

HISTORY OF

WHEELING

LECTURE OF  
WHEELING'S  
PAST


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.



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 Styken 1834, Section 13, Ephraim and Charles Morrison, 1835, Section 13; Peter Gebhardt came in January, 1838, remained six years and sold to Henry Miller, Israel 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 13, Daniel Martin, Section 12, Ashor Skinner, Sections 3 and 17, Thomas Hamilton, Sections 2 and 3, Eben Conant, Sections 2 and 10, Frederick 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, Novel 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.



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.

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.

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.



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. Salisburg, 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 Wetzal, 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 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 Stryken 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.

John Behm's hotel was opened in 1877, and John Schminkie's store was opened in 1878. Henry Bockman, who was Wheeling's first President, started a creamery in 1880. Another store was opened in 1888 by Signalt 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 <sup>APPARENT</sup> 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 store, 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 October of 1978 work had begun on the renovation and construction of the new addition and basement for the Museum. Director of Parks, John Piazza acted as General Contractor for this project, to help reduce the total cost of the project.

In August of 1979, all renovation and construction work for the Museum Building had been completed. The total project cost was \$77,668.64.

On March 8, 1979, at a regularly scheduled Wheeling Historical Society Meeting, the membership agreed upon the name submitted by the Wheeling Historical Society Board, The Wheeling Historical Museum.

In April of 1980, at our Arbor Day Celebration, all landscaping around the Museum was installed. This was a community event.

In May of 1980, the Museum Building was dedicated to the residents of Wheeling at a public ceremony.

It was agreed by both the Wheeling Park District and the Wheeling Historical Society that the Museum would be operated by the Wheeling Historical Society and that they would be responsible for the contents of the building.

The Wheeling Historical Museum is presently open to the public on Sundays from 2:00 - 4:00 p.m. and for special interest groups during the week by appointment.

## A Century To Remember

When Illinois became a state in 1818, the way was cleared for more settlers to move into the remote areas of the state. So it was between 1818 and 1850 that settlers were penetrating into the area north of Chicago, even though no white man could settle in Lake County without the permission of the indians who held possession.

The noble prairie grass which could hide a horse and rider in its height and density and made a better thatched roof than did the shingles of the day was losing its battle for survival to the plow share of the pioneer. For, once turned over, it would never again rise.

The majestic groves, each like an island rising above the prairie grass, were now sheltering homes of the pioneers, where once only wild life or a summer encampment of indians found warmth and security nestled in their density.

The indian trails, too, had widened out into roads bearing the heavy wagons and oxen of the pioneers. Milwaukee Avenue was known as Milwaukee Plank Road, going from Chicago through Half Day, Libertyville, (then Independence Grove), and on to Milwaukee.

By 1835 pioneers cast their ballots in a polling place six miles south of Wheeling.

In the Patent Office Report on Agriculture for 1850-1851, John C. Cox of Quincy, Adams County, Illinois, states: "The average intelligence (of the people of Illinois) is worthy of particular notice, being inferior to no section I have seen in the Union.

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are marked strongly in our society. Neatness about the homestead is receiving gratifying attention, evinced by the cultivation of shade trees, shrubbery, flowers, and garden fruits, such as berries, etc. The means, however, of a great number are insufficient yet to enable them to erect such dwellings as are desirable. Economy, too, is a Sucker virtue. Labor is, in the main, fairly employed, and the laborers treated with deserving consideration; average wages, about \$8 a month, with board and washing.

"The German population are generally excellent farmers, and, with the help of their wonderful frugality and industry, almost invariably succeed rapidly."

Thus, the early settlers of Illinois were apparently equaling the tradition established by the Illini indians,--For the literal interpretation of the Indian word "Illini" means "men," and the French added the "ois" ending making the whole meaning of the word: "Tribe of real men"--as distinguished from the Iroquois Indians whom the Illini called beasts.

The flights of the Passenger Pigeons, those huge birds that migrated through the plains in flocks so vast that they darkened the sun as they flew south in the fall, devastating any crop when they stopped for the night, had ceased. So many were their numbers and so large were their wings that the beat of the wings as they flew was like the roar of an airplane.

The early communities and homes lived by the code of "industry" and waste not--want not, for it was only by this rigid self discipline that the families could survive. One helped the other. Few people had money, at least in any quantity. For example: In 1841,

one of the early settlers purchased a farm on Milwaukee Ave. near Wheeling for \$4.00 per acre. The original owner had paid the government \$1.25 per acre.

The German and Alsatian women had brought spinning wheels with them, so that they could make yarn for knitted garments. They also made a large knitted scarf that took the place of an overcoat. Very little, if any, of the wool was carded at home. Most of it was taken to Elgin for this process. They also made comforters of the carded wool which were wonderfully warm without being extremely heavy.

During the early 1850's a four-horse rake was used as a welcome successor to the back-breaking grain cradle.

The mail stage between Waukegan and Chicago by way of Libertyville, Half Day, and Wheeling was started in 1855. German was the language of the residents.

The general progress of the area was reflected by the industry of the people. They, who were creating homes out of wilderness and prairie, were not neglecting the spiritual values. They were simple people in many ways. Their wants were few beyond, actual necessities. Indeed, it was cause for great rejoicing and thankfulness when crops were safely harvested, or when a winter passed without serious illness.

In 1845 the first Evangelical Association Church was being built on Plagge's Hill. This church was used three years and was not large enough to accommodate the people, so they moved it to the northwest corner of Dundee and Sanders Road. Later another church was built in this same location with old fashioned straight seats, a double row in the center with an aisle on each side and seats on the other side of the aisle against the wall.

Where is Plagge's Hill, you ask?--Why, that is now part of Sportsman's Golf Course where the square house stands next to Dundee Road. The top of that hill is actually the divide between the St. Lawrence and the Mississippi waterways. By natural course, all water east of this point found its way into the St. Lawrence River and all water west of this point found its way to the Mississippi River.

During these years, Chicago had grown substantially. By 1872, one hundred five miles of water pipe had been laid in the city; and in 1873 the city had constructed a tunnel beneath the lake through which to draw pure water.

But, this was Chicago! People of the area north of the city were busy leading their own lives and were only remotely affected by the city and its growth. It was during this period that some of the people of the first congregation of the German Evangelical Calvinist or Reformed United Lutheran Church (founded in 1845) joined the growth in Wheeling. Among these were the Lesser, Koebelin, and Sigwalt families.

During the early 1860's oil lamps without chimneys were coming into use and on May 4, 1861, fourteen volunteers from Wheeling went to join the Union Rifle Guards at Camp Fry.

When the North was victorious in 1865, the news was told to the vicinity by those who returned from Chicago to Wheeling. Powder was placed on an anvil and when it was struck, the resulting explosion could be heard for several miles.

Illinois was the first state to ratify the 13th Amendment abolishing slavery. Less than three months later, the mortal remains of President Abraham Lincoln lay in state in the Chicago Court House en route to Springfield for burial.



The 1860's were exciting times: The first successful Transoceanic cable was laid from New Foundland to Ireland. The city of Chicago had built a transportation tunnel under the Chicago River to connect the south and west sides of the city. The east and west coasts of America were linked at Ogden, Utah, when the Union Pacific and Central Pacific tracks were joined. Just imagine, only 6½ days to cross the continent from California to New York; when, less than 30 years before, the founders of our community had spent 35 to 40 days at the mercy of the winds on the ocean, then a 3 week overland trip from New York!

The inhabitants of the Wheeling area saw the need for a church somewhat closer than those which were several miles away. So it was in October of 1864, the members of the German Evangelical United Reformed and Lutheran Church under the leadership of the Reverend F. C. Schwartz applied to the Presbytery of Chicago to become united with and be one of the Presbyterian Church of the United States of America. This organization became complete on November 2, 1864, and the members of the new congregation called their group the German Presbyterian Zion Church. The first meetings were held in the school house which stood in the grove of trees where the shopping center is now located in the approximate position of the Jewel Food Store. The membership grew rapidly and in 1865, the church was completed on the Dundee Road site, directly across from the school grounds.

At a stated meeting of the North Presbyterian Church, Chicago, on April 11, 1865, the name of Zion Church (German) with 45 members, 4 Elders, and 4 Deacons were entered upon the rolls, and an Elder from the church, Jacob Glos, appeared and took his seat in Presbytery.

Shortly thereafter, the Reverend C. F. Waldecker became the second pastor of our church, In 1866, he recorded the passing of Salome Murbach, age 33 years, 1 month, and 5 days as the first death within the Church family. One year later, he also recorded the first church wedding: that of John Murbach and Sarah Retterer. It was with a heavy heart that he recorded the passing of Frank Edward Waldecker, his infant son. His tenure was filled with busy days. They must have been productive days, too, for the church debt was wiped out during his pastorate.

Historically, an event took place that was to change the area for generations. Early morning on Saturday, October 8, 1871, a fire had started in a stable in Chicago. The fall of the year had been very dry and the fire spread. On Monday morning, October 10, George Rockenbach, who lived near Wheeling, took a load of oats, potatoes, butter and eggs to Chicago. He heard of the city burning when he reached Niles, but proceeded because he figures that food was necessary. He brought back a load of furniture, his brother Fred, and Mrs. Martin Stanger to the home of Daniel Stanger in Wheeling. The fire illuminated the area so brilliantly that a newspaper could be read in Wheeling and Deerfield at Midnight. Two hundred fifty persons were killed; 17,450 buildings were destroyed with \$196 million dollars worth of damage.

Just 3 days after Christmas in 1871, the congregation rejoiced to learn of the birth of twins, Anna and Minna Schwingel. The infants were baptized on February 22, 1872. During this same year, the birth and baptism of Karl (Charles) Murbach, the son of a the young couple married in 1867, was recorded. To our knowledge, Mr. Charles Murbach is the oldest living person baptized in our church as an infant.

But, to make a church a living home, every facet of human living must enter and leave its portals and find strength and humility at its altar. In February of 1873, one family laid to rest 7 children in the interim of one short month, probably victims of the cholera epidemic which swept the country at that time. Only God must know the dignity of such human tragedy.

By 1875, under the pastorate of the Reverend Charles Selden, our church made a missionary offering of \$6.75 to the Board of Home Missions. That year the salary of minister was \$430. The Session of our church submitted its records from 1864 to 1875 to Presbytery for inspection. The approval of the records was given with the recommendation that the records be kept in the English language.

By 1876, the storm of discontent was brewing, and at the Congregational meeting held on January 2nd, the office of trustees was transferred upon the Elders and Deacons. In addition, all papers which were the property of this church were ordered transferred from the holder to another member. Affairs were not straightened out for some little time!

These next few years stand out as crucial in the annals of our church history. Apparently each dry twig added fuel to the fire until the smoldering erupted in 1878, on St. Patrick's Day, of all days! Thus it was on March 17th that the following item appeared on the record:

"Whereas it appears that many families reside at Wheeling and Vicinity, who never attend Church, neither are they willing to support the congregation with their earthly Means--the Money; but if they have a child to be Baptised or Lords Supper to be taken, or if they have funeral, they want the Church to be opened and the pastor to administer to them. Therefore: Resolved: That in the

future, the church be closed for the above named people and facts; and the Pastor of our church shall not administer to them in the church or the use of God."

The practicality of the above items is given to the wisdom of the pastor.

The final sentence giving the pastor discretion of carrying out this resolution at least tempers the situation a trifle. However, on September 1st, the Elders tendered their resignation and requested that the Pastor read the formal notice from the Pulpit. On September 15th no Quorum was present to constitute a lawful Session to take action in the above matter, so seven men were appointed by the Pastor to act as a Committee and if necessary, nominate candidates for Elders "and take such steps as they deem proper for the sake of Christ's Kingdom of this Place."

This situation was very serious. The committee of seven men had a hard job before them, for on their shoulders rested the burden of reweaving the torn mantle covering those who were part of Christ's kingdom. The rules were made, and the rule which was causing the controversy seemed to be the portion covering the infant baptisms. It was like condemning a babe who was here in our midst to becoming a heathen.

On September 26th the committee apparently analyzed the situation completely, for they wrote the following resolutions:

- I - Resolved to keep up the organization
- II - Pastor ordered to carry out the rules passed on March 17, 1878
- III - Committee did not accept the resignation of the Elders
- IV - The Session is to collect twice a year for the money for the Pastor's salary that didn't come in regularly and that

he be paid his day wages from the treasury of the congregation.

Thus, the groundwork was laid for the congregation to continue. However, these were some hard rules to live with, and obviously, some of the members had a hard time living with themselves. So many times a tense situation emerges in such a manner: We all know what should be done, but can it be done and still have anything left?

So it was, by May of 1879 when the records show the dismal failure of the earlier resolution. The record of May 27th is so beautifully worded that we quote:

"The Resolution of March 17, 1878, cannot be carried without doing injury to the church and congregation. Resolved that the Resolution be withdrawn and the treatment of such cases be committed to the discretion of and wisdom of the Pastor."

The storm had subsided, and as the invigorating new atmosphere filled the area, a unanimous call was extended to Mr. William R. Mundhenke to assume the pastoral labor of the church. Mr. Mundhenke must have had scholarly attributes, for the record shows that the Session gave him permission to comply with a request by the Presbyterian Missionary to write an article to be published in the Missionary column of "The Interior."

New interest was stimulated in our organization. In 1880 it was decreed that Lord's Supper should be celebrated 3 times in the year. 1st Sabbath in October--2nd Sabbath in January--and Good Friday. Also parents requesting infant baptism should notify the pastor in time for him to question and/or instruct them privately regarding the nature and design of Christian Baptism.

This was an active year! It was necessary to build a new foundation wall under the church building. "The wall should be 8 inches thick with abutments 12 inches square and as many as deemed necessary. The entire basement should be 3 feet above ground. Also, a platform 6 feet long and as wide as the building, 26 feet, be erected in front of the church to which the stairs, 14 feet wide be attached. The church and manse are to be repainted slate colored. Blinds to be fixed to all windows of the manse, and the ceiling of the church to be white washed. Fences are to be made around the church yard and painted slate colored so as to make it agree with the color of the buildings." To complete the "new look" given the church structure by these improvements, the Ladies' Pastor's Society had the bell cast and when it was finished, it was presented to the church.

These events seem so every day,--but to bring the picture into focus, we must realize that during the 1880's, walking was the favorite mode of transportation. Horseback riders were rare in the countryside, but most families had oxen. Appleton's Fifth Reader was used in the schools and the students of literature were reading works by Walt Whitman, Eugene Field, Mark Twain, and O. Henry.

The next year, 1881, started us off on a new activity,--that of a "Week of Prayer," which was to be observed the first week of the New Year, and if Providence indicate or demand a continuation of the meetings, they shall be continued some time longer. Weekly prayer meetings were to be held regularly each Wednesday night. The Pastor was to present the benefits and necessity of such meetings. In August \$34.00 was collected at a "Missionfeast."

1882 started off with an attempt to clear up the church debt. Each member shall contribute according to his own ability. Tolerance and understanding seemed to have taken over as the code of the day, for one boy didn't pass his catechism test but was received into Church membership at a special Session meeting on his profession of faith in Christ.

1887 was a year of extensive review. In January, the Church treasurer was unable to present a full report of the finances of the church for their inspection. In March, the Session was to review the Church Register, officially notifying those absent members whose exact address is known that they ask for a letter of dismissal to another church and to drop from the roll the names of those whose address is unknown. Within the next year, the record indicates that the Elders were to officially visit the families of the church and congregation, especially those that needed encouragement or admonition to a strict attendance to their several duties as Church members.

It is also worthy of note that although traveling was and consumed many hours of time, the German Presbyterian Church of Woodstock, Illinois, a distance of over 30 miles, requested our pastor's services one Sabbath in each month as a temporary provision. The Session asked the minister to propose to the German Presbyterian Church of Woodstock the plan to preach to the congregation 2 Sabbath evenings in each month until a pastor should be secured.

The following year, 1888, the General Assembly requested that the pastor publicly present their propositions to raise in commemoration of the Centennial year, One Million Dollars as an Endowment Fund for the relief of the aged and disabled ministers, and urge upon the people, especially the well-to-do among us, to contribute to this cause. Our contributions could not have been too much for it



Page Eleven

was about this same time that it was resolved within our church and presented to the people that each gift in the weekly collection for defraying of the running expenses of the church should be increased to 5 cents.

November 3, 1889, the Silver Anniversary of our Church! What joy and happiness abounded in and around our church! The problems were put aside for the time being. Services, both morning and evening, were crowded. The messages given were a blessing to all, and good wishes were extended to the effect that "May the Church enter upon the second quarter of a century of its life with new purpose and zeal."

Yes, the era that has gone down in history as "The Gay Nineties" was here. True, events were taking place that have had a lasting effect on the nation, and on the world. New inventions: Eastman perfected film in 1889 and Edison promptly put it to use in an instrument known as a kinoscope which was the fore-runner of motion pictures. Automobiles were perfected and in use. It was an age of inspiration to those who were in contact with the events of the day. The world of music was enriched by the works of Tchaikovsky, Dvorak, Rimsky-Korsakov, Sibelius, and Richard Wagner. Chicago was the host to the Columbian Exposition, a World's Fair honoring the 400th Anniversary of Columbus's arrival in the New World. This spectacle has long been the talk of our ancestors. It was a white city,-- every building being white, and the architecture made the buildings all compatible in design. The museum of Science and Industry is a living memorial to the people of this day of that World's Fair. The Nobel prizes awarded for the outstanding contributions to Physics, Chemistry, Medicine, Letters, and Inter-national Peace were established by the will of Swedish Scientist, Alfred Nobel. Indeed, an exciting



world if you were in tune with the happenings. Most of these things were for those who lived in urban areas. Our colony of people, just were much too busy with everyday living, such as keeping the farm well tilled and laying up sufficient food to keep the family through the long winter. The pioneer hardships of farm life had not eased to the point of where people could think of luxuries, and perhaps some of the folks of the community were not even aware of the growing use of some of the so-called "luxuries" of the day.

Several events of our church which are worthy of note during "The Nineties" cover the redesigning of the pulpit area by making the raised platform deeper and wider so that the organ could be placed on the platform. Money must have been scarce, for in 1895, the membership was canvassed by the officers who solicited subscriptions for the Pastor's salary. One of the trustees was appointed to collect the amount due with fair wages being allowed him for those services.

Again the language problem comes under security. It is recommended that the Sabbath School be conducted in the English language and that the new methods of teaching the Bible be adopted. However, the Session feared such radical change would meet with disfavor, so it was decided to maintain the German Language with both teachers and pastor requested to devote more time to help the students acquire the German language. Apparently Minnie Welflin Balling knew her Bible well in German, for this was the year she was accepted into membership.

This same year, 1897, the purchase of 2 additional small pieces of property adjoining the church was considered, and if the cost was not more than \$150 with the present owner agreeing to wait for payment for 6 months after the date of purchase without interest, the

deal would be made. The owner agreed to these terms and the purchase was consummated. However, when these 2 newly acquired pieces of property were being co-ordinated with the piece of property that the church already owned, it was discovered that the location of the church's real estate was incorrectly described. The Trustees were given special orders charging them with the responsibility of getting this situation straightened out and to personally see to it that the Warranty Deed was recorded in the Cook County Recorder's office.

In due time the real estate was properly recorded and the old barn on the property was to be torn down and the lumber to be used for the building of sheds, for this was the era when families traveled to church and elsewhere via horse and buggy. Ten sheds were built on the newly acquired property. Stalls were 9 feet wide and there was 20 feet under roof.

As the Twentieth Century started, that which was new was gradually eroding the old. The word "janitor" appears in the record where the word "Sexton" had formerly been used, and, under the leadership of a new pastor, Sunday evening services were started with every third meeting to be in English. New song books were purchased because the old type had gone out of print. A new organ was purchased and the old organ was sold to the highest bidder. There was also an appeal made for an organist.

Shortly, thereafter, a winsome young lady of fourteen years of age responded to the appeal. So it was that Laura Ott, now Mrs. Koebelin, became the regular organist. Inasmuch as her home was off of Huehl Road east of Wheeling, she stayed in Wheeling Sunday afternoon in order to be there for the evening song service. So much did she enjoy playing the organ, that she will willing to walk all

of that distance for mid-week choir rehearsal. So great was her ability that she was the regular organist for over thirty years, and so great was her mastery of the organ that she played a five manual organ for Lyon and Healy. These factors laid the foundation for good music in our church.

It is recorded that Miss Adeline Schneider became a member of the church during this time.

In 1902, the decision was made to take collections every first Sabbath of the month instead of only four collections for the entire year.

By 1902, horseback riding had declined and many homes had a bicycle as well as a carriage. Automobiles were being used in the city and on rare occasion one was even seen out in the country. In 1903 in far-off North Carolina, the Wright Brothers had made the first successful flight of an heavier-than-air machine.

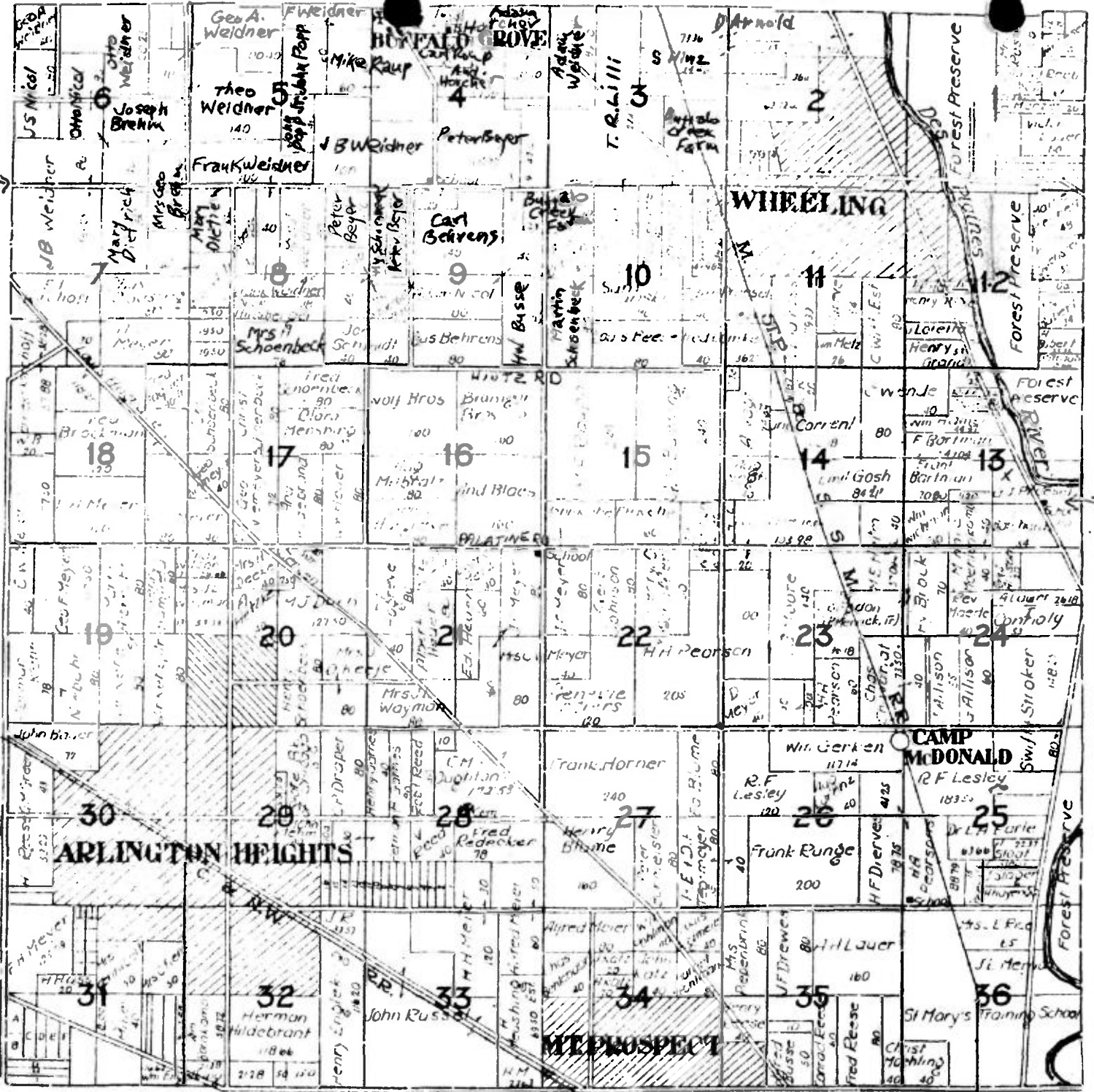
It was in 1903 that it was resolved to get subscriptions for the purpose of collecting money to put in a new furnace under the church building. The Session also received a letter from the Reverend William Boetcher, pastor of the German Presbyterian Church of Shelbyville, Indiana, requesting help towards building a new house of worship. It was decided to give them financial assistance after being more fully informed of the plan of said church.

On June 27, 1905, Henry Wiegand was ordained in our church, and became its pastor. Regular contributions to the mission work of the church was established and in November 1906, out of a mission fund of \$26.33, \$4.36 went to the Presbyterian Hospital of Chicago, and \$9.97 to "Selbsterhaltungs Sache," which seems to be a self-help fund of the Presbytery.

# T.42N. WHEELING R.11E.

Dundee Rd →

1936



← Airport

IE

WHEELING

SUB. of Sec. 2 & 3 of Twp. 4 N., R. 10 W., Co. 10 S., Ill. Containing 160.00 Ac. of Land.

RESUB. of George Strong's Farm in Sections 1 & 2-42-11, Rec. Mar. 19, 1895. Doc. 1755494.

OWNER'S SUB. in Sections 1 & 2-42-11.

COUNTY CLERK'S OFF. in Sections 1, 2, & 12-42-11, Rec. Mar. 19, 1895. Doc. 267072.

185 ft. of the W. 222.65 ft. (measured on the centerline of Dundee Road) of Lot 1 of Parkes Township, in Sections 1 & 2-42-11, Rec. Jan. 26, 1923. Doc. 242377.

WHEELING CENTER, a portion of Lot 1 of Parkes Township, in Sections 1 & 12-42-11, Rec. Aug. 30, 1950. Doc. 4489440.

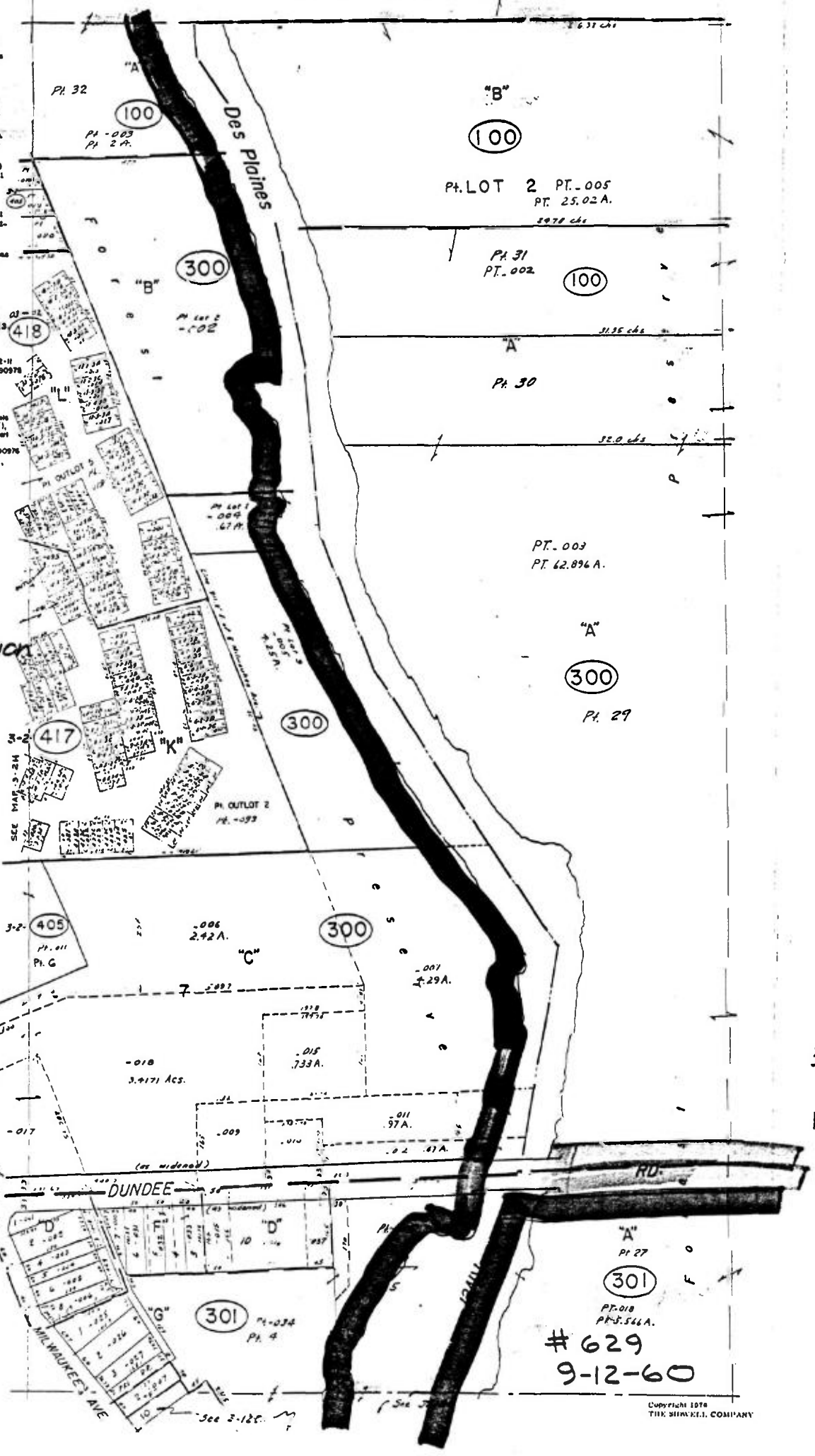
J. L. McDUFFEE'S SUB. of parts of Sections 1, 2, 11, & 12-42-11, Rec. Mar. 23, 1892. Doc. 283023.

KRAUS SUB. of part of Lots 2 & 6 in Resub. of George Strong's Farm in Sec. 2, and W 1/2 of Sec. 1-42-11. Rec. Oct. 21, 1960. Doc. 17554913.

SHADOW BEND PHASE I SUB. of Lot 3 in Owner's sub (see "C"), in part of Sec. 1 & 2-42-11 rec. May 10, 1973. Doc. 2232783, for Doc. 2690978. Lot of 100 Acres June 22, 1973. Doc. 2237259, for Doc. 2699912.

SHADOW BEND PHASE II RESUB. of part of Lot 2 & 6 in Resub. of George Strong's Farm (see "B"), and part of Lot 1 in Owner's sub (see "C"), in part of Sec. 1 & 2-42-11. Rec. May 10, 1973. Doc. 2232784, for Doc. 2690978. Part of Lot 100 Acres June 22, 1973. Doc. 2237259, for Doc. 2699912.

original incorporation 1895



#721  
10-5-62

#629  
9-12-60

office  
copy 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.

*After occupying the land for 5 yrs + after In. Treaty ratified Strong claimed pre-emption rights. Eventually he received his permanent deed from Pres. John Tyler 1846.*

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 1853 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 Styken 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 13, Daniel Martin, Section 12, Ashor Skinner, Sections 3 and 17, Thomas Hamilton, Sections 2 and 3, Eben Conant, Sections 2 and 10, Frederick 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, Pesse Henry Leavenworth, Sections 4, 9 and 10, Duncan McNab, Sections 9 and 10, No. 1 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.

land out roads served as Postmaster  
 collector + supervisor of wh. Township  
 Justice of Peace + 1870-1871 - V. Trimmis, hodge.

~~Book Wheeling 1st Town 1837 Mid + Under Sec page 4~~

4




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.





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.

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.



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. Salisburg, 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 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.

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. ]

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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

John Behm's hotel was opened in 1877, and John Schminkie's store was opened in 1878. Henry Bockman, who was Wheeling's first President, started a creamery in 1880. Another store was opened in 1888 by Signalt 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. <sup>area known as Wheeling Station</sup> [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 store, 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>has</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 this 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.

In October of 1978 work had begun on the renovation and construction of the new addition and basement for the Museum. Director of Parks, John Piazza acted as General Contractor for this project, to help reduce the total cost of the project.

In August of 1979, all renovation and construction work for the Museum Building had been completed. The total project cost was \$77,668.64.

On March 8, 1979, at a regularly scheduled Wheeling Historical Society Meeting, the membership agreed upon the name submitted by the Wheeling Historical Society Board, The Wheeling Historical Museum.

In April of 1980, at our Arbor Day Celebration, all landscaping around the Museum was installed. This was a community event.

In May of 1980, the Museum Building was dedicated to the residents of Wheeling at a public ceremony.

It was agreed by both the Wheeling Park District and the Wheeling Historical Society that the Museum would be operated by the Wheeling Historical Society and that they would be responsible for the contents of the building.

The Wheeling Historical Museum is presently open to the public on Sundays from 2:00 - 4:00 p.m. and for special interest groups during the week by appointment.

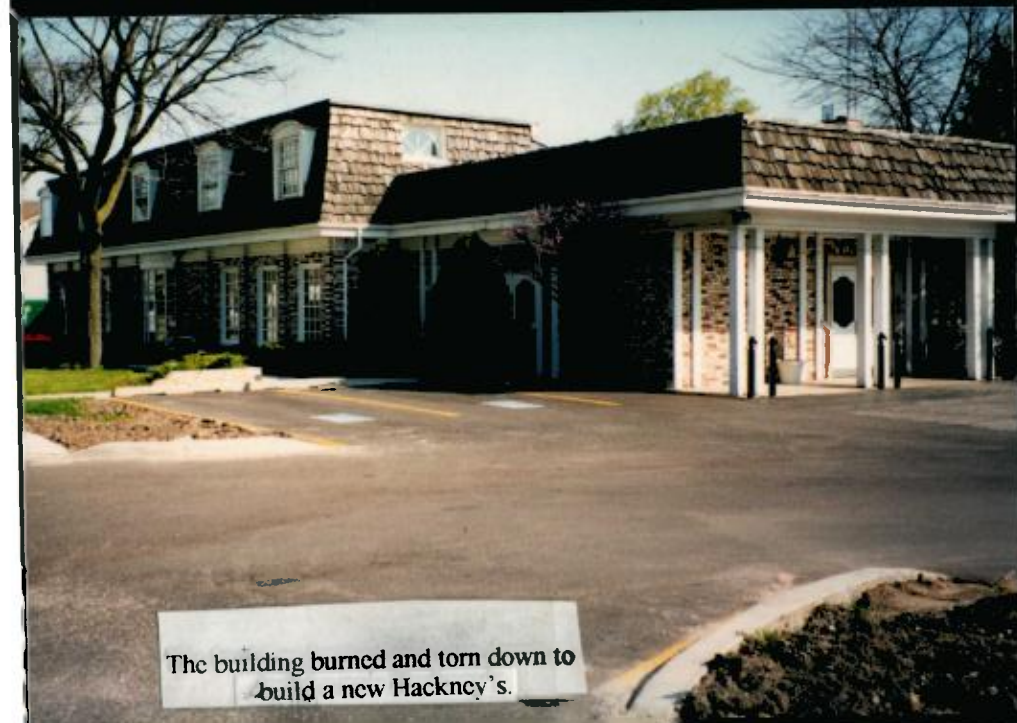




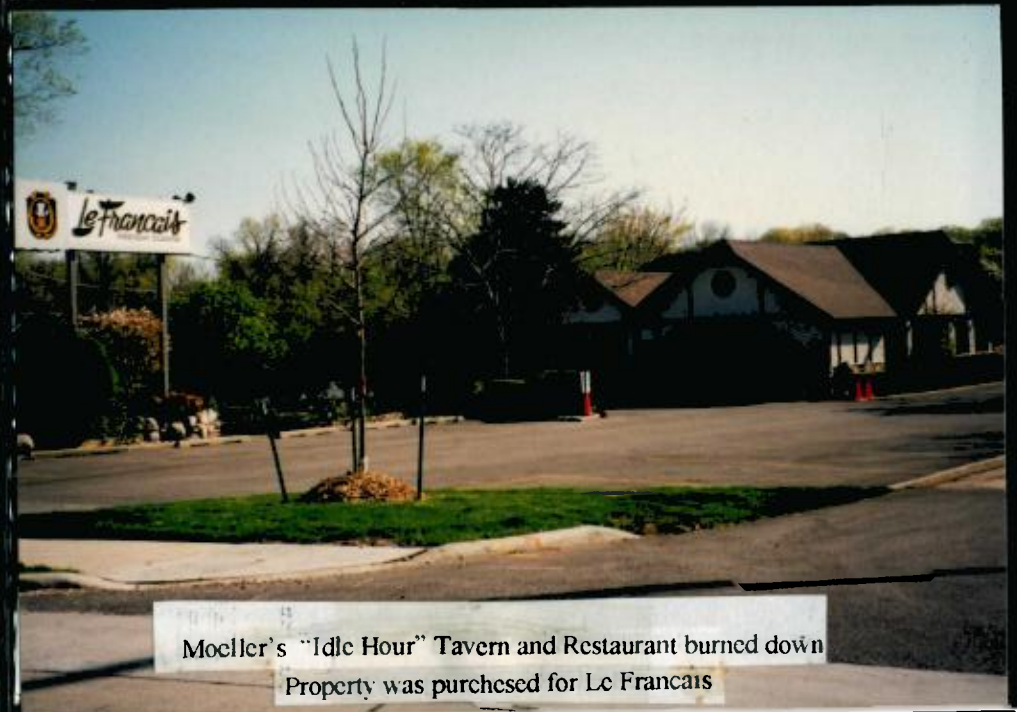
BEHM'S RIVERSIDE restaurant was on the site now occupied by Hackney's, on S. Milwaukee Ave. It was among the famous eating places that attracted diners from all along the north shore and provided jobs for many of the Wheeling women.



MOELLERS' RESTAURANT was on S. Milwaukee Ave.

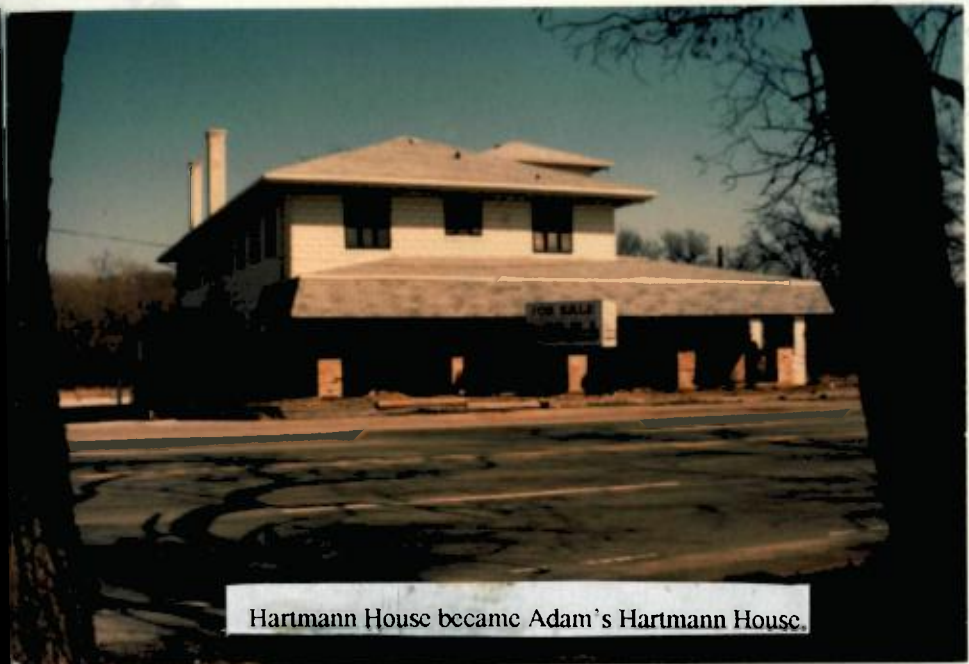


The building burned and torn down to build a new Hackney's.

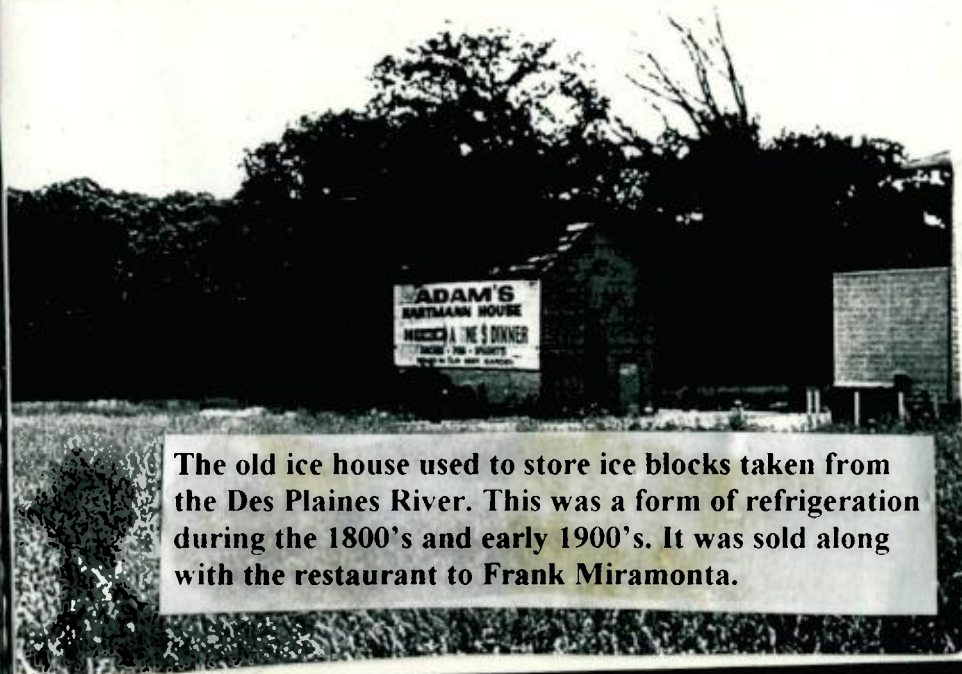


Moeller's "Idle Hour" Tavern and Restaurant burned down  
Property was purchased for Le Francais





Hartmann House became Adam's Hartmann House.



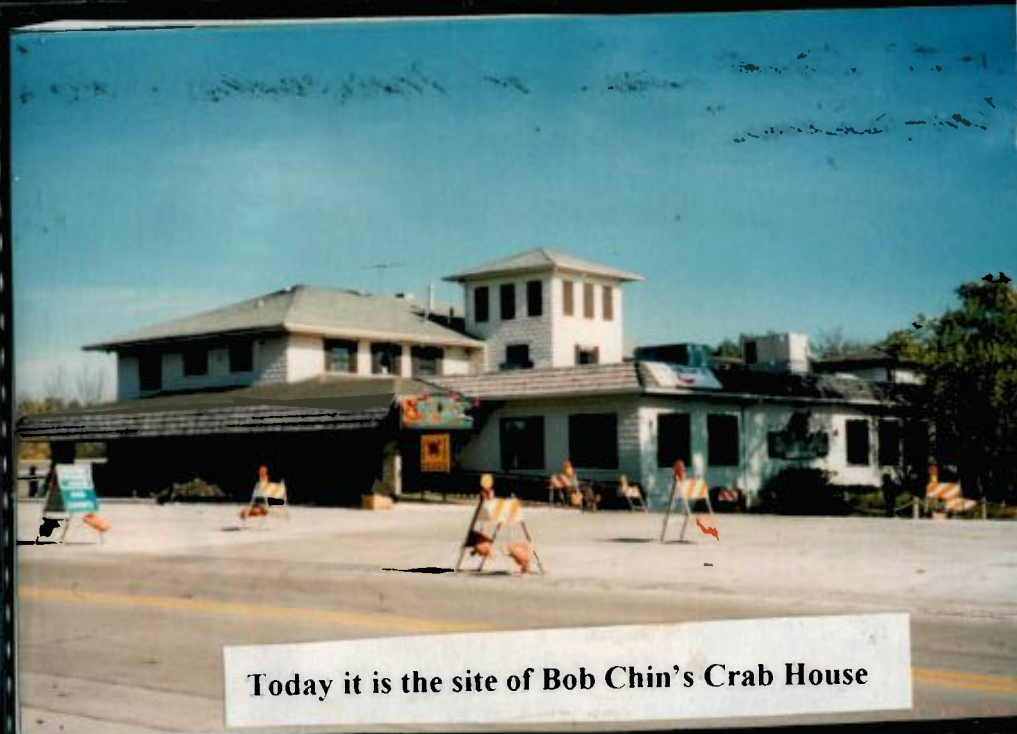
The old ice house used to store ice blocks taken from the Des Plaines River. This was a form of refrigeration during the 1800's and early 1900's. It was sold along with the restaurant to Frank Miramonta.

HARTMANN HOUSE DINING ROOMS AND BUFFET, WHEELING, ILL.



ON ROUTE 21 (MILWAUKEE AVE.)

3A-1884

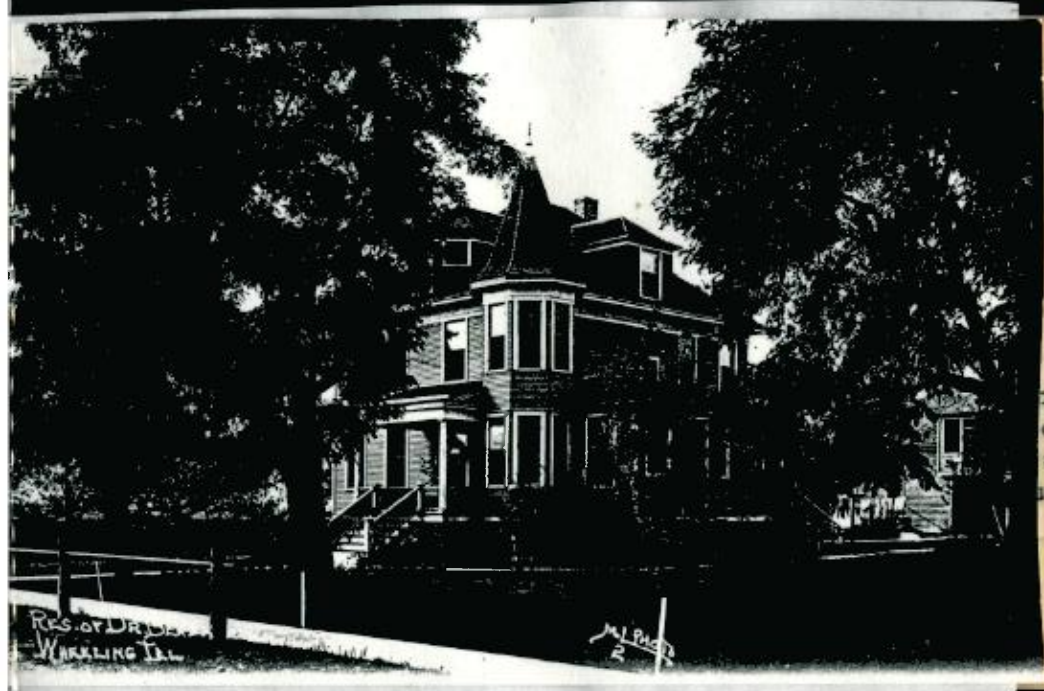


Today it is the site of Bob Chin's Crab House

WHEELING, ILL. 1884

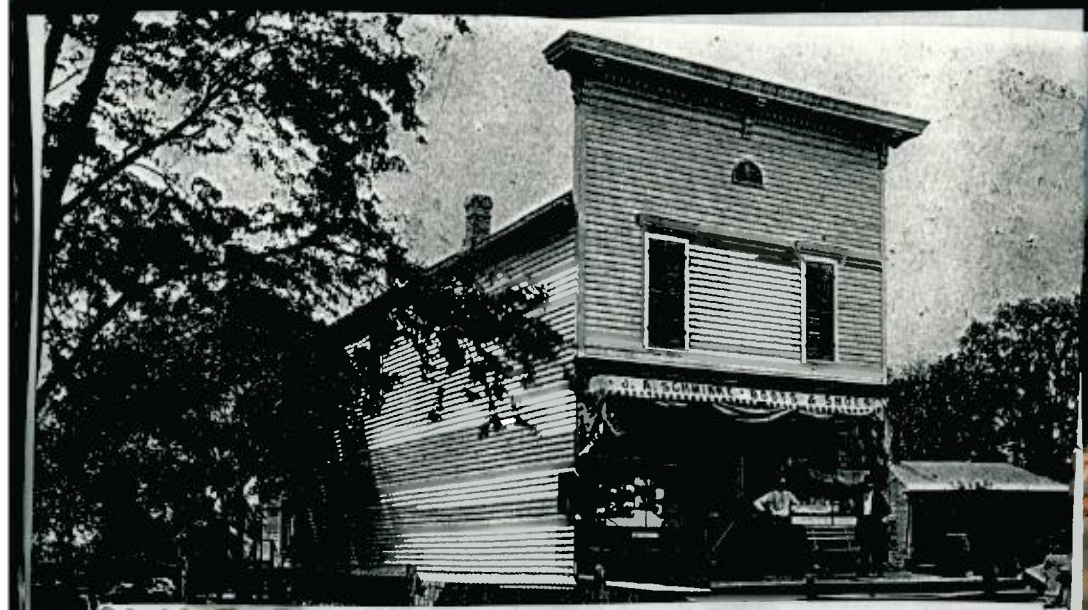
1884





RES. OF DR. LARSON  
WHEELING ILL

RED MARY'S WHEELING INN was an infamous place set back from the road on the northeast corner of Dundee and Milwaukee for a period about where the Cole Taylor Bank/Main is now. For a period it featured big bands, gambling and expensive entertainment.



Schminke Shoe Repair sold to Edward Welfin then was sold to Masonic lodge in 1954. Building where Ed Bellmore had his barber shop & pool hall. 16 S. Milwaukee Ave.

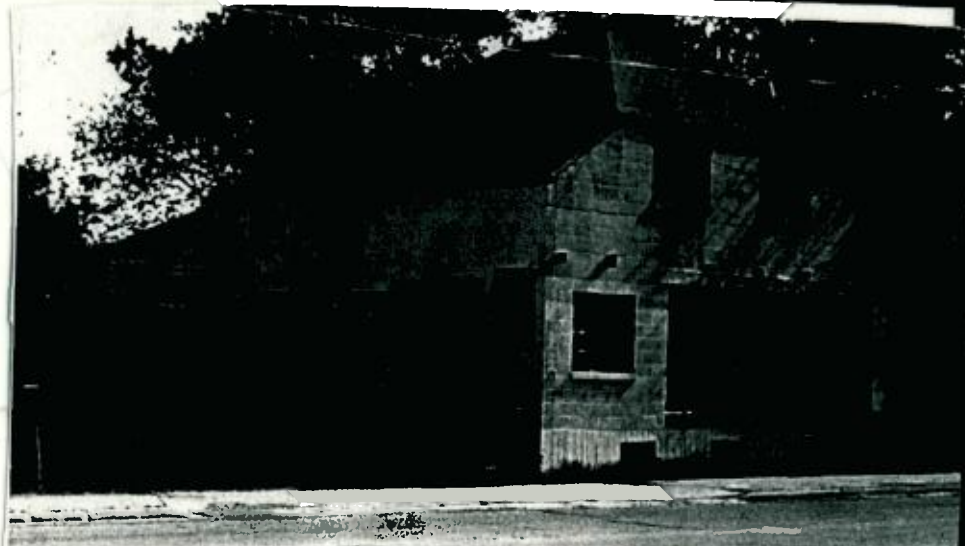


Dr. Larson's house became Kolsaak Funeral home. Wheeling Hospital was torn down to make way for Kolsaak's parking.



The front of building faces east and features a spacious plaza of concrete and brick with attractive landscaping. Located on an irregularly shaped 7.76 acre site with parking for 364 cars, the fully air-conditioned bank has 72,000

sq. ft. of floor space. It was designed by Perkins & Will Architects, Inc. built by Chell & Anderson, Inc., general contractors. The bank occupies first and second floors. The third is available to tenants.



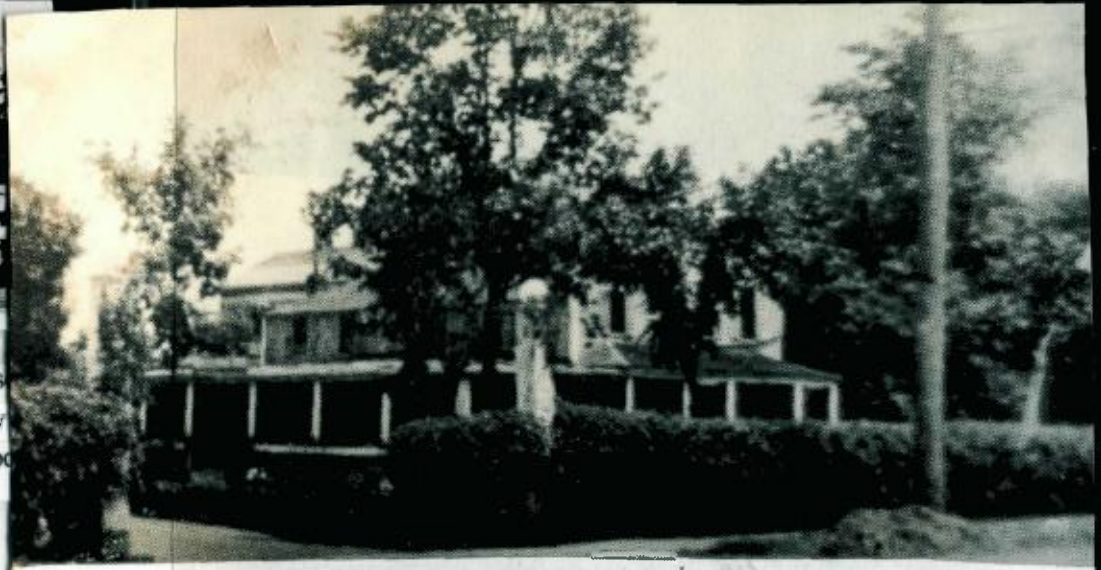
Reeb's mill was bought by the Wheeling Trust & Savings Bank and torn down. Is now the parking lot and lawn of the Cole Taylor Bank.



**1921**

A group of business men started the Wheeling State Bank in this building on the S.E. corner of Milwaukee & Dundee.

In 1926 built the new building on the S.W. corner out of pink granite which housed a Real Estate firm and Wheeling Pharmacy and the Wheeling Telephone Co. on the 2<sup>nd</sup> floor. Now it is the A & R. Cabinet store.



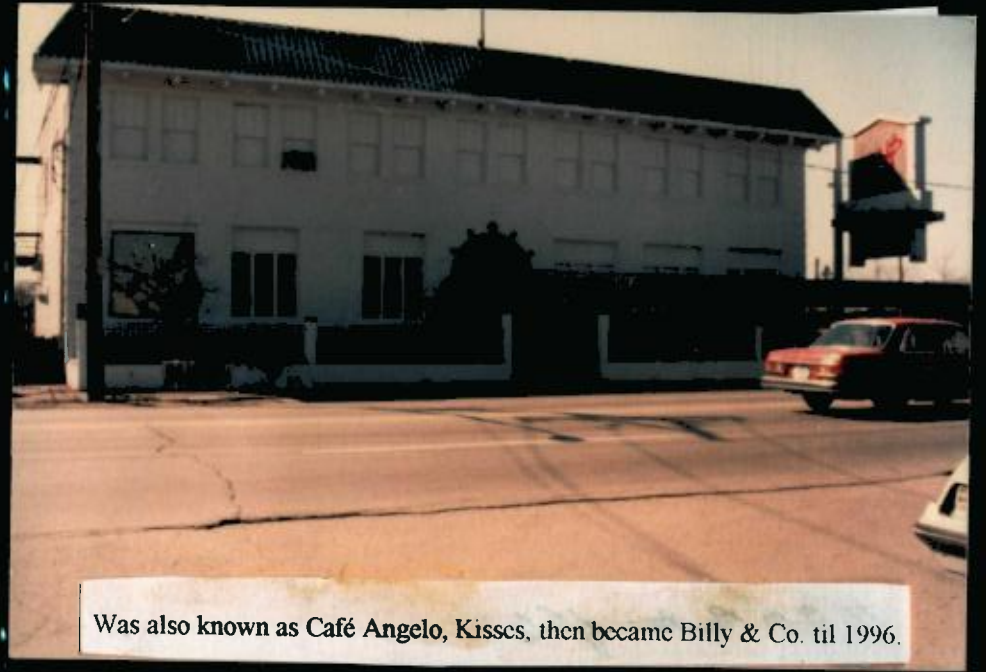
Red Mary's Wheeling Inn was an infamous place set back from the road on the NE corner of Dundee & Milwaukee about where the Cole Taylor Bank is now. For a period of time it featured big bands, gambling, and expensive entertainment.



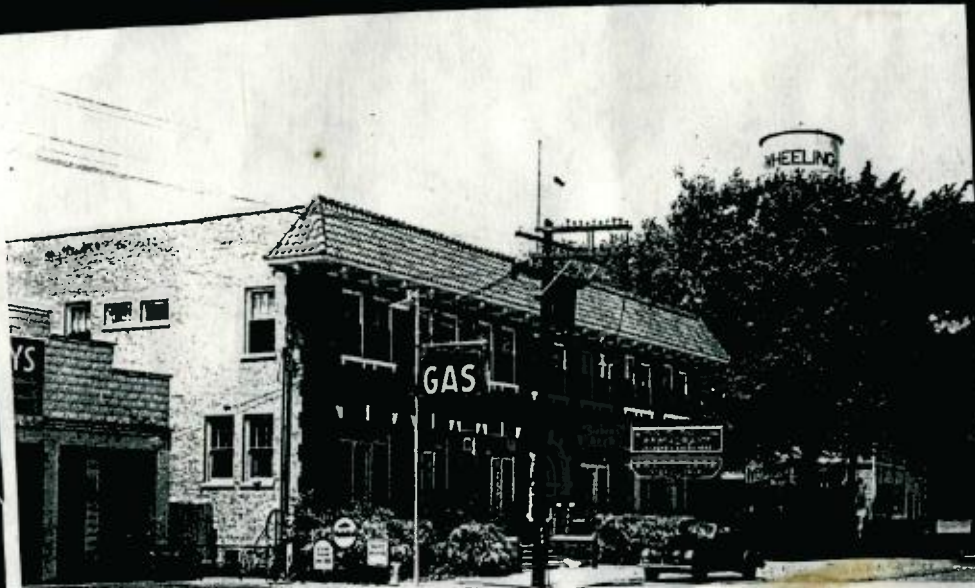
1856 Union Hotel built by Jacob Hensinger, 1877 bought by John Behm



1916-sold to Charles Wenzlaff  
1924 was Rogalski and burned down in 1925. Rebuilt with a dance hall on the south.



Was also known as Café Angelo, Kisses, then became Billy & Co. til 1996.



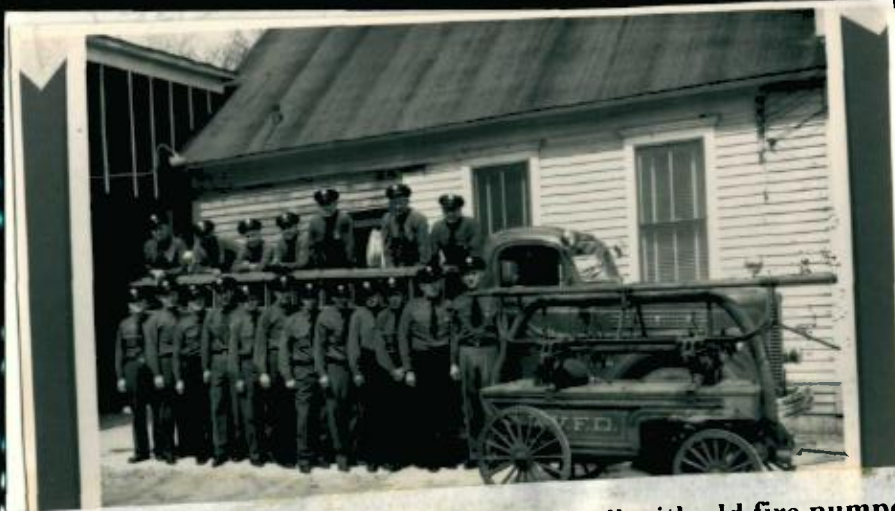
1947 was owned by Miramonti & Palm, then Pete Mandas owned it and was known as "Mandas"



Torn down in 1996 to make way for the Union Commons Condominiums.

871031





Fire Department outside the old village hall with old fire pumper and new fire truck. In 1948-52 Edward Gieseke, Jr., front row right, was Fire Chief.

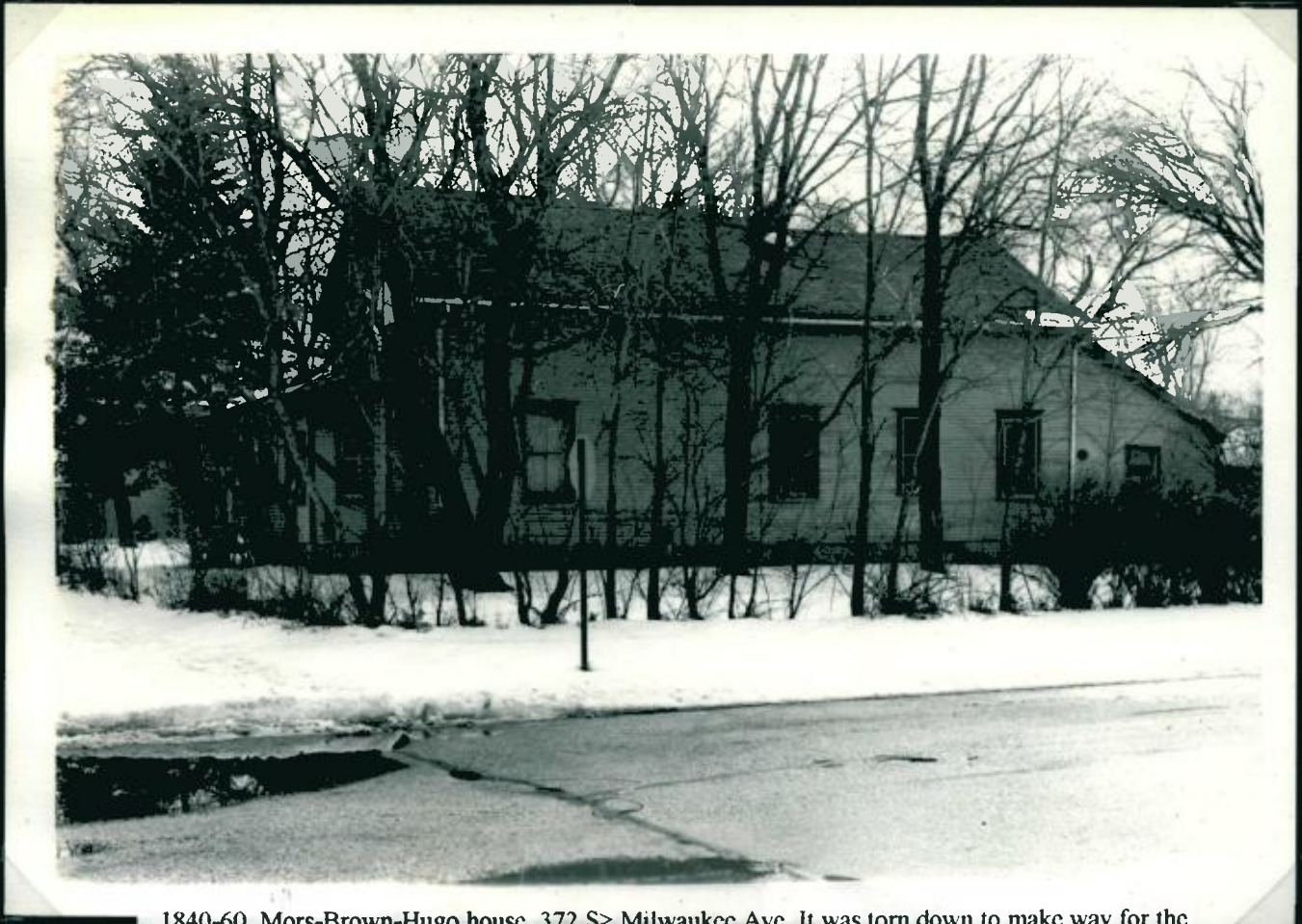


Wheeling's first police car. (1925)

WHEELING HISTORICAL SOCIETY  
157 N. 10TH ST. WHEELING, W. VA. 26061

WHEELING HISTORICAL SOCIETY  
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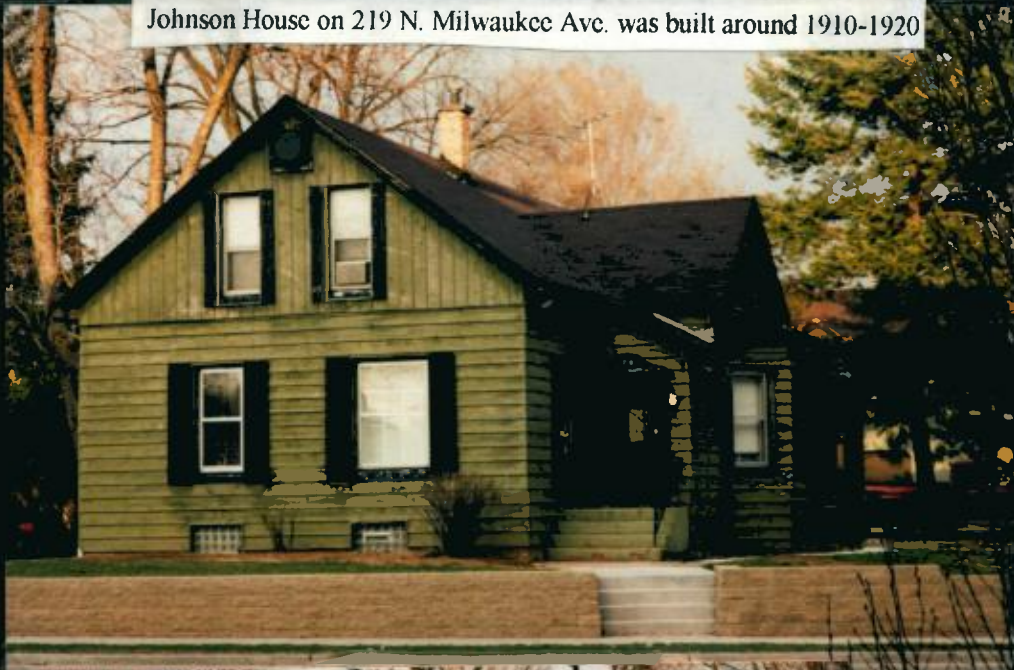
1840-60 Mors-Brown-Hugo house, 372 S> Milwaukee Ave. It was torn down to make way for the present day Animal Eye Hospital.



CLINE #62026  
NON-GLARE "TOPPER"



Johnson House on 219 N. Milwaukee Ave. was built around 1910-1920



Weist house on 231 N. Milwaukee Ave. built around 1900-1910. One of the oldest standing houses in Wheeling.

