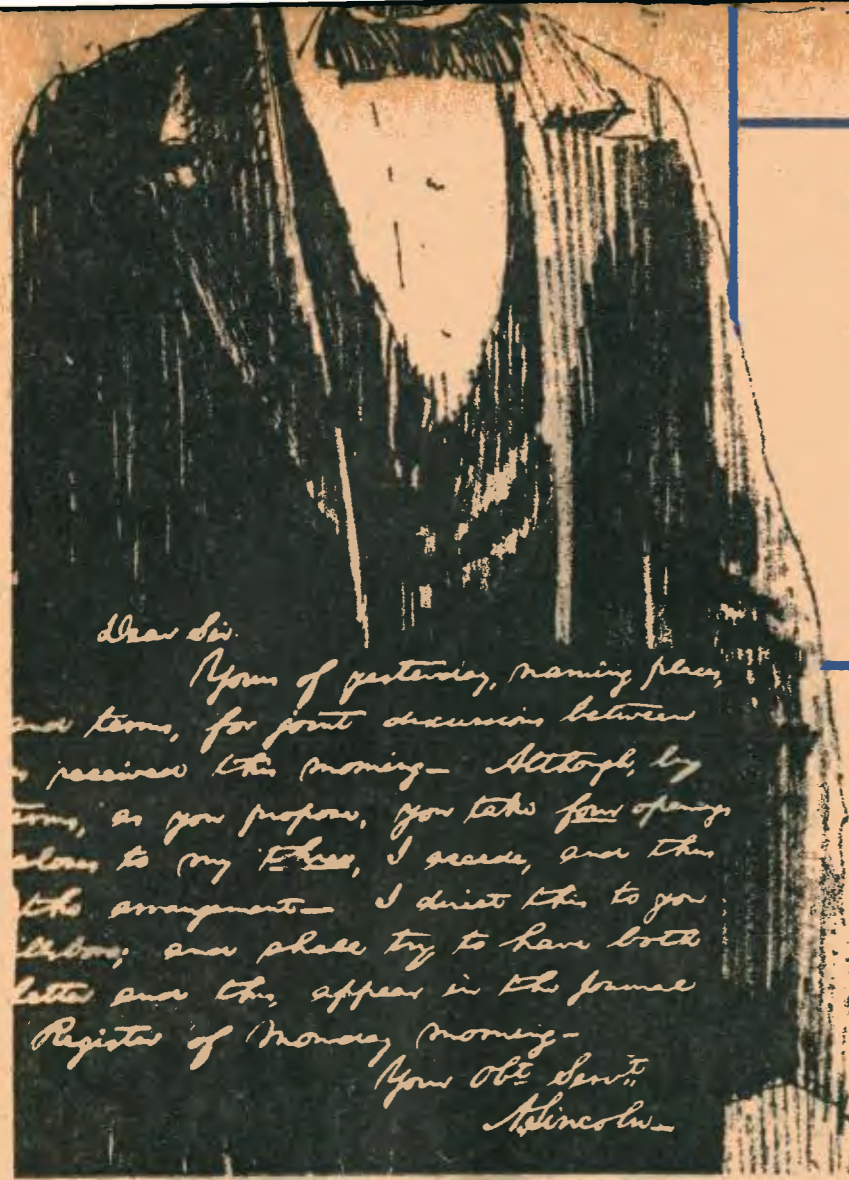
PADDOCK PUBLICATIONS

Saturday, November 1, 1975



THE HERALD BICENTENNIAL EDITION

WESTERN



Dear Sir,
Upon of yesterday, naming place,
and terms, for joint discussion between
received this morning— Although, by
terms, as you propose, you take full charge
along to my place, I agree, and the
the arrangements— I direct this to you
later and this, appear in the formal
Registers of Monday morning—
Yours Obedient Servant
Abraham Lincoln

Seventeen seventy-six . . .
Hundreds of miles and five
decades separated Chicago and its
environs from the mainstream of
American revolutionary life.
Part of a vast prairie stretching
west from the Ohio River basin, the
area was visited only infrequently by
bison herds, scattered Indian tribes
and an occasional European trapper
or explorer.
The strategic location at the base
of the Great Lakes meant that the
Nineteenth Century's westward rush
of population would make this the
teeming heartland of America by the
nation's first Centennial.



GIVE FLIGHT
TO YOUR

BICENTENNIAL
SPIRIT!

Wheeling

On a summer day in 1894, the townspeople of Wheeling voted 43 to 3 to incorporate the town along the Des Plaines River as a village.

The population of the community already numbered well over 300 and business along the busy Milwaukee Road was booming. Some of the taverns along the route were beginning to draw some "lawless strangers," though, and a number of civic improvements were needed.

Wheeling had come of age.

The origin of the village dates back to 1833 and a mysterious man known only as Mr. Sweet, reputed to be the first settler in Wheeling Township. The first actual resident of Wheeling was probably Joseph Filkins, who opened the first Wheeling Post Office in 1836 and later ran a popular hotel.

Filkin's hotel, at the corner of Milwaukee Road and what is now Dundee Road, was ideally located to profit by the busy traffic up and down Milwaukee Road, the first main stagecoach route between Green Bay and Chicago. Built in 1835, the road spurred the development of the community, which was formally organized with elected officials in 1850.

By 1894 the town had a school, two general stores, three hotels, two blacksmith shops, a brewery, a dairy and a Lutheran church.

The first village hall, currently headquarters of the Wheeling Historical Society, was erected in 1897. Seven years later, the town purchased its first fire engine for \$450 and it remained in use until 1925.

By this time, the twenties were roarin', and so were the German restaurants and taverns lining Milwaukee Road. During this period, the village charged \$500 for a liquor license. The "Milwaukee Strip," as it was called, retained its popularity during prohibition because several establishments had installed secret back entrances.

The 1950 Wheeling census, like the tally in nearly every other American town that year, reflected the post-World War II "baby boom." Recognizing the need for increased housing, developers began organizing new subdivisions. The rapid expansion of the village started with construction of the Dunhurst area.

Commercial small-business development spread west from Milwaukee Avenue along Dundee Road, while industry grew up alongside the Soo Line Railroad and near Palwaukee Airport, one of the world's busiest private airfields.

Wheeling, "The Village with Feeling," is a community proud of its colorful past and dedicated to its future.

Artifacts represent suburban heritage

by LYNN ASINOF

Farm and household equipment, family heirlooms, religious artifacts and old municipal memorabilia are among the items filling historical society museums in the Northwest suburbs.

Much of it has a German flavor be-

cause the area was mostly of German descent, said Dolores Haugh, president of the Mount Prospect Historical Society. "They brought their most prized possessions with them when they came."

Mrs. Haugh said many of the fine china, wood, tin and pewter pieces found locally originated in Germany.

She said the German heritage also is evident in religious articles.

"This was a very religious area," she said.

IN THE WHEELING Historical Society museum, for example, there is an embroidered sampler of the Lord's Prayer in German. But June Orłowski, museum curator, said the ethnic influence is particularly evident in the Wheeling collection of old family records.

While some families kept records and donated them to the museum, Mrs. Haugh said the Mount Prospect Historical Society has turned to the old-timers to set down their memories as taped records of the area's history. Already about 20 long-time residents have been interviewed, including John Pohlman, who was the first railroad ticket-taker in Mount Prospect.

Harold Best, president of the Arlington Heights Historical Museum, said the German influence in the area is reflected in the names of the donors. He said, however, most of the museum's collection reflects the Victorian period.

"Almost everything you see in the museum today is Victorian, from around the 1890s," Best said. "This is when the area was under pretty heavy development."

Recording the history of the area isn't easy, according to the museum curators, because of the continual race with the bulldozer. "Usually the bulldozers are out there working before we get there," Mrs. Haugh said.

THE OLDER AND MORE established historical societies such as the one in Arlington Heights started collecting before the apartment boom hit the northwest suburbs. As a result that museum has four buildings of artifacts, which include the furnishings of a log cabin, country store, barber shop and woodworking shop.

Best said the Arlington Heights

society has been fighting with the bulldozers for years. "Most of the interested people have done this for years," he said of collecting efforts. "Before we had a building people were storing this in their homes."

The newer and smaller historical societies, however, often find that many of the local artifacts have been destroyed. Mrs. Haugh described the

unsuccessful efforts of the Mount Prospect society's curator to save a small "out-kitchen" because the bulldozer operators wouldn't wait.

To stay one step ahead of the collecting game, Mrs. Haugh said her group is beginning to collect today's artifacts for tomorrow's museum. "We're saying history is now," she said, noting that 1970's artifacts will be stored

for future use.

WHILE THE HISTORICAL societies concentrate on preserving history, local collectors tend to focus on particular items such as dolls, buttons or tea cups. Mrs. Haugh said these collectors sometimes stage exhibits for the society, although many are reluctant because such exhibits might encourage theft.



June Orłowski, Wheeling museum curator, holds a tool used for digging potatoes.



Twelve mile speed limits are part of Wheeling's history