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ORIGIN OF THE NAMES OF STATIONS

ON THE LINE OF THE

ILLINOIS CENTRAL RAILROAD CO.

CHICAGO. The word Chicago is understood to be an Indian word; at least, it is derived from that source. What its precise meaning is, or whether it has any particular meaning at all in its present form as now applied, is a matter of considerable dispute among those who have given the subject attention. The word comes to us through the early French explorers of the West as an Indian word, from the language of the Algonquin group. Whilst this group of the North American tribes had one general or generic language by which they were distinguished, each tribe had its dialect, differing more or less from that of the other tribes of the same group. The standard or parent language, however, since this people became known to the whites, was that spoken by the Ojibways (Chippeways), the most powerful and numerous of the various tribes of this group.

Those who pretend to make any positive assertion as to the correct meaning of this word, as an Indian word, seem to have confined their investigations on the

subject to the Indian language as spoken by the Ojibways, without reference to other dialects; seeming to ignore the fact that it could come from any other source; whereupon, they reach the conclusion and so assert, that it means *onion, garlic, leek or skunk*.

So far as appears at this day, there seems to have been no special inquiry into the origin or meaning of this word until about the time of the rebuilding of Fort Dearborn in 1816. The year following that event, Col. Samuel A. Starrow visited this place, and in a letter to Gen. Jacob Brown, of the United States army, refers to the river here as "the river Chicago (or in the English, 'Wild Onion River')." "

Mr. Schoolcraft, the Indian historian, in his "Narrative of an Expedition to the Sources of the Mississippi River in 1820," in giving an account of visiting Chicago on the return of said expedition, speaking of the Chicago River, says: "Its banks consist of a black arenaceous fertile soil, which is stated to produce abundantly in its season the wild species of *cepa* or leek. This circumstance has led the natives to name it the place of the wild leek. Such is the origin of the term Chicago, which is a derivative by elision and French annotation from the word *chi-kaug-ong*. *Kaug* is the Algonquin name for the hystrix or porcupine. It takes the prefix *chi* when applied to the *mustela putorius* (pole cat). The particle *chi* is the common prefix of nouns to denote greatness in any natural object, but it is employed

as here, to mean the increase or excess, as acridness or pungency in quality. The penultimate *ong* denotes locality. The *putorius* is so named from this plant."

Bishop Baraga, in an appendix to his Ojibway dictionary, says the word Chicago is a word in the *Cree* dialect, a tribe of the Algonquin group called also *Knistenos*, "from *Chicag* or *Sikag*, a skunk, a kind of wildcat, which at the local term makes *Chicagok*." In his dictionary mentioned, he defines an onion in the Ojibway dialect as '*kitchijigagmanj*' (French orthography); English orthography, *kit-che-zhig-a-gam-anzh*. The definition of *onion* by Rev. Edward F. Wilson, in his dictionary of the Ojibway language, is *keche-she-gaug-uh-wunzh*. He defines *skunk* as *zhe gaug*.

John Tanner, for thirty years a captive among the Ojibways, and many years United States Indian interpreter, in a "catalogue of plants and animals found in the country of the Ojibways, with English names," appended to the narrative of his captivity, defines *skunk* as *she-gahg*. He defines *onion* as *she-gau-ga-winzhe* (skunk weed). In a note thereto, by Dr. James, editor of Tanner's narrative, it is added: "From *shih-gau-ga-winzhe*, this word in the singular number, some derive the name *Chicago*." The Indians, it seems, at least the Ojibways, called the *onion*, *garlic* and other weeds of like odor by a name which signified *skunk weed*, and in the Ojibway language the words used so express it.

It is noticed that all who contend that the word Chi-

cago, as applied to the river and city of that name, means skunk, onion or the like, derive their convictions on the subject from one or more of the authorities which are before cited, or from some one familiar with the Ojibway language who forms his convictions to the same effect from the mere coincidence of sounds. History is so unsatisfactory and varied in regard to this word, that we are left at this day to determine its meaning solely upon the basis of similarity of sounds, for there seems to be no fact or incident narrated or mentioned in history that leads with any degree of certainty, either to the original meaning of this word as intended, or to the dialect from which it is derived. And it is to be confessed that upon the theory aforesaid, conceding that the word comes from the Ojibway language or dialect, no one is prepared to dispute the assertion so generally made that the word is derived from *skunk*. The word *skunk* being in the Indian tongue simply *she-kaug*, in order to make *Chi-ca-go*, the theory adopted is that *ong*, an Ojibway local termination is added, which makes *Chi-cag-ong*, meaning *at the skunk*—the sound of *ng* being dropped in common speech, leaving the word in the form now used. Whilst this is not inconsistent in practice, in dealing with Indian names there is another theory, it is suggested, which may be adopted in this connection that would seem to be equally consistent. The word *Chi-cag-o*, without adding *ng* would be a fair Ojibway expression.

The sound of *o* added would denote the genitive, and might be rendered thus: *him of the skunk*, in which case it would probably be the name of an individual, and it is stated that this word is the name, not only of some one Indian chief, but the name also of a line of chiefs during several generations.

It is to be remarked, however, that there are some facts in history in regard to this word not in harmony with the definition generally contended for, as before stated. The word is first mentioned in early Western history by Hennepin in his account of La Salle's expedition which he accompanied, chapter 34, (London edition, 1699), the heading of which is as follows: "An account of the building of a new fort on the river of the Illinois named by the savages *Che-cau-gou*, and by us, *Fort Crèveccœur*." This was in January, 1680. This fort was at or near the place where Peoria, in this State, now stands. We must believe that the Indian word mentioned, given by the savages as their name for this fort, could not in this connection mean *skunk*, nor *skunk weed*. The definition of the French word mentioned, would mean "broken heart." Hennepin remarks that the many difficulties they labored under, had almost broken their hearts. May we not therefore suppose that the Indian word thus applied was intended to be of similar import?

The name *Che-ka-gou* thereafter appears on a map by Franquelin in 1684, applied to a river putting into

the Desplaines from the east at a point just above the Kankakee River, while at the head of Lake Michigan on this map is the word *Checagoumeinan*. At a later date, what is now called the Desplaines River was called by the early French explorers the river *Cheka-gou*. This word, as a local name, did not, as would appear, reach the river at present so named, nor the point where Chicago now is, until at least thirty years after the time of Hennepin, as before mentioned; and of the circumstances under which this word was lastly so applied, from what dialect it came, or what its intended meaning was, if any in its changed application, no account whatever is transmitted to us. The most that can be said of the word with any degree of certainty, is that it is of Indian origin, and comes from some dialect of the Algonquin group so called. It must be noted, however, that in the Ojibway dialect, this word, or that which is essentially the same, is not confined in its meaning to that contended for as before mentioned. The word may mean also in that language *to forbear* or *avoid*, from *kah-go*, *forbear* and *che*, a prefix answering to our preposition *to*; or, it may mean *something great* from *ka-go*, *something*, and *chi*, from *git-che*, *great*; besides several other words or expressions which may be found in this dialect, of the same sound yet of different meanings. *Che-ca-gua* was the name of a noted Sac chief, and means in that dialect *he that stands by the tree*. In the Pottawatomie dia-

lect, the word *choe-ca-go*, without addition or abridgment, means *destitute*.

Now, if this word was applied to the river which at present bears this name from the local circumstance as claimed, that of the abundance of *skunk weed* upon its banks, it would seem to follow that it must have been so given by the tribe who then inhabited or dwelt in the vicinity. At the time this word first appeared in this locality, the country about was inhabited, we are informed, by the tribe of Miamis, in whose dialect the word for *skunk* or *polecat* was *se-kaw-kwaw*. The Miamis, it seems, were succeeded by the Pottawatomies. We have no account from any source that the Ojibway nation, from whose dialect the attempt is made to define the meaning of this word, ever inhabited this part of the country.

Mr. Hurlbut, in his book of Chicago Antiquities, refers to an article in Potter's *American Monthly*, wherein it is stated that in early days this place was called "Tuck Chicago," and in which it is said that "*Tuck* in the Indian dialect means *wood* or *timber*." That the word Chicago means "*gone, absent* or *without*." That the words *Tuck Chicago* signified therefore the *waste prairie*, or literally translated, *wood gone*. The Indian dialect referred to, it is understood, has reference to that of the Pottawatomies. Conceding this to be so, there is much force in this definition. Properly, however, in that dialect it would be *Tuck*

Choe-ca-go (no tree, or not a tree). In the Ojibway language, *Mit-tuck ka-ka-go*. As a matter of history the locality about Chicago was the only place on the western shore of Lake Michigan where there was an entire absence of trees. The country along the lake at this point for some distance was clean, naked prairie, with not a tree to obstruct the view; and it is fair to suppose that some name would be given the place by the natives suggestive of this circumstance.

So that the further the investigation is pursued on this subject the less satisfactory is the result produced as to what was originally intended as the true meaning of the word *Chicago* in the various applications made of it from its first mention by Hennepin as related.

E. M. HAINES.

DOUGLAS. Named after Hon. Stephen A. Douglas, born April 23, 1813, died June 3, 1861. A few rods north of the station, a handsome monument has been erected by the State of Illinois over his remains. This station was formerly called "Fairview."

OAKLAND. First called (in 1836) Oakwoods, from the great number of oak trees which covered this locality. Section line here divides Hyde Park and Chicago, being the extreme southern limit of the city. It was at one time called Cleaverville, by Mr. Charles Cleaver, who lived here, and owned a large amount of property in the vicinity.

KENWOOD. In the spring of 1856, Dr. John A. Kennicott built a small frame house near what is now called Kenwood Station, and settled there with his family. There were no other houses there at that time. He called his place Kenwood after the family homestead of his ancestors in the suburb of Edinburgh, where his mother was born, and which is still in the hands of the McMillin family. The station was established in 1859 by Gen. Geo. B. McClellan, who was then the Vice-President of the Illinois Central Railroad Company, and was called Kenwood Station. This had the effect of giving the name of Dr. Kennicott's private residence to the surrounding neighborhood, without definite limits. It is exactly one mile south of the city limits, 47th street (formerly called Mason street) being the section line.

HYDE PARK. One of the most beautiful suburbs of Chicago. It was laid out in the year 1856 by Paul Cornell, and named after a village on the Hudson River near New York City.

The Illinois Central Railroad Company started the Hyde Park train on the first day of June, 1856. The conductor was Mr. H. L. Robinson, afterwards Quartermaster in the United States Army, and a friend of President Lincoln. At that time, only three trains a day ran in each direction. During the years 1857 and 1858, the Hyde Park House was erected by Paul

Cornell, the founder of the place, and leased to Tabor, Hawk & Co., who kept it in connection with the Richmond House, of Chicago.

During the years 1868 and 1869 the South Parks and Boulevards were laid out, comprising over twelve hundred acres of land, making larger pleasure grounds than all the other parks in the city of Chicago combined. These parks and drive-ways add greatly to the beauty of this very attractive suburb.

SOUTH PARK STATION was named after the South Parks from the fact that it is located at the principal entrance of one of the parks. As the traveler passes this station on the cars, some of the most beautiful views of these great pleasure grounds can be seen; extensive lawns and play grounds stretching out to the shore of Lake Michigan, decorated with shrubs and flowers, and with several artificial lakes that have been made by the park commissioners for boating and skating. The Illinois Central Railroad Company has built at this point a large and elegant Depot, at a cost of over \$30,000, which will accommodate several thousand people.

GRAND CROSSING took its name from the fact that so many railroad tracks crossed each other at that point. It was laid out in the year 1871 by Paul Cornell, who built a hotel and the "Cornell Watch

Factory" there during the years 1871 and 1872. The station was originally named after him. It is noted for its railroad facilities and bids fair to be a large manufacturing place. It now contains ten factories in successful operation.

BURNSIDE. Established in 1862, and named after Gen. Ambrose E. Burnside, at one time Cashier of the Illinois Central Land Department and afterwards Treasurer of the Company. Upon the breaking out of the war of the Rebellion in 1861, he was called by Governor Sprague of Rhode Island to take charge of the State troops, and rose to the rank of major-general. He died at Bristol, R. I., in September, 1881.

Owing to the financial depression in 1861, many of the farmers who had purchased lands of the Illinois Central Railroad Company were unable to make payments as their notes became due, and the Company agreed to receive corn in lieu of cash. Ten miles of corn cribs were built at this point, and the corn received by the Land Department was shipped here for storage.

The Company owns 150 acres of land at Burnside, upon which it is proposed to erect at some future time machine shops and car works.

PULLMAN. Five or six years ago, Mr. George M. Pullman, President of Pullman's Palace Car Company, conceived the idea of establishing a model manu-

facturing town, in which might be centralized the interests of his palace car company and such other works as could be conveniently and profitably harmonized therewith. Two or three years later he selected a site on the west bank of Lake Calumet, about nine miles south of Chicago and one mile east of the western boundary line of Hyde Park township. Here he quietly commenced to purchase land, so as not to excite speculation, and in a short time had secured 3,500 acres; 500 acres were then deeded to the Pullman Palace Car Company and the remainder was placed in the hands of a trustee to be held for purposes duly specified in the trust deed, all of which looked to the establishment and completion of the town of Pullman.

Until Mr. Pullman had matured his plans, he took counsel of no one, and it is a noteworthy fact that this is the first instance where a manufacturing *town* has been projected upon paper, detail after detail, and then constructed step by step with exact attention to the specifications and the purposes of its founder.

On the 26th day of May, 1880, ground was broken. At the date of this writing, (March, 1883), several hundred buildings have been erected, including factories, foundries, stores, public halls, dwelling houses, water works, gas works, hotel, market place and church; in short, every kind of building calculated to give life and prosperity to a community. From three to four hundred acres of land have so far been utilized for

buildings and pleasure grounds, and the work of beautifying and extending the settlement is prosecuted with vigor and a generous expenditure of capital.

It is proper to state here, that Mr. Pullman had no *speculation* in mind when he entered upon this admirable enterprise. The character of the work precludes such an idea. In every structure he has striven to combine usefulness and beauty, to render the project commercially safe and to elevate or educate the tastes of his employes up to the standard of their surroundings.

The main industries already in operation employ upwards of 2,500 men. Most prominent among them are the immense car shops, foundry, blacksmith shop and accessory buildings of the Pullman Palace Car Co., employing some 1,500 mechanics and laborers, and operated by the famous "Corliss" engine, built by Mr. Corliss of Providence, R. I., for the Centennial Exhibition in 1876. This huge machine made its first revolution at Pullman on March 18, 1881, and is capable of 2,400 horse power. In the boiler room, connected with it, is a nest of twelve boilers, each with an additional capacity of 400 horse power, (now used for heating buildings, etc.,) which when needed can also be applied to auxiliary engines. The "Corliss" engine distributes motive power to the works of the Allen Paper Car Wheel Company, a concern which supplies the Pullman and other companies with a patent car wheel, the

core of which is composed of 156 sheets of paper board compressed into a solid mass, increasing, it is claimed, the durability of the wheel and rendering it less liable to fracture. The Pullman Company use these wheels exclusively in constructing their palace cars. The Union Foundry and Pullman Car Wheel Works is another concern recently organized, which promises extensive results. These works now employ from six to seven hundred men without reaching their capacity.

The Chicago Drop Forging Company, another manufactory, employ forty or more men.

Not one of these several enterprises has yet utilized its capacity in full. Not less than 5,000 families may derive their living from the aggregation of capital which Mr. Pullman has so boldly planted on this Illinois prairie. The rents from private dwellings and stores already amount to \$108,000 per annum, and in a few months this sum will probably increase to about \$200,000.

Extensive brick works have been recently put in operation which employ 250 men and turn out 200,000 bricks a day. The product is used for local structures and is also sold in and about Chicago. The clay is taken from the bed of Lake Calumet.

Precautions to assure the health of the residents have been adopted in a system which commends itself. The sewage is carried by drains into a large pool forty feet deep and of about the same diameter; thence it is

pumped up and forced to a farm some three miles distant, where it is distributed as a fertilizer over the land which has been underdrained so as to carry off the water rapidly.

Upon the massive masonry which incloses the pool referred to, have been built seven stories, circular in form, which can be availed of for warehouses or shops; on top of these, again, is a tank, inclosed by solid masonry, with a capacity of 500,000 gallons. This tank will be kept full of water by the Hyde Park Water Works for the supply of the town.

Much taste and care have been expended in every detail of architecture and landscape. All the dwelling houses are built of brick, and in such variety of design as to avoid monotony. Rents of workmen's houses range from \$6 to \$17 per month, the average being about \$12; houses for merchants and professional men are rented at from \$25 to \$65 per month.

The Hotel Florence is a building, which, in beauty of external architecture and internal arrangement, will vie with anything of the kind in the country.

The church, cruciform in shape and built of Ohio serpentine stone (or a stone closely resembling it), is the *chef d'œuvre* of Mr. S. S. Beman, the architect, and should insure his professional success. He has dovetailed the church and rectory together in such an ingenious manner as to lend size to the main building and beautify both.

The depot of the Illinois Central Railroad, also designed by Mr. Beman (whose genius pervades the place), is a unique and tasteful structure in brick, with stained glass windows of medieval pattern.

The total expenditures up to date (say June, 1882), for all the improvements made by Mr. Pullman's companies, aggregate in round numbers \$5,000,000, and the outlay has secured remarkable results. It is probable that further improvements will be made by the Pullman Land Association. The Pullman Palace Car Co. having about completed their plant, are already engaged in manufacturing to order and for stock.

Thus, the town of Pullman, two years ago an unbroken prairie, is a perennial monument to the thoughtful and bold enterprise of one man, and will perpetuate his name from generation to generation.

KENSINGTON, so called at the request of the late Col. James H. Bowen, a large owner of neighboring lands, who also represented the "Calumet and Chicago Canal and Dock Company."

Original name was Calumet (Indian for "pipe of peace," a French Canadian corruption of *Chalumeau*, meaning a pipe); there being a station called Calumet on the Lake Shore & Michigan Southern Road, a change of name was thought desirable. Junction with Michigan Central Road (1852) and crossing of Chicago & Western Indiana Road (1879).

RIVERDALE (near the Calumet River), established after the construction of the Pittsburg, Cincinnati & St. Louis Railroad (originally the Great Eastern Railroad), which crosses at this point. The town is a short distance east of station.

SOUTH LAWN. Crossing of Chicago & Southern Railroad, built originally for the Chicago, Danville & Vincennes Railroad, afterwards known as the Chicago & Eastern Illinois, now owned by the Grand Trunk Railway. A town was laid out here and named South Lawn by its proprietors. But few houses have been constructed.

HOMewood. Before the location of the Illinois Central Road, there was already a town, Thornton, two and a half miles eastward. After the road was built, a town was platted and surveyed here by James Hart, who named it Hartford, but the railroad and post-office name was Thornton. Later on, when the Chicago, Danville & Vincennes (now the Chicago & Eastern Illinois) Railroad was built through the old town of Thornton; a change of name became necessary; Mrs. J. C. Howe suggested Homewood, after a village near Pittsburg, which was adopted.

MATTESON. Settled in 1855; named after Hon. Joel A. Matteson, Governor of Illinois from 1853

to 1857; crossing of the Joliet Branch of the Michigan Central Road, known as the Joliet Cut-off.

RIGHTON. Named by Joseph Batchelder, who settled here in 1836 or 1837, after Richton, Vermont, his former place of residence. Mr. Batchelder, H. Meeker and a man named McCoy were the first settlers in this vicinity.

MONEE, of the Pottawatomie tribe, was the wife of the Indian trader, Joseph Bailes, a French-Canadian and a person of much influence and note in the early days of the Northwest. In the latter part of his career as a trader he was living in the Calumet country near the Indiana State line, at a place known as Baileytown. The baptismal name of his wife was Mary, pronounced by the French *Mah-ree*; she was so called by her husband. In the dialect of the Pottawatomies, like that of nearly all of the tribes of the Algonquin group, there is no sound of *r*; it is supplied by the sound of *n*. The Indians could not therefore pronounce the name *Mah-ree*, but pronounced it *Mau-nee* or *Mo-nee*. It is said that the Indians derived many favors at the hands of Bailes through the influence of his wife, which as a natural consequence made her a great favorite with them, by whom she was known as "*Mo-nee*." In one of the treaties between the government and her tribe, she was allowed a reservation of land in the

vicinity of her husband's trading post in the Calumet country, in which she is mentioned as "*Mo-nee*," the wife of Joseph Bailes.

The meaning of *Monee* in the old Shawanese is money, and the same in the Delaware tongue. There can be no doubt that the two tribes above mentioned took the word from the English colonists; they accented the last syllable in pronouncing it, hence the French spelled it *Monee* instead of money.—*Blanchard*.

PEOTONE. "An Indian (Pottawatomie) word, meaning *bring* (or *come*) *here*."—*Blanchard*.

MONTENO. Probably a corruption of *Manitou* or *Manito*—Algonquin for Spirit. Another authority states that Manteno is the Pottawatomie for *Soldier's Village*.—*Blanchard*.

TUCKER. Called La Prairie up to 1873, then Martin until 1876, when the name was changed to Tucker after Mr. J. F. Tucker, General Superintendent of the Illinois Central Railroad at that time, and now Traffic Manager.

KANKAKEE. In 1680, when La Salle was exploring in the vicinity of the source of the Kankakee River, it was called the Theakiki or Haukiki (*Marest*), a name which, as Charlevoix says, was afterwards corrupted by the French to Kiakiki (*Raven*), whence prob-

ably its present form. In La Salle's time, the name Theakiki was given to the river Illinois through all its course. An interesting and somewhat graphic account of the portage and the sources of the Kankakee is given in his letter dated "De la Source du Theakiki ce dixsept Septembre, 1721."—*Parkman*.

Speaking of the sources of the river in his letter to the Duchesse de Lesdiguieres, September 17, 1763, Charlevoix writes: "Theak signifies 'a wolf,' and this is so called because the Mohingons, which are also called 'the wolves,' formerly took refuge here."

It is the county seat of Kankakee county, junction with Cincinnati, Lafayette & Chicago Railroad, now known as Cincinnati, Indianapolis, St. Louis & Chicago Railroad; also the crossing of Indiana, Illinois & Iowa Railroad.

Camp of the Kickapoos. (*French*—Le Camp Kiki-pous; *French* short—Camp Ki-ki; *English*—Kong-ke-ke.) A tribe of Indians in the central portion of what is now Illinois. They are supposed to have had a village on what is now called the Kankakee River. This river took its present name within a period of twenty years following 1680.—*E. M. Haines*.

SACRAMENTO. Named after Sacramento, the capital of California, whence a few of the settlers in this vicinity came.

OTTO. From the name of Otto township. The station was established in 1878, upon completion of the Kankakee & Southwestern Railroad, which at this point makes junction with the Illinois Central. No town here.

CHEBANSE. An Indian chief (Little Duck), of the tribe of the Pottawatomie nation, who joined in articles of treaty made at Chicago between Lewis Cass and Solomon Sibley, commissioners of the United States, and the Ottawa, Chippewa and Pottawatomie nations, 29th August, 1821, by which certain lands were ceded to the United States.

CLIFTON. William A. Veech, who was in 1857 the sole owner of this town, boarded at the Clifton House, Chicago, and he conceived the brilliant idea of naming the town after the hotel.

ASHKUM. Named after an Iroquois Indian chief, meaning "more and more."

DANFORTH. Named after George W. Danforth, a large purchaser of Illinois Central Railroad lands at this point, who laid out the town.

GILMAN. Named after Samuel Gilman of New York who, with W. H. Cruger and Charles Secor, built that portion of the Peoria & Oquawka Railroad (now

part of the Wabash system) running from Gilman to El Paso on the Illinois Central's main line, about fifty-three miles.

ONARGA. Iroquois, probably; if so, it would mean "a place of rocky hills."

SPRING CREEK. On north bank of Spring Creek, whence the station takes its name.

BULKLEY. Named by Ira A. Manley, the first station agent, who called it after one of his relatives by the name of Bulkley.

LODA. Taken from one of Ossian's epic poems called "Cath-Loda." Loda is the name of one of the Gallic gods, supposed to be the same as Odin of the Scandinavian mythology. The god has his dwelling place, where he is worshipped, on a mountain near the scene of the poem.

PAXTON. Called Prospect City prior to 1858. Named by Mr. James Mix of Kankakee in honor of Sir Joseph Paxton, about the time the latter was largely interested in immigration. The Lafayette, Bloomington & Mississippi Railway, now part of the Lake Erie & Western, was extended across the Illinois Central at this point in December, 1871.

LUDLOW. Named after Thomas W. Ludlow of New York, one of the incorporators of the Illinois Central Railroad, as appears by the charter. It was called Tera prior to 1868 by J. B. Calhoun.

RANTOUL. Named at the request of W. P. Burrall, at one time President of the Illinois Central Co., after Robert Rantoul, Jr., one of the incorporators of the Illinois Central; his name will be found in the original act. He was in Congress as a representative from Massachusetts at the time the Land Grant Act was passed. He was an American statesman, born in Beverly, Mass., on the 5th August, 1805; died in Washington, D. C., 7th August, 1852. He exerted himself for the abolition of capital punishment, and his report on that subject is still one of the standard authorities of its opponents. He was at one time United States District Attorney for Massachusetts.

THOMASBORO. After John Thomas, an English gentleman, one of the oldest settlers and an owner of adjoining lands.

CHAMPAIGN. Urbana, the county seat adjoining on the east, was settled by emigrants from Urbana, Champaign county, Ohio, who named the new settlement after their old home. What is now Champaign was called West Urbana until the county was divided, when it took the name of the county, *Champaign*.

The Illinois Industrial University, located near the station, was established by an act of the Legislature, approved 28th February, 1867, and endowed by the Congressional grant of 480,000 acres of land scrip under the law providing for agricultural colleges. Champaign county donated lands, bonds, etc., to the amount of \$400,000 more. The recitation rooms in the University will accommodate 400 pupils.

SAVOY, (French, *La Savoie*). Named in compliment to the Princess Clothilde, of the House of Savoy, who with her husband, Prince Napoleon, and the French Minister, Baron Mercier and his wife, the Countess of Lostant, visited Illinois in 1861.

A territory of France formerly an independent duchy and afterwards part of the kingdom of Sardinia. Except during the French domination under the republic and Napoleon I., Savoy remained a part of the Sardinian States until 1860, when by the treaty of Turin (March 24th) it was ceded to France, together with most of the country of Nice, on condition that the inhabitants should approve the transfer, which they did by a special vote, and the country was formally annexed to France, 12th June, 1860.—*Appleton's Encyclopædia*.

TOLONO. Named by placing the vowel "o" three times thus, o-o-o, and filling in with the consonants t-l-n, forming *T-o-l-o-n-o*, by J. B. Calhoun, who,

in company with J. Condit Smith, purchased the land and laid out the town.

A resident of Tolono was questioned as to the origin of the name and gave the following explanation, which seems to be devoutly believed by the oldest inhabitant. The legend runs, that many years ago, before the advent of the white man, a wandering tribe of Indians were roaming over these plains on a periodical hunting excursion. At this point game and wild fowls were found in great abundance. Some of the braves, in view of this, proposed that they should pitch their tents and remain at least for a time. The matter being referred to the old chief in command, he looked about him and, with characteristic gravity and terseness replied, "Too low; no!" And they passed on.

The prairie here was formerly flat and marshy, but is now well drained.

PESOTUM. *Pee-so-tum* was the Indian who, at the Chicago massacre, August 15th, 1812, killed Capt. William Wells of Fort Wayne. His remains were terribly mutilated, his heart being cut in pieces and distributed among the tribes, as was their wont, as a token of bravery. Billy Caldwell, a half-breed Wyandot chief, (afterwards long and well known in Chicago), arriving next day, gathered up the several portions of the body and buried them in the sand. Wells street, Chicago, perpetuates the name of Capt. Wells. His

title of captain was acquired from his having had command of a company of mounted scouts in Gen. Wayne's army, during the campaign of 1793-4, against the Northwest Indian tribes.

HAYES. Named in 1877 after Samuel Jarvis Hayes, appointed Superintendent of Machinery of the Illinois Central Railroad Co., 20th August, 1856. Died, 21st Sept., 1882, after rendering 26 years of continuous service.

TUSCOLA. An Apalachian word for flat plain. In the southern peninsula of Michigan there is a county of that name.

GALTON. Capt. Douglas Galton, C. B., D. C. L., F. R. S., visited Illinois in 1856 and again in 1877 in company with H. I. de Marez Oyens, of Amsterdam, to examine the affairs of the Illinois Central, the former on behalf of the English and the latter on behalf of the Dutch shareholders. The station formerly called "Bourbon Switch" was named Galton in compliment to him.

ARCOLA. Arcole, a village of Venetia on the Alphone, a small confluent of the Adige, 15 miles E. S. E. of Verona. It is famous for the victory gained there by Napoleon, in the first Italian campaign, over the Austrians, November 15-17th, 1796. The name

was suggested by Mr. Kearney, Postmaster in the town in 1871. Known as "Okaw" prior to 1871, from the Okaw River (called Kaskaskia River further south).

HUMBOLT. "Milton," prior to 1875; changed to Humbolt, at the request of residents, in honor of the eminent German naturalist, writer and traveler, Friedrich Heinrich Alexander von Humboldt, Baron, born in Berlin 14th Sept., 1769, and died there 6th May, 1859.

DORAN'S CROSSING. Established in 1877; named after S. A. Doran, a neighboring land owner.

MATTOON. Received its name from a person bearing the name of J. Mattoon, a contractor on the St. Louis, Vandalia & Terre Haute Railroad. He had the contract for grading through this section, and was one of the original proprietors of the town.

ÆTNA. Mount Ætna, a volcano of Sicily, called by the inhabitants of Sicily "Mongibello."

The word "Ætna" is from the Greek *aithein*, "to burn."

NEOGA. Neo (*Deity*), Oga (*Place*). Literally, the place of the Deity, (*Iroquois*). The town of Neoga was laid off in April, 1856, by Bacon and Jennings. The station was named "Neoga" by the Illinois Cen-

tral Railroad Company before the town was laid off or thought of. The first train of cars ran through the town August 1st, 1854, and killed a bull. It appears that the bull was of a belligerent disposition, and had been taught to lock horns with everything that crossed his pathway. But when he pitched into the train, he got the worst of the fight, and was sent to the pastures of his fathers to graze in peace.

The village of Neoga was incorporated by an act of the Legislature on the 17th day of April, 1869.

SIGEL. After Franz Sigel, who was born at Sinzheim, Baden, in 1824, and educated at the Military School of Carlsruhe. In 1847 he resigned his command in the army of the Grand Duke, and in 1848 became Minister of War under the revolutionary government. After its overthrow, he fled to Switzerland, thence in 1850 to the United States, where he taught school in New York, and, in 1858, in St. Louis. In 1861 he entered the Federal army as Colonel of the 3d Missouri Volunteers under General Nathaniel Lyon, distinguished himself, and was promoted. In 1862, becoming dissatisfied with the General-in-Chief—Halleck—he resigned. The Government so valued his services that his resignation was not accepted, and he was made a Major-General of Volunteers, and appointed to a command in Virginia, where he participated in the second battle of Bull Run.

EFFINGHAM. This city and the county in which it is located were named after General Effingham, an Englishman by birth, who was the United States Surveyor, and laid out the county.

WATSON. Geo. Watson, Division Superintendent of the Illinois Central Railroad in 1856.

MASON. Col. Roswell B. Mason, appointed Chief Engineer of the Illinois Central Railroad by the Board of Directors in New York on the 22d March, 1851. On the 14th May following, he left New York with a corps of engineers to lay out the line; on the 29th of January, 1852, he had completed all the surveys and finished an estimate of the cost of the whole road. On the 16th March, 1853, a portion of the line having been completed, he was charged, in addition to his other duties, with the running arrangements of the line and received the appointment of General Superintendent. He continued in the service of the company, filling various positions of trust until the latter part of 1856, when, the road being completed, he temporarily retired from the company's service. On 5th November, 1862, he assumed charge of the Land Department of the company, with the title of Comptroller. In September, 1865, he prepared plans for a bridge across the Mississippi River to Dubuque, which was constructed a few years later under his supervision.

EDGEWOOD. So called from its location on the edge of the woods.

LACLEDE. In 1762, M. d'Abadie, Director-General of Louisiana, granted to a company of merchants, of whom Pierre Liguette LaCledé was the leader, the exclusive right of trade with the Indians on the Missouri. This company, after careful examination, established themselves on the present site of St. Louis, 15th February, 1764, and erected a large house and four stores. On 11th August, 1768, a company of Spanish troops, under Capt. Rios, took possession of it in the name of the King of Spain, under whose sway it remained until the cession of Louisiana in 1800 to France, which in 1803 sold the territory to the United States. It was incorporated as a town in 1809, and in 1822 was chartered as a city.—*Shea.*

Our station derives its name from Pierre Liguette LaCledé. Called "Dismal" prior to 1863, from Dismal Creek.

FARINA (Latin for Flour). Station probably so named from the fact that its location is in the winter wheat section. Organized as a town in 1867; reorganized as a village in 1875. About one-third of the population are German. A school was started here in 1860, of which Mr. Thomas Edwin Greenfield Ransom was one of the Directors. Mr. Ransom was the Station

Agent here at the breaking out of the Rebellion in 1861. He entered the army and rose to the rank of Brigadier-General, and died in his country's service from the effect of wounds received in Georgia, 29th October, 1864.

KINMUNDY. The town was named after the birth-place of Wm. Ferguson, a native of Scotland, who visited Illinois in 1856. He was a member of the firm of Robert Benson & Co., at that time the Illinois Central Company's Agents in London. Laid out by W. T. Sprouse, 10th April, 1857, on Sec. 22. Isaac Egan laid out an addition in 1858.

The first settler was John W. Nichols, who came from Wilson county, Tennessee, and located on the east prong of the Howell's Branch in 1823, where he lived until 1827.

Henry Howell, also a Tennessean, came here in 1826 and settled on the west bank of Howell's Branch, where he resided until his death. He raised a large family of children, some of whom are now living in Texas, some in Missouri and three live in this county. —*History of Marion County.*

ALMA. Named by J. B. Calhoun. The Alma River is a small stream in the Crimea, running from the high ground, in the neighborhood of Bakhtchisarai, in a westerly direction to Kalamita Bay, between Eupatoria

(or Kozlov) and Sebastopol. The southern bank of this river was selected during the Crimean war by Prince Montchikoff, the Russian Commander, as a defensive position in which to receive the onset of the allied armies first landed in the Peninsula. The battle was fought 20th September, 1854, and resulted in a victory for the allies and the opening of the road to Sebastopol.—*Appleton's Encyclopædia*. Alma Station was established about the time of this battle and derived its name from this circumstance.

TONTI. Chevalier Henri de Tonti, an Italian officer, a protege of the Prince de Conti, who sent him to LaSalle as a person suitable to his purposes. Tonti had but one hand, the other having been blown off by a grenade in the Sicilian wars. His father, who had been Governor of Gaeta, but who had come to France in consequence of political disturbances in Naples, had earned no small reputation as a financier, and had invented the form of Life Insurance still called the "Tontine."

ODIN. The country about here was settled by Scandinavians. Odin was the principal god of Scandinavian mythology. The Odin of mythology is thought to be connected with Odin the Conqueror, who ruled, according to tradition, in the time of Pompey, over a portion of Scythia near the Black Sea. Driven out of

his territory, he is said to have advanced to the northernmost countries of Europe and Asia, and to have conquered Denmark and the Scandinavian Peninsula.

CENTRAL CITY. So called from its proximity to Centralia.

CENTRALIA. Laid out by the Illinois Central Railroad Company, who built their machine shop here in 1856, or thereabouts, to accommodate the southern end of the Chicago Division and the main line, being selected as a central location.

IRVINGTON. After Washington Irving. The first settler here was a Mr. Scott, who, with his family, located on Section 16 in the year 1827.

The town was laid out by S. Y. Henry, and the first building constructed was the depot of the Illinois Central Road.

The Illinois Agricultural College, incorporated in 1861, located here, has been in operation since 1869. In 1875, suit was brought by the Attorney General to get possession of the lands for the State, to secure the fund originally appropriated by the State. The matter is still in litigation.—*History of Washington County.*

RICHVIEW. James Severs was regarded as the first settler; he located at Green Point in 1828.

“Old Richview” was laid out in 1839 by Wm. B. Lindsay, on Section 10. It was called Richmond up to 1845, when a post-office was established here, and, there being another town and post-office in the State named “Richmond,” it was thought necessary to change the name. In 1852 the name was made *Richview*, on account of the elevated site of what is now called “Old Town,” or “Old Richview,” about half a mile from the station, and the very beautiful *view* of the surrounding country in all directions. When the Illinois Central was built, the track was laid about half a mile east of the “Old Town.” In 1854 the railroad company built a depot and switch about three-fourths of a mile northeast of the village, on a 40-acre tract of land owned by the company, and, in 1855, laid out an addition to the town. The company named the station. In 1857 the railroad company gave 75 lots at this place to the “Washington Seminary,” (incorporated 16th February, 1865), situated about a mile from the station.

ASHLEY. After Col. L. W. Ashley, Division Engineer. James Woodrome and his family were the first settlers of this precinct. They came in 1825; within three years thereafter five of his sons settled in this neighborhood, and it became known as “Woodrome Settlement.” This precinct was formerly called “Beaucoup.” In the autumn following James Woodrome’s advent, William and Burton Nicholls came from

the State of Georgia, and settled on Section 23. In 1840 the settlers clubbed together and built a small log school-house on the site of the present town of Ashley. The plat of the town was recorded 27th May, 1854. The Central Road was built through here during that year.

RADOM. A government of Russian Poland. It was named by General J. B. Turchin, in 1873, about which time he induced a number of Russian Polanders to settle in the locality.

DUBOIS. Called "Coloma," prior to 1868, after which date its name was changed to *DuBois*, in honor of Jesse K. DuBois, Auditor of Public Accounts from 12th January, 1857, until 12th December, 1864. The early settlers were principally from the States of Kentucky and Tennessee. The first settler was George Palmer, who located on Sec. 29, in the year 1827. The first store was carried on and owned by a man named Tibbles, who emigrated from one of the Eastern States.

The town of DuBois was laid out in 1853 by L. I. Bridges, J. W. Tilley, and D. and E. H. Topping. About two-thirds of the population are Germans and Polanders; the first colony of the latter settled here in 1873, on lands purchased of the railroad company. On Sec. 27, on the east side of the "Little Muddy River," on the second bottom, about ten feet above high

water mark, are the remains of an Indian burying ground, supposed to have been used as a place of sepulture by the Kaskaskia tribe.

A coal shaft was sunk at DuBois by Vose & Beard, in 1865, and a six-foot vein of coal was found at the depth of 300 feet.

TAMAROA. Named by Nelson Holt, agent at Tamaroa since 1855, and employed on the road as Civil engineer during its construction.

The *Tamarouas* were one of the five tribes composing the Illinois Confederacy, which consisted of the Moingonas, Kaskaskias, Peorias, Kahokias and Tamarouas. These latter were associated with the Kaskaskias and the Moingonas, and were located near Fort Chartres, on the Mississippi.

ST. JOHNS. In the year 1856 the order of ancient Free and Accepted Masons had a celebration at this place, which, happening on St. John's Day, they named the town accordingly.

(St. John the Baptist, 24th June.)

DU QUOIN. At the time the road was constructed there was a small village about five miles distant, from which the station took its name. The word *Quoin* is an old English word synonymous with *Coign* (modern French, *Coin*), meaning an external angle or corner; as

Du Quoin is in the southeast corner of Perry county, this may explain the name.—*Mauriac*.

The name means simply a feather, and it is not unlikely that *Du Quoin* means some particular kind of a feather. Du may be the French preposition—in which case, *He of the Feather* may be the original meaning of “Du Quoin.”—*Blanchard*.

Du Quoin was a chief of the Kaskaskias and Peorias, of considerable talent: he wore a medal presented to him by Washington, whom he visited at Philadelphia. In the early part of the present century the two tribes under his guidance emigrated to the southwest, and in 1850 they were in the Indian Territory and numbered 84 persons.—*History of Illinois, by Davidson & Stuve*.

ELKVILLE. From “Elk Prairie,” so called from the elk that years ago frequently made their appearance on this prairie, attracted by the salt-licks. Some of the oldest settlers have seen elk about here, and have found a great many elk horns.

DE SOTO. From Fernando de Soto, a Spanish explorer, born at Xeres de los Caballeros, in Estremadura, about 1496; died on the banks of the Mississippi in June, 1542, while attempting to descend its banks. To conceal his death, it is said, his body was wrapped in a mantle and sunk at midnight in the middle of the stream.

BIG MUDDY. Water station ; tank supplied with water from "Big Muddy River," which was discovered and named by the French, *Riviere du Vase or Vaseux* (River of Mud, or Muddy River).

CARBONDALE. In the summer of 1852 the, line of the Illinois Central Railroad was permanently located through this (Jackson) county. In August, 1852, Daniel H. Brush, of Murphysboro, Ill., desiring to locate a town on the line of this road, associated with himself L. W. Ashley, (Chief Engineer of the Southern Division of the road), I. F. Ashley, A. Buck, I. Buck Thos. Barnes, A. Connor, Wm. Richart, H. C. Long, E. Leavenworth, James Koenig, and John Dougherty, and purchased 360 acres of land in Sections 16 and 21, Township 9, for that purpose, and on 24th November, 1852, laid out the town which, at the suggestion of D. H. Brush, (it being in a coal region), was called Carbondale. For the purpose of convenience, the deeds were made out in the name of John Dougherty, who was to act in a fiduciary capacity for his associates. The railroad was completed to this place from the south on the 4th July, 1854, when the first locomotive came into the town. The citizens gave a free dinner and extended a general invitation, which was responded to by upwards of 2,000 men, women and children, who came from the surrounding country to see, for the first

time in the lives of most of them, a railroad, locomotive and a train of cars.

The first residence was erected by James B. Richart, in 1852.

The first sermon was preached by Rev. Josiah Wood, a Presbyterian minister, in December, 1852.

No intoxicating liquors have ever been sold as a beverage in this town.—(*Carbondale Observer*, 2d May, 1878.

BOSKY DELL. Fruit station; established in 1877; named by Rev. J. L. Hawkins, of Carbondale, who writes as follows:

“You inquire as to the origin of the name ‘Bosky Dell.’ There is nothing of romance about it; on the contrary, the history is very commonplace. Consulting my dictionary, one day, I met with the word ‘bosky,’ designated as obsolete, a synonym for ‘brushy.’ I was pleased with it, and not long afterwards in the course of a sermon, in one of my descriptive illustrations, I used the words ‘Bosky Dell.’ A gentleman and lady of literary taste and culture, natives of Britain, who were present, a few days afterwards called my attention to it, expressing themselves pleased with the description, and especially with the poetic beauty of the term ‘Bosky Dell.’ Subsequently, when making a call at the house of Mr. Samuel Cleland, the proprietor of the red sandstone quarry and land at that

“station, he told me that he had laid out the ground for a small village, and was at a loss for a name by which to call it; that the surveyor, Mr. Newsome, suggested ‘Lithopolis,’ and others suggested other names. I remarked that ‘Lithopolis’ was a big, high-sounding name, already borne by an obscure village in the neighborhood of Columbus, Ohio; that the other names were common to other localities. Give it an original name, descriptive of the locality, and one which no other place in Europe or America now bears. Call it *Bosky Dell*. ‘Bosky Dell,’ he replied, ‘Bosky Dell,—Bosky Dell it shall be;’ and accordingly he had his papers made out and recorded in that form.”

MAKANDA. This station derived its name from that of the chief of the last tribe of Indians who inhabited the section of country about here. His name was “Makanda.”

COBDEN. Called “South Pass” prior to 1859. Named after Richard Cobden, M. P., who visited Illinois and passed over the road in 1858. At the time, Mr. Cobden was a large shareholder in the Illinois Central Railroad Company.* He was an English statesman, born at Dunford, near Midhurst, Sussex, 3d June, 1804; died in London, 2d April, 1865. He traveled extensively during his life, and wrote several books.

In 1839 he took a leading part in establishing the well-known Anti-Corn Law League; he was a declared free-trader. First elected to Parliament in 1841, his oratorical ability and the great extent and variety of knowledge he possessed, upon all subjects connected with trade and commerce, immediately obtained for him a high place among leading Parliamentary speakers. He was also an active member of the Peace Society.—*Appleton's Encyclopædia.*

ANNA. From Mrs. Anna Davie, wife of Mr. Winstead Davie of Jonesboro, Ill., who has held office as County Clerk, Clerk of Circuit Court, Probate Judge and Postmaster, and was the founder of the town of Anna.

County seat of Union county; established 25th February, 1818.

DONGOLA. So named by Mr. Leavenworth, after Dongola in Africa. There was no other place of the same name in the United States at the time.

WETAUG. Named by George Watson, Division Superintendent, who formerly lived in a small town of that name in Massachusetts.

In Ojibway dialect, the word means *a Gambler*: probably named after some Indian given to gaming.

There is a large mineral spring near here about 100

feet deep; the volume of water never diminishes, even during dry weather.

ULLIN. Ullin was Fingal's bard, and is described in several of Ossian's poems as one of the eight heroes of Ossian, and as "Ullin, Stormy Son of War."

PULASKI. (Pulaski county.) After Count Casimir Pulaski, a Polish soldier, born in Lithuania, March 4, 1747. He fought desperately for the liberation of Poland, but the coalition of Austria, Prussia and Russia for that country's dismemberment made resistance hopeless. Pulaski escaped to Turkey, thence to France where he offered his services to Franklin in the American cause. With high recommendations to General Washington, he arrived at Philadelphia in the summer of 1777, entered the army as a volunteer and so distinguished himself that, after the battle of Brandywine, he was made commander of the cavalry with the rank of Brigadier-General. He subsequently resigned his commission and organized a corps of cavalry and light infantry which became famous as "Pulaski's Legion." He died in the attack on Savannah, 4th March, 1779. A monument to his memory, voted by Congress, has never been erected, but one was raised by the citizens of Georgia in Savannah.

VILLA RIDGE. (*High land north of Cairo.*)

Named by the daughter of a Doctor Arter, after their farm which they called "Villa Ridge." The Doctor settled on his farm, about one mile west of the present station, in 1837. They had the first frame house and the first glass windows in the settlement.

MOUNDS. So called because ancient Indian mounds are found hereabout. The remains of some of these are still to be seen. The post-office at this place is called "Junction," being the junction with the Mound City Railroad, now the property of the Illinois Central Railroad Company.

CAIRO. In 1818 John Comegys, Shadrach Bond and others, entered 1,800 acres of land near the mouth of the Ohio River, and obtained from the Territorial Legislature a charter under the name of the "City and Bank of Cairo." By the death of Comegys, it reverted to the government. In 1835 Sidney Breese, David J. Baker and Miles A. Gilbert entered the forfeited Bank tract and transferred it to the Cairo City and Canal Company, whose charter was obtained in 1837. They also purchased the interests of William, John and Thomas Bird in adjoining land, increasing their tract to 10,000 acres. They negotiated a loan for \$2,000,000 in England, in 1837, and expended it for levees, mills, etc. Mortgage incumbrance preventing sale of lots, in

1846 Thomas S. Taylor, of Philadelphia, and Charles Davis, of New York, were made Trustees to improve and sell the property. The trust eventually reverted to Samuel Staats Taylor, of Cairo, and Edwin Parsons, of New York, the lots first coming into market in 1853. The town was platted finally in 1858.

Dickens refers to Cairo in "Martin Chuzzlewit," styling it "Eden."

EAST DUBUQUE. Formerly called "Dunleith," and was so named by a Scotch lady of Dubuque, who fancied that in the broken and picturesque appearance of the country she saw a striking likeness to that once possessed by a famous old Scotch laird of *Dunleath*.

It is located on the east bank of the Mississippi River, opposite the city of Dubuque, Iowa, with which it is connected by the bridge of the Dunleith and Dubuque Bridge Company, completed on the 1st January, 1869.

MENOMINEE. After the *Menominee* tribe (wild-rice-eaters), belonging to the Algonquin family, and from their first discovery to the present century residing on the Menominee River, which empties into Green Bay, Wisconsin, their name being that of the wild rice on which they in great part subsisted.

GALENA derives its name from the sulphuret of lead which abounds in this locality; it is the centre

of the region known as the Galena lead mines, and is situated on both sides of the Galena (formerly called Fevre, from an early French trader, Le Fevre, and not from fever, sickness, as some have supposed), six miles from its confluence with the Mississippi River. The discovery of lead ore in this region is attributed to Le Sueur, who made a voyage up the Mississippi in 1700 for the purpose, it is said, of discovering ores.

The town was laid out in 1827 and incorporated as a city in 1839. In 1854 there were 27,285,000 pounds of pig lead shipped from here valued at \$1,300,075. From 1845 to 1847 (the years of maximum production) the quantity of lead made into pigs was even larger.

COUNCIL HILL. Indians held councils here. Near the station is a large rock, from which "Black Hawk" is said to have addressed his braves for the last time.

SCALES MOUND. From a large mound about one-half a mile from the station, owned by a man named *Samuel Scales*.

APPLE RIVER. *La Pomme*, or *Apple River*, so called from the number of crab-apple trees on its banks. This stream empties into the Mississippi River. At a point $2\frac{31}{100}$ miles east of the station, the main track of

the Illinois Central road is 245 feet from the Wisconsin State line.

A German named *Apple* was killed near here during the Black Hawk war; the station and the river may have taken the name from him.

WARREN. Called *Courtland* prior to 1853 or 1854. The name was changed by the citizens to "Warren," in honor of Warren Burnett, son of Capt. Alexander Burnett, the first male child born in the town.

NORA. Named by R. B. Mason, Chief Engineer, at the request of John M. Douglas, Esq., who remarked that as it was a very small place, he preferred a very small name. Mr. Douglas has a large farm in the vicinity.

There is a place named "Elizabeth" eighteen miles south of Nora, which established a precedent for adopting a woman's name for the town of Nora.

WADAMS GROVE. William Waddams was one of the first settlers in Stephenson county. He came from New York State about 1828. Station originally called "West Point," then "Sada," and finally "Wadams Grove. As late as 1849, all lands hereabouts belonged to the United States Government, and a Seth Waddams lived here then.

LENA. This name occurs in and was taken from Ossian's poem of "Fingal." It is the place where a great battle was fought in Ireland between Fingal and Swaran, in which the latter was defeated. It was evidently a healthy plain near the shore. "He moved first towards the plain of Lena"; on "Lena's echoing heath." The town was laid out by Samuel J. Dodds in 1853; he kept a hotel here in 1850.

ELEROY. A man named Hiram Jones, who came from Utica, New York, and settled in this locality in 1846, had a son named *Leroy*, after whom he named the town.

FREEPORT. In the latter part of 1837 the county seat of Stephenson county was established at *Freeport*, the town was that year formally named. It had previously been known as "Winneshiek," the name of the chief of a band of from two to three hundred Indians, who had a village here in 1827, and whose burying ground is where the Illinois Central Company's freight house now stands. Then the settlement consisted of but a few houses. The tavern (in fact but not in name) was the residence of William Baker, who built the first house in 1836, at which new comers were hospitably entertained, often without charge. Mrs. Baker finally began to tire of her husband's promiscuous hospitality, and, one

morning at breakfast, rechristened the settlement "Free Port," by which generous title, ironically applied it has since been known.—*History of Stephenson County.*

L. W. Guiteau (father of Charles J. Guiteau, the assassin of James A. Garfield, President of the United States), settled here in 1837. He was Deputy Clerk of the Circuit Court of Stephenson county in 1852 and Freight Agent of the "Galena & Chicago Union Railroad" at this station in 1853. Freeport was incorporated as a village in 1850 and as a city in 1855.

BAILEYVILLE. Named after O. Bailey, who was a native of Vermont, and located here in 1848.

FORESTON. Laid out by D. A. Neal, of Beverly, Mass., in 1854, at which time there were several forests of trees thereabouts. Isaac Chambers, who located near here in 1829, is said to have been the first white man to inhabit Ogle county.

HALDANE. After Alexander Haldane, Station Agent and neighboring land owner. He was born in June, 1804, in Leith, Scotland. He emigrated to New York in 1835 and located in Ohio four years later. In 1849 he removed to Jacksonville, Ill., and entered into the lumber business. Four years later, in company with a Mr. Scott, he went to Pecatonica, Ill., and thence to Dixon, still continuing the same business. In 1855

he purchased an interest in 300 acres of land lying near this place, and in May, 1856, a warehouse and side-track having been built, he opened a grain and lumber warehouse. In January, 1858, a station was established and he was appointed Agent, a position he now holds.

POLO. Named after *Marco Polo*, the famous Venetian traveler, by Hon. Zenas Aplington, the original proprietor of the land. He was contractor for the construction of the Illinois Central Road, his contract extending eight miles north and south of Polo. The town was incorporated in 1856, and is said to be the only town of this name in the United States.

WOOSUNG. A town in China: the station here was named by Capt. Anderson, the Agent, who formerly sailed between New York and China.

NORTH DIXON. North of "Dixon" proper, and located on north side of Rock River.

DIXON. "Father" John Dixon was the first white settler in Lee county. He went there in 1830 and kept the ferry across Rock River. He donated to the city the eighty acres of land now within the city limits and upon which the Court House stands. He died about 1876, universally loved and regretted; the

inhabitants of the city evinced their respect for his memory by suspending business, closing their stores and joining in the funeral procession.

ELDENA. In honor of Mrs. Eldena Van Epps, wife of a former owner of the lands.

AMBOY. After Amboy, New Jersey. It is said to be a Delaware Indian word, signifying "a bowl." A Frenchman named *Filamalee* is said to have been the first white settler in the present limits of Amboy township. Some of the early settlers remember his shanty about a mile south of Rock Ford, and have not forgotten the mortar made in a burr-oak stump, in which he pounded his corn for bread.

The beginning of the settlement at this site was made in 1838, by John Sawyer, who built a cabin on the bank of the creek. The survey for the town plat was completed 24th March, 1854. The company have their principal machine shops for the North Division at this point.

SUBLETTE. In a history of Lee county it is said that the town was first called "Hamo." The railroad company having named the station *Sublette*, it was desired to have the name of the township correspond, and it was accordingly changed. This name was first employed, it is said, because of the frequent sub-letting

of the contract for the grading (which is very heavy between this point and Mendota,) of the Illinois Central Railroad. The settlement of the township dates from 1837.

MENDOTA. Indian term, meaning junction of two trails, paths or roads. Named by T. B. Blackstone, now President of the Chicago & Alton Railroad Company, who was in 1853 one of the Division Engineers employed in the construction of the Central Road.

Crossing of the Chicago, Burlington & Quincy Railroad.

DIMICK. "Homer" prior to 1875; named after one of the first settlers in this vicinity. He spelled his name *Dimmick*.

LASALLE. Rene-Robert Cavelier, Sieur de la Salle. La Salle was the name of an estate near Rouen, belonging to the Caveliers.

One of the most remarkable explorers whose name lives in history. Born in Rouen in November, 1643, he died at the hands of assassins on a southern branch of the Trinity River, Texas, 19th March, 1687.

OGLESBY. In honor of Gov. Richard J. Oglesby, who was born 25th July, 1824, in Oldham county, Kentucky. He was Governor of the State of Illinois from

16th January, 1865, to 11th January, 1869; re-elected in 1873, and afterward elected United States Senator.

In 1861 he was elected Colonel of the 8th Regiment Illinois Volunteers, was afterward promoted for gallantry at Fort Donelson to a Brigadier-Generalship, and in 1863, to the rank of Major-General of Volunteers.

TONICA. From the "Tonicas" or "Tunicas," a tribe of Indians which, in 1713, were located on the Mississippi River, about 18 leagues (French) south of the well-known *Natchez* tribe, which gave the French colonists considerable trouble during the early history of Louisiana. Natchez, Miss., is 279 miles north from New Orleans by river; reckoning three miles to a league, would place the "Tunicas" at a point about 225 miles, by river, from New Orleans. But there is now in the Mississippi River (in Louisiana) an island called "Tunica Island," and six miles up the river from this island is a landing known as "Tunica," near a bayou bearing the same name; the distance from New Orleans, by river, to this landing is 205 miles.—*Mauriac*.

In the Ojibway Indian dialect, the word signifies *a place inhabited*.

LOSTANT. After the Countess of Lostant, wife of Baron Mercier, French Minister at Washington, who in company with Prince Napoleon, visited Illinois in 1861.

WENONA. Hiawatha's mother, daughter of Nokomis.

" 'See! a star falls,' said the people ;
 " 'From the sky a star is falling!'
 " There among the ferns and mosses,
 " There among the prairie lilies,
 " On the Muskoday, the meadow,
 " In the moonlight and the starlight,
 " Fair Nokomis bore a daughter.
 " And she called her name *Wenonah*,
 " As the first-born of her daughters."

—*Hiawatha's Childhood.*

RUTLAND. Originally called "New Rutland," and so named by the settlers who came from Rutland, Vermont.

MINONK. This name appears on a map published by *Thevenot* as "Marquette's" (but not on *Marquette's* map). It doubtless is of Indian origin.

In Ojibway dialect it means *good place*—mino (good), onk (place).—*Blanchard.*

WOODFORD. Named by Peter Rockwell, after the name of the county. The county was named by Thomas Bullock, the first settler, (who surveyed and laid it out in 1841), after Woodford county, Ky., his former place of residence. The Illinois Central was the first railroad built in this county. At its completion, in 1852, the rapid development and prosperity of the county began.

PANOLA. Named by J. B. Calhoun, by placing the vowels a, o, a, and filling in with the consonants p, n, l, making *Panola*.

EL PASO. Named by Geo. L. Gibson, one of the original land owners, after El Paso, New Mexico. In Spanish, the words mean "The Pass."

KAPPA. The "Kappas" were a tribe of Indians, first mentioned by Garcilasso, the historian of De Soto, on his route of discovery in 1539 to 1542. They were below the point where De Soto discovered the Mississippi River in May, 1541. They are next reported on the south side of the Arkansas River by Joutel, on his way back to the Illinois country, after the assassination of La Salle, in Texas, in 1687. They are next reported by Jed. Morse in Southern Illinois in 1797; whence they were subsequently driven by the Illinois tribes. It is probable that the *Quapaws*, who are now located on their reservation in the Indian Territory, are the last remnants of this tribe, whose name has been corrupted less than their morals.—*Blanchard*.

HUDSON. "The Illinois Land Association," as it was called, was organized at Jacksonville, Ill., 6th February, 1836, by Horatio N. Pettit, John Gregory, George F. Durkitt and a number of others, these three being appointed a committee of general superintend-

ence. Each member of the colony paid \$235 for a share in the enterprise. For this, he was entitled to receive 160 acres of land, four town lots in the prospective village of Hudson, and a share in the net profits of the undertaking. Some twenty of the original shareholders became actual settlers. Among these were Horatio N. Pettit, John Gregory, John Magotten, James Robinson, Oliver March, James and Joseph Gildersleeve, Jacob Burtis and Samuel P. Cox. The originators of the enterprise were many of them from near Hudson, New York, and the name was given the new village in honor of their old home. The village survey was completed about 4th July, 1836.—*History of McLean County*. On a map of Illinois, published in 1857, there is a village called "Hudson's Settlement," a short distance east of the present station.

NORMAL. The original name of this township was "North Bloomington," but was changed to *Normal* after the State Normal University was located here. The University was established by an act of the General Assembly, approved 18th February, 1857, and went into operation 5th Oct., 1857. It will seat 270 pupils in the Normal Department, and 225 in the Model School Department. The lands, comprising 160 acres, were donated, as was also the cost of the buildings, about \$150,000.

BLOOMINGTON. A large tract of land in this county (McLean), extending over the present location of the city, was formerly known as "Keg's Grove." Wm. Orendorff, who came from below the Sangamon, located in this "grove" in May, 1823. Mrs. Orendorff, a lady of considerable culture, disliking the name "Keg," suggested that it be changed to "Blooming Grove," which was agreed upon in 1824.

James Allen, one of the early settlers, bought the land on which the original village was located and opened a store, at that time that only trading place for this section of country, and, in 1829, he succeeded in securing the location of the county seat of McLean county upon his land, and called it "Bloomington," from "Blooming Grove."

The Chicago & Alton Railroad have shops here employing 700 men. The Wesleyan University buildings, located here, cost \$200,000. The Court House, a handsome building, cost \$400,000. The city is supplied with water from a subterranean river, the waterworks being north of the Chicago & Alton Railroad Company's passenger station.

HENDRIX. Named in honor of John Hendrix, the first settler in the present limits of McLean county, who came here in the early part of 1822. The station is located on land which was originally part of his claim.

RANDOLPH. Named after Gardner Randolph, one of the early settlers in this locality. Randolph's Grove is situated about three miles southeast of here. The township is likewise called Randolph. Station established in 1860 as "Fielders;" changed to "Randolph" in 1862.

HEYWORTH. In honor of Lawrence Heyworth, M. P., of Yew Tree, near Liverpool, England. He visited Illinois in 1856 and became a large stockholder in the Illinois Central Railroad. Originally called "Elmwood."

WAPELLA. After *Wapello*, chief of the *Foxes*, subordinate to Keokuk, (principal chief of the Sacs and Foxes). Wapello wisely cast his lot with Keokuk, remaining with him west of the Mississippi, at peace with the Americans, when Black Hawk invaded Illinois and Wisconsin in 1832. In the summer of the next year, when Black Hawk was brought back from Washington, a prisoner of war, to be returned to his tribe, a council was convened by Major Garland at Fort Armstrong, Rock Island, for the purpose of reconciling Black Hawk to the rule of Keokuk. Wapello used his influence on that occasion to soften the harshness and asperity resulting from the old quarrel between Keokuk and Black Hawk, and to mitigate the humiliation of the latter on his return.

The signification of his name, according to *Drake*, is "The Little Prince," but those who have made Indian names a study would give it other meanings. *Waup* or *Waub*, in Sauk dialect, means "He that is painted white."

There are still living men who remember Wapello as a candid and consistent friend to the Americans on all occasions.—*Blanchard*.

CLINTON. In honor of De Witt Clinton, after whom the county was also named De Witt. An American statesman, born at Little Britain, New Windsor, Orange county, New York, 2d March, 1769; died in Albany, 11th February, 1828. He was at one time Mayor of New York city; was also in the Senate of that State and in the Senate of the United States. In 1816 he was elected Governor of New York, and again in 1819. On 4th July, 1817, he broke ground, with his own hands, for the construction of the Erie Canal, a measure which he had advocated with great earnestness, and in October, 1825, he was carried in a barge through the completed canal, while bells rang and cannon saluted him at every stage of that imposing progress.

A grateful people mourned his death with all the pomp of national sorrow, and posterity cherishes his memory with the homage deserved by a benefactor of mankind.

MAROA. The *Maroas*, like the *Kaskaskias* and others, were a sub-tribe of the aggregation of savages known as the *Illini*.

EMERY. After Charles F. Emery, a neighboring land owner who was born near Ithaca, New York. He settled in Illinois, west of Maroa, in 1856.

FORSYTH. After Robert Forsyth, General Freight Agent of the Illinois Central Railroad from 1856 to 1865.

DECATUR. In honor of Commodore Stephen Decatur, who was born 5th January, 1779. He was killed in a duel fought March 22d, 1820, near Bladensburg, Maryland, with Commodore James Barron, U. S. N.

ELWIN, formerly called "Wheatland," is in the township of South Wheatland, in the neighborhood of an extensive wheat tract; its name "Wheatland" was proposed in the County Board by Robert Carpenter, and no objection being raised, it was so called.

The post-office at this place was called South Wheatland, but owing to the confusion of mail matter between this place and East Wheatland, in Will county, Ill., the name was changed to *Elwin*. This did not relieve the difficulty, however, and in 1880 the name of the *town*

was changed to Elwin, from the names of two men, Elwood and Martin, the founders of the town.

MACON. After Macon county, which was named in honor of Hon. Nathaniel Macon of North Carolina, whose fame, at the time of the formation of the county, extended throughout the nation. He was born in Warren county, North Carolina, in 1757, and died there 29th June, 1837.

WALKER. After J. W. Walker, through whose influence a side-track was placed here. The station was called "Willow Branch," (the name of a small creek in the neighborhood), until June 6th, 1882, when it was changed to Walker to conform with the post-office.

MOAWEQUA. From Flat Branch, a small stream one and a half miles south of the station, called by the Indians *Moarwequa*. It means literally, "she that weeps," from *mow* (to weep) and *equa* (woman); *mowe* (wolf), *equa* (woman)—literally, weeping woman—the wolves always crying out or weeping. The South Fork of the Sangamon (Pottawatomie) River bears this name.

RADFORD. After George Radford, neighboring land owner. Station established in 1874.

ASSUMPTION. Called "Tacusah" until 1859: changed to "Assumption" at the request of E. E. Malhiot of Assumption, Canada, who purchased a large tract of land here.

Assumption, a festival of the Roman Catholic Church, instituted to commemorate the ascent of the Virgin Mary into Heaven. From a very early period it has been a belief in the Western and Oriental churches that, after death, the Virgin was taken up, body and soul, into Heaven. This event is called in the ancient ecclesiastical writings the "Assumption passage" or "repositi," and is mentioned by various early authors, among whom are St. Gregory of Tours, in the sixth century, and Andrew of Crete, at the beginning of the eighth century. The date of the institution of the festival is unknown, but it is mentioned as having been celebrated with great solemnity before the sixth century both in Greek and Latin churches. It falls on the 15th August.—*Appleton's Encyclopædia*. This station was settled largely by Roman Catholics.

DUNKEL. After Elias Dunkel, Agent, and neighboring land owner. He was born 5th January, 1849, in Pickaway county, Ohio; his father emigrated to Menard county, Ill., in 1852. In 1872 he removed to Christian county, where he now resides. In 1875 he constructed a side track and the necessary station buildings, and was appointed Agent in 1879.

PANA. In Father Anastasius Douay's narrative of La Salle's attempt to ascend the Mississippi in 1687, given in "Discovery and Exploration of the Mississippi Valley, by John Gilmary Shea," mention is made of an Indian tribe of this name, which he locates west of the Mississippi. The "Pani" tribe were called "Towiaches" by the Spanish. In 1750 they were on the south bank of the Missouri. In 1804 Lewis Clarke reported them on the headwaters of the Red River, where they raised abundance of corn, and had many captives among them taken from the Spanish when children.—*Blanchard.*

St. Louis, Alton & Terre Haute Railroad track completed east to this point 23d August, 1855.

OCONEE. From Oconee, the daughter of an Indian chief. "Oconee" is the Shawanese word for *bone*.—*Blanchard.*

RAMSEY. In honor of Alexander Ramsay. He was born near Harrisburg, Pa., 8th September, 1815. In his boyhood he worked at the carpenter trade, but having a fair education, he was appointed; in 1828, a clerk in the office of Register of Dauphin county, Pa. Having a strong talent for active political work, he was soon conspicuous in organizing Whig clubs. He was elected Secretary of the Pennsylvania Electoral

College in 1840. Was a clerk of the lower house of the Pennsylvania Legislature for several years; and a member of Congress from 1843 to 1847. In 1849 he was appointed, by President Taylor, Governor of Minnesota Territory. His term ended in March, 1853. In 1855 he was elected Mayor of St. Paul; in 1859 was elected Governor of Minnesota, and re-elected in 1861; in February, 1863, he was appointed U. S. Senator and re-appointed in 1869, his term expiring in 1875. On 10th September, 1879, President Hayes appointed him Secretary of War, which portfolio he held until Mr. Garfield's Cabinet was formed.

VERA. Called "Bear Creek" prior to 1874. *Vera* both in Latin and Spanish means true. *Vera Amicitia*—true friendship, in Latin; *Vera Cruz*—true cross, in Spanish.

VANDALIA. By an act of the General Assembly, approved 27th January, 1821, this was declared to be the seat of government for twenty years from 1st December, 1820.

Guy Beck and wife were the first settlers within the present limits of Fayette county; they were both natives of Kentucky and came to Illinois when it was a Territory, locating in St. Clair county, near the Kahokia village, in the year 1809. On the breaking out of the

war of 1812, he enlisted as a ranger and served until peace was declared. His improvements were made on Sec. 9, T. 8, R. 2.

The First Presbyterian Church at this place was organized 5th July, 1828, by Rev. Solomon P. Hardy, a missionary sent out by the American Home Missionary Society.

The *Vandalia Intelligencer* was started about 1822; afterwards succeeded by the *Illinois Intelligencer*.

Vandalia was for about twenty years the capital of the State, which was moved from Kaskaskia in 1820 and remained here until 1839, when it was removed to Springfield.

The town was surveyed and laid out in July, 1819, by Wm. C. Greenup, Beal Greenup and John McCullom. The latter named his first child Vandalia McCullom.—*History of Fayette County*.

Gov. Ford in his History of Illinois says, that when the capital was to be moved from Kaskaskia, a high-sounding name was desired for a new capital. A wag suggested that the *Vandals* were a nation renowned in the classics, and proposed "Vandalia," which was adopted.

"It is an extraordinary fact that in this town, the capital of Illinois, a State more extensive and infinitely more fertile than England, the first house in which was not begun until the year 1821, three annual meetings of an antiquarian and historical society have

“ already taken place, and the whole of their published
 “ proceedings are as regular, as well conducted and as
 “ well printed, from the Blackwell press of Vandalia,
 “ as if the seat of the society had been at Oxford or
 “ Cambridge.

“ Judge Hall’s second address to the society in 1828,
 “ contains the following remarkable passage: ‘ It is but
 “ ‘ eight years since the axe was first laid to the tree
 “ ‘ on the spot where we are now assembled. All
 “ ‘ around was one vast wilderness. The gentle stream
 “ ‘ that murmurs past our town had never been traced
 “ ‘ through its meanders by any but the hunters. A rich
 “ ‘ growth of majestic oaks covered the site of the future
 “ ‘ metropolis, and tangled thickets, almost impervious to
 “ ‘ the human foot, surrounded it on every side. The
 “ ‘ gentlemen who attended the first session of the
 “ ‘ Legislature, which sat at this place, sought their way
 “ ‘ through the neighboring prairies as the mariner steers
 “ ‘ over the trackless ocean, by his knowledge of the
 “ ‘ cardinal points. Our judges, legislators and lawyers
 “ ‘ came pouring in from opposite directions, as the
 “ ‘ wandering tribes assemble to their council, and many
 “ ‘ were the tales of adventure and mishap related at
 “ ‘ their meeting. Some were lost in the prairies, some
 “ ‘ slept in the woods, some were almost chilled to death
 “ ‘ in plunging through the creeks and rivers. Now,
 “ ‘ we have post-roads diverging in every direction, and
 “ ‘ our mails are brought in stages from the East, the

“ ‘ West and the South. The fine country to the north
 “ ‘ was then just beginning to attract attention. Wonder-
 “ ‘ ful accounts came to us from the Sangamon and the
 “ ‘ Mauvais-terre, [part of the district of Morgan county
 “ ‘ in the neighborhood of Jacksonville], of rich lands
 “ ‘ and pure streams, and prairies more beautiful than
 “ ‘ any which had previously been discovered. But
 “ ‘ those lands had not yet been offered for sale by the
 “ ‘ United States and were not included in the limits
 “ ‘ of any county. The adventurous settlers neither
 “ ‘ owned the soil on which they lived nor enjoyed the
 “ ‘ benefit of any civil organization. What a change
 “ ‘ has been produced in eight years ! The country
 “ ‘ which, previously to that period, was known only as
 “ ‘ an inviting frontier, forms now the fairest portion
 “ ‘ of our State. A dozen counties have been formed
 “ ‘ in that direction and within that time, three of
 “ ‘ which rank among the foremost in wealth, improve-
 “ ‘ ment and population.’ ” — *Three Years in North
 America, by James Stuart, Esq.* Edinburgh, 1833.

SHOBONIER. The name of an Indian chief. It is derived from the word *Chevalier*, a name given him by the French, meaning “a horseman,” or “gal-
 lant young man.” In the language of the tribe through
 which this name comes to us, there is no sound
 of *v* or *l*; these sounds are supplied by *b* and *n*. The

interpreters introducing the name to writing have therefore varied the French orthography of the word accordingly, and rendered it *Shobonier*.—*E. M. Haines*.

VERNON. Established in 1872; named after William Vernon, Auditor of the Illinois Central Railroad Company up to 1875. Died 5th February, 1881.

PATOKA. After *Patokah*, an Indian chief, who with his tribe lived at the Mineral Springs, a few miles west of here. Their burial ground is also near the springs.

WILSON'S SIDING. After W. B. Wilson, of Carrigan, who built a saw mill here when the side track was finished.

SANDOVAL. After an old Mexican or Spanish chief: should be pronounced Sandōval. The first regular connection with the Ohio & Mississippi Road was made at this point, 23d August, 1855.

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