Historical Sketches

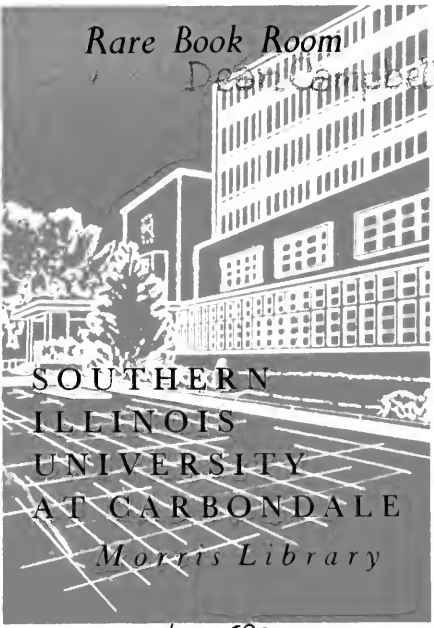
OF

JACKSON COUNTY

ILLINOIS

SECOND EDITION.

CARBONDALE, ILL.:
EDMUND NEWSOME, PUBLISHER.
1893.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HISTORICAL SKETCHES

OF

JACKSON COUNTY,

ILLINOIS.

Giving some account of the early settlement of the County, and of every

TOWN AND CITY

in the County;

Together with a description of the Physical Geography of the County, and the navigation of its principal river by steam,

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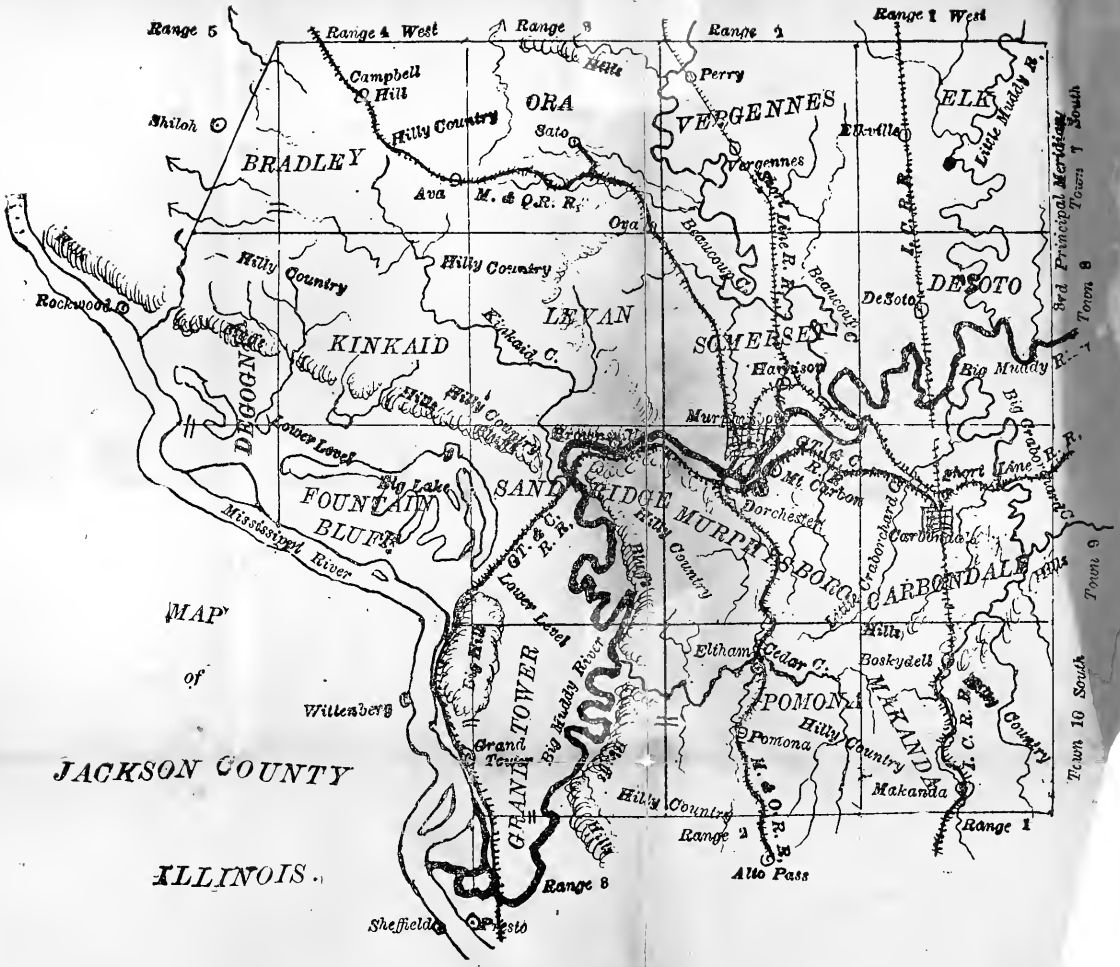
Range 5
Range 4 West
Range 3
Range 2
Range 1 West
Campbell Hill
Shiloh
Hilly Country
ORA
Sato
Ava
M. & O.R. R.
BRADLEY
Ora
Perry
VERGENNES
Vergennes
Elkville
ELK
Little Muddy R.
Town 7 South
3rd Principal Meridian
Town 8
Rockwood
Hilly Country
KINKAID
Kinkaid C.
LEVAN
SOMERSET
Beaucoup C.
Beaucoup
Harrison
DeSoto
DESOTO
Big Muddy R.
Big Grabor C.
Short Line R.R.
Lower Level
Big Lake
FOUNTAIN BLUFF
Mississippi River
SAND RIDGE
Murphysboro
Dorchester
Mt. Carbon
Carbondale
Craborchard
CARBONDALE
Hills
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MAP
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Willenberg
Big Hill
Big Muddy River
GRAND TOWER
Grand Tower
Eltham
Cedar C.
Boskydell
POMONA
Pomona
MAKANDA
Makanda
Hilly Country
Range 2
Range 1
Alto Pass
Sheffield
Preston
Town 10 South

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CONTENTS.

PREFACE.

This sketch of past events that have transpired in JACKSON COUNTY, ILL., does not pretend to be a history of the county, but only a sketch of incidents as they have come to the knowledge of the writer, either from information received from others, or from personal observation. Knowing that there are many persons in the county to whom the incidents here related are unknown, either because of their youth, or of their recent arrival and settlement in this vicinity, it was thought that to such persons, this sketch would be interesting, by giving a view of the past, so that they can better understand the present.

Many years ago, perhaps about the year 1870, Mr. Benington Boone, a native of Jackson County Ill. (probably the first white man born in the county,) published in one of the county papers a sketch of the early settlement of this county. The printers not suiting him, as he afterwards told me, he quit it unfinished. A few years after that, he began in another paper, but again quit it unfinished for the same reason as before. As in both cases, he had kept no copy, it was lost to him.

At the time of their publication, I cut out and preserved both of the articles by pasting them in a scrap-book.

Mr. Boone again undertook the task, intending to publish it as a book. He took much pains to have the facts and dates correct. After he had completed his manuscript, he left it with me for a week, so that I might have the opportunity of looking over it. This was in the year 1879. I

had intended to lend him the scraps which I had saved before, but they had been mislaid and could not be found. They were lost for many years.

Some time after this, Mr. Boone died. On inquiry as to what had become of his manuscript, I was informed that it was consumed when Mr. L. A. Porter's house was burned. That was a loss to the public which can never be replaced. Recently those scraps were found, and as the next best thing to the burned manuscript, I here publish the two first sketches. I have condensed both into one story, giving the same words and expressions as Mr. Boone did as near as the case would permit. One sketch related incidents omitted by the other, or both gave the same with slightly different versions. Where these discrepances occur, the foot-notes will explain.

Many of those of the second generation

were personally known to myself, so I give their names in *Italics*.

At the request of the writer, M. Boone furnished him with a short account of the first settlement of Brownsville.

The Writer.

PHYSICAL GEOGRAPHY

OF

JACKSON COUNTY,

ILLINOIS.

Introduction.

Before commencing these sketches, it will be well to give some idea of the territory of the county. First, it will be necessary to locate the county and describe its boundaries. Jackson County is situated in the south-western part of Illinois. It is bounded on the norrh by Perry County, on

the east by Franklin and Williamson Counties, on the south by Union County, on the south-west by the Mississippi River which here divides the state of Illinois from Missouri, and on the north-west by Randolph County. It consists of townships 7, 8 and 9, in ranges 1, 2, 3, 4 and 5, also township 10 in ranges 1, 2, 3 and 4, with a small portion of township 11, in ranges 3 and 4, included between Big Muddy and the Mississippi Rivers.

The north, east and south boundaries are township lines, except that portion of township 11, in which Big Muddy River is the county line. The western boundary is a line commencing at the north-west corner of township seven in range four, and running in a south-westerly direction until it intersects Degognia Creek; the boundary line then follows that creek to its mouth, then down the Mississippi River to the mouth of Big Muddy River.

Physical Divisions.

The county is divided into three great natural divisions, viz: the hilly land and the two portions of level land, one on each side of the hilly portion.

The western boundary of the hilly land is well defined by a bluff, which in many places becomes a precipice. The line between the broken country and the eastern level, or rolling land, is not so well defined, for in some places the level changes to rolling land, and that to hills very gradually; but in other places the line is more definite. The upper level and rolling land lies in the north-eastern part of the county, and the lower level is in the south-western part.

The lines dividing the levels from the hills are both curved, thus)(. A quarter

of a circle would nearly represent either of them. Placing them with the convex side towards each other, would leave a space between them to represent the hilly land, which is broad at each end but narrow in the middle, and at this narrow place, Big Muddy River, which drains most of this county and several others, breaks through on its way to the Mississippi.

Civil Divisions.

It would be well, perhaps, before proceeding with the subject, to give some account of the townships into which the county is divided.

ELK Township consists of Town 7 South, Range 1 West of the third Principal Merdian.

VERGENNES. Town 7, Range 2.

ORA, T. 7, R. 3.

Bradley, T. 7, R. 4, and that part of T. 7, R. 5 that lies in this county,

DeSoto, T. 8, R. 1.

Somerset, T. 8. R. 2.

Levan, T. 8, R. 3.

Kinkaid, T. 8, R. 4.

DeGognia, fractional townships T. 8, R. 5, and T. 9, R. 5.

Carbondale, T. 9, R. 1.

Murphysboro, T. 9, R. 2.

Sand Ridge, T. 9, R. 3.

Fountain Bluff, fractional T. 9, R. 4.

Makanda, T. 10, R. 1.

Pomona, T. 10, R. 2, and that part of T. 10, R. 3 lying east of Big Muddy.

Grand Tower, parts of T. 10, R. 3 & 4, and T. 11, R. 3 & 4 that lies between Big Muddy and the Mississippi.

The Higher Level.

The physical division in the north east, which is level or rolling, includes the following townships:

Elk, which is nearly all level, and contains the greater part of Elk Prairie, and a part of Six-mile Prairie. Little Muddy River runs through the township. The banks of that stream are low, the bottoms broad and swampy, and containing many large ponds. A small rise of the water overflows the whole bottom.

DeSoto, the northern part of which is very much like Elk. Big Muddy runs through it, entering from the east, and running out at the south-west corner, making many large bends in its course. For instance, the town of DeSoto is two miles north of the rail-road bridge, but on going east from the town, you would come to the river in less than a mile; or on going south-west half a mile, would bring you to it again. The southern part of the township, near Big Muddy River, is rolling.

Carbondale, is all contained in this division, except the part that is east of Drury

Creek, and a spur of the hills which runs up within sight of the city, about a mile to the south-east.

Vergennes, is all on this division, being mostly level, but rolling in the south-west where Beaucoup (*Bo-koo*,) Creek drains it.

Somerset, is mostly rolling, and is a good country for farms as any in the county, although there is some level and wet land in it. Beaucoup Creek runs through it from north to south, then it enters Big Muddy, which stream winds through the south-east corner of the township.

Murphysboro, is about one-third in this division and the remainder in the hills. The line separating the divisions is very indefinite. The north-eastern part is hilly; the hills becoming higher and the ground more broken towards the west, terminating in the next township, in a high rocky precipice overhanging the river.

Levan, is partly in the rolling division

and partly in the hilly. The Murphysboro and Chester road runs nearly level until it strikes the hills at Mr. Levan's farm. This ridge of ground runs in a north-easterly direction, and ends in a narrow ridge in Section 3.

Ora, is partly rolling and partly hilly. The southern part is cut up by Rattlesnake Creek. The western part is hilly, running out to a high ridge on the line between Sections 11 and 2, and overlooking a great portion of Perry County.

Sand Ridge, the part east of the river is very hilly with rocky cliffs on the river bank, including that high wall called "Swallow Rock." It also includes some hills north of the river. The rest of the township west of the river is flat and wet.

The Lower Level.

UPPER BOTTOM.

The lower level is the Mississippi bottom, and includes all the land between the bluffs

and the Mississippi river, (except some hills hereafter mentioned.)

The line of bluffs leaves the Mississippi at Rockford, Randolph County, and runs in an uniform direction, about south 68 deg. east, to Big Muddy, then nearly south to Union County. The bottom is divided into two parts, often called the *Upper* and *Lower* bottoms.

The upper bottom consists of *Fountain Bluff* township, and a part of *Degognia* and *Kinkaid* townships. It is characterized by having large lakes and ponds scattered over its surface, so that a great part is usually covered with water. The swells or ridges between the ponds, are of the richest soil possible, and where not cleared, are covered with a dense growth of timber, and also under-brush full of running briers, so thick as to be almost impassible.

The lakes and ponds, at certain seasons, are alive with water-fowls of various kinds,

such as swans, geese and ducks. It is the hunter's paradise. In very dry seasons the water all evaporates, then a person can walk over them. During the last twenty-five years, the Big Lake has been twice burned over. This lake is nearly two miles in width and covers several sections of land.

LOWER BOTTOM,

The lower bottom is composed of the township of *Grand Tower* and a part of *Sand Ridge*. It has no large ponds or lakes, but many swamps, and large open places called "*glades*." These glades run in a north-west and south-east direction nearly, and are parallel to each other. These glades are swampy, and destitute of trees. The swells between them are of very rich soil and well timbered. Much of the land is devoid of under-brush but covered with long grass, making an excellent natural pasture.

Usually, where there is a bottom, there is also a corresponding river in it as the principal feature; but the greatest natural curiosity about this bottom is that the Mississippi does not run through it, but breaks through the hills a shorter way. In traveling on the Grand Tower and Carbondale Rail-road, going south-west from the Sand Ridge station, we cross the bottom, and then come to a high over-hanging cliff of rocks without coming to the river. It seems as if some convulsion of nature had opened a gap through the Missouri hills, and let the river through, leaving part of the hills on the east side of the stream.

There are three of there hills; the largest of which, called the "Big Hill," is four miles in length from north to south, and nearly two miles from east to west: a portion of it being three hundred feet above the level of the bottom. Its surface is very broken and unfit for cultivation. The

north end is the highest. There is a precipice all the distance along the north end and part of the east side, in some places rising perpendicularly one hundred and twenty-five feet above the rail-road track. The south-west corner is also precipitous.

About a mile south of this hill, and close to the river, there is a narrow, ragged and rocky ridge nearly a mile in length, called the "Devel's Back-bone," with a rock apparently pushed off its northern end into the river, called the "Devil's Oven." This ridge is low and narrow in the middle, and was cut through for a branch of the rail-road to run to the iron furnaces, that once were on the side of the hill next to the river. A little farther back from the river, and farther south, is "Walker's Hill," having precipitous sides all around except on the south. The top is partly in cultivation.

The town of Grand Tower is between this hill and the river, also between the two last mentioned hills and the Big Hill. These hills are not connected with any other hills, nor with each other.

When the Mississippi River rises very high, the water runs through the lakes and glades into Big Muddy, and surrounds the whole country containing these hills, as it did in the years 1844, and 1851.

The High Lands.

The division of the high lands is very wide at the northern and southern ends, but quite narrow in the middle, at which point Big Muddy breaks through these hills on its way to join the Mississippi.

The dividing ridge which separates the valley of Big Muddy from that of Mary's River, is called "Campbell Hill;" running from near Rockwood, Randolph County, in a north-eastern direction, south of the town

of Campbell Hill and to near the Perry County line. Another branch of the ridge runs in an eastern direction, and ends abruptly near the north-east corner of *Levan* township.

On the first point a person can stand and look to the north beyond Pinckneyville, and also can see DuQuion in the north-east. South-eastwardly, the view opens a long distance. This other, which is a branch of the same ridge and runs south of Rattlesnake Creek, and ending as before stated, passes along by Mr. Levan's place. At the church on this hill, a person can see the hills east of Drury Creek, by looking across Murphysboro and Carbondale, which are both in the same line of vision. The width of the hill portion from Indian Creek to Kinkaid Creek is only about four miles.

The hills south of Big Muddy near Mt. Carbon have no well defined limit, but change into lower land gradually. From

the south west corner of *Carbondale* township, the limits of the hills pass along the south boundary line till they cross Drury Creek, where they rise high and run northward to the Big Craborchard Creek. Another ridge west of Drury, runs northward almost to the city. All of *Makanda* and *Pomona* townships are very hilly, with deep and rocky ravines having precipitous sides. This is true of the township of *Bradley*, and parts of *Degognia*, *Kinkaid* and *Levan*, but especially along Kinkaid Creek and the bluffs that overlook the Mississippi bottom. The hills around Cedar and Drury Creeks and their branches are also very precipitous and rough.

Streams.

Besides the Mississippi on the western border, Big Muddy River enters the county on the east side of *DeSoto* township; its general course is a little south of west, un-

til it breaks through the rocky barrier, as before stated, then it follows the line of the bluffs southward, but leaves it just before it reaches the county line, and then strikes across the bottom to the great river, entering it by several channels, forming two islands.

It is a very crooked stream. At one place, a subterranean rock runs out from the bluff, (called Abneyville rock,) westward and then north-west, turning the river that course instead of allowing it to run to the south. The river has then to find its way back to the bluff, but it soon meets another line of rocks, that, starting from the Big Hill, runs east then north-east then nearly north: that brings the river back to the bluff again, running nearly north, where it strikes a high wall of rock and turns at an acute angle to the south. This is called "Swallow Rock," from the large number of the nests of these birds stuck on the face of the rocky wall.

The streams which enter Big Muddy from the north, are first, Little Muddy coming in from Perry County, and running through a flat, swampy country! Next is Beaucoup Creek, also from Perry County. The two Rattle-snakes rising near Ava, run eastward and enter Beaucoup not far from Ora, and together enter Big Muddy near the south-east corner of *Somerset.*

South of Big Muddy, the Big Crab-orchard enters the county nearly east of Carbondale, coming in from Williamson County, then runs west a mile and meets Drury, which rises in Union County near Cobden, then runs northward through a deep valley, between rough hills to the junction with the larger stream, and to-gather they flow northward and enter Big Muddy south-east of DeSoto.

Little Craborchard rises in *Pomona* township and runs through *Carbondale*

township until it enters its larger namesake.

There are several other small streams running northward to Big Muddy, of which Lewis Creek enters at the Fish-trap shoal, where the Mobile and Ohio Rail-road crosses the river. The other small creeks are Mud and Hunting Creeks.

Cedar Creek enters the county from the south, and runs northward about four miles, where Poplar Camp Creek joins it, then it runs westward, receiving Cave Creek from the south and Sugar and Bear Creeks from the north: then it enters Big Muddy below the Swallow Rock.

Grassy Creek, a branch of the Big Craborchard, crosses the south-east corner of the county.

Geological Divisions.

Drawing a line about south sixty degrees east, (S. 60° E.) across the county so that

it passes about two miles to the south of Murphysboro and Carbondale. That line will be very near the southern limit of the coal formation; abundance of coal being found north, but only a few scattering beds south of that line. The vein at Mt. Carbon is five feet in thickness, and farther north at the Gartside mines, it is over seven feet, while at Carterville, in Williomson County, it is nine feet in thickness.

Draw another line parallel to the first, but a few miles south of it, so as to run through the northern part of the city of Grand Tower, and it will cross the county line before it reaches Makanda. North of that line is sandstone, and south of it is limestone. The limestone land is full of sink-holes, funnel-shaped hollows, each having a subterranean passage for the rain-water that falls into it. The two hills at Grand Tower are limestone, but the Big Hill is sandstone, some of it is very white

and was used for carving pillars and capitals for the state house at Springfield. At one place on the west side of the hill, the surface is strewn with peculiarly shaped stones that are regular in form, being shaped like rail-road ties and from six to twelve feet in length. Near the same place there are inscriptions on a rock; a species of picture. writing.

Bald Rock is a spur of the limestone hills that terminates in a large, naked and rocky point, overhanging Big Muddy. It is composed of fossil shells, is hard and will bear a high polish. It is a grayish marble. An attempt was once made to quarry it for marble, but there are no roads to it. A long time ago it used to be made into lime. Henry Dillinger burned lime there to be used at Murphysboro when the town was first settled.

SKETCHES

Of the early settlement of

JACKSON COUNTY, ILL.

BY

BEN. BOONE.

Prior to the year 1800, the whole country was occupied by the different tribes of Indians, many of them hostile. The Kaskaskia tribe with a few others, were friendly to the whites, and sought protection with them against their enemies. The whites principally Canadian-French, with some Americans and English from the East. The French and Americans settled at Kaskaskia, Prairie-du-Rocher, Caokia in Illinois, and at St. Genivieve and St. Louis in Missouri. Yet they were all confined to a narrow strip on and near the Mississippi River, which was long known as the American Bottom.

The first white people who crossed Degognia Creek, (the north-western boundary of Jackson County,) as I am informed, was for the purpose of making sugar from the sugar-tree. A good deal was made east of that creek from time to time. The Indians were friendly towards these sugar-makers. The whole country from this to the Ohio River, was a wilderness without a white settler.

At this early time, all along the bluffs east of Degognia Creek, the cane grew abundantly, and in the bottoms the rushes were in great abundance.

The first settlers that ventured to settle east of Degognia Creek with their families, were a man named Reed and another man named Emsly Jones in 1802. Reed settled near a creek called after him, Reed's Creek, Jones settled in the bottom near a pond called Jones' Pond.* Both came from the

*See Westbrook,s County Map.

old settlement in Randolph County. Reed opened a little farm. He was said to have been a good man. Jones, for some cause, got mad at him and killed him by shooting him. Jones fled and took refuge on what is since called "Walker's Hill." This is the hill that is east of Grand Tower. He was there arrested and taken to Kaskaskia and tried, found guilty and hung. He was the first white person hung whose murderous act was done within the present limits of Jackson County. What became of their families, I know not.

In 1805 or 1806. William Boone, my father, who then lived on the east bank of Okaw* River below Kaskaskia, since 1802, commenced an improvement under the bluff, east of Degognia Creek. He built a house and opened a farm, and in the fall of 1806 or the spring of 1807, he moved his

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*This is called Kaskaskia River on the maps.

family to that place. Here the writer of this sketch was born May, 6th 1807.

About 1806, the Brooks family moved and settled on the Mississippi River, below the mouth of Degognia Creek. They were friends of William Boone. They had become acquainted with each other in Missouri, when they worked in the lead-mines. They were hard-working and industrious farmers and attended to their calling. They made the first farms there. Zephina Brooks, the oldest son, married Polly Roberts in 1822. Adolphus Brooks married Nancy Roberts in 1819. Afterwards all the Brookses, including Uriah, the father, and others, sold their interest to Zephina Brooks and moved to Baton Rouge, La. There Adolphus died leaving three children. Nancy returned to Illinois, and in 1831, she married William Mansker. He was born in 1798. They had four children. *W. H. Mansker* was the third child. He

is now* living at Fountain Bluff in Jackson County.

Cline and others settled near Sheep Island,† near to where the Brookses lived. This island in 1810 contained 47.36 acres.

George Cline intermarried and lived with the Brooks family until they moved to Lousiana. In 1826, John Cline, a younger brother of George's, married Polly, the widow of Zephina Brooks. John was a good man and a good farmer. He was well off when he died in 1837, leaving five children.

David Bilderback settled about 1806, and was married during the same year. He had three children, then his wife died in 1810. He married Hannah, his second

*When Mr. Boone uses the present tense, it must be remembered that he alludes to some time between 1870 and 1876. W. H. Mansker has since left the state, but has recently returned.

†Sheep Island was just below the mouth of Degognia Creek.

wife, in 1817. They had five children. Daniel died about the year 1833. He had a farm and was a good worker. He sold his farm to Dr. W. W. Higgins, who was a good citizen and neighbor.

In 1804, Henry Noble and Jessee Griggs, his son-in-law, settled on Big Muddy River, north-east of Murphysboro, I think on the east bank. John Phillips, a tailor, *John Biddle** and Hugh McMillen, with some others, settled near.

There was a family by the name of Brilhart that settled about this time under the bluff. Jacob, a son, worked for my father at Sand Ridge, and he was in the ranging service. He afterwards married a daughter of Nathan Davis, and moved with Davis to the south-west somewhere.

William McRoberts settled under the

*In 1843, and for several years afterwards, John Biddle ran a horse-mill for grinding corn, near to where the county farm now is.

bluff at a very early time prior to 1810. He was the youngest brother of James McRoberts, father of Samuel McRoberts. He was a miller and he was crippled in one leg. He used to run Col. Edgar's mill near Kaskaskia. I have heard him tell how Anthony Wayne drilled his troops at Pittsburg before he made his final move on to the Indian country. He was a man of fine mind, fond of jokes, and full of reminicences of other days. He was a good citizen; his greatest fault was intemperance. In 1817, he bought a farm of John Morrow at the Big Hill and moved to it and greatly improved it. He was a good farmer and made an honest living, and died in 1836, aged 74 years.

Park Grosvenor sr. settled under the bluff in 1806 or 1807, about the time that my father settled there. They were near neighbors. Grosvenor was a hard-working and frugal man. John, his son was born

in 1810 and died in 1847. A grandson is still living on the place that the grandfather first settled in 1807.

Col. James Gill came from South Carolina and settled first on Mary's River in Randolph County. He was born in 1781, and married Jannette, daughter of Alexander Gaston sr. in 1805. Soon after his marriage, he and his wife and her brother, William Gaston, moved and settled at the Devil's Oven. He opened a good farm and built a ferry-boat in which to cross the Mississippi River to Missouri. He was possessed of some property and a great deal of energy, and soon had a comfortable double log house of the better quality, and a farm on which to commence making a living. He had a better education than was common among the pioneers. He was a moral man and possessed the confidence and esteem of his neighbors. Col. Gill had two children by Jannette: George W. was

born in 1811, and Eliza E. was born in 1813. The son is still living in Arkansas. Col. Gill was a Justice of the Peace, and for several years he was a colonel in the militia. Mrs. Jannette Gill died in 1814. William Gaston, her brother, settled on the river or near it above the Oven, and about the time of the death of his sister, Mrs. Gill, he married the daughter of Allen Henson. He was a hard-working man and opened a good-sized farm and made a good living. William Gaston was the best singer I ever heard. Gaston and his first wife had three children, then she died.

Col. Gill and Sarah Laughlin were married in 1816. She was the daughter of Samuel Cochran. When they were married she had three children by Henry Laughlin her first husband, and Gill han two by his first wife. Afterwards, he had several children by his second wife. *Napoleun*, the only son, is still living in Perry County,

Missouri,* and he is a worthy man and citizen. Col. Gill died in 1827, aged 46 years, and his wife, Sarah, died in 1862, aged 73 years.

Benjamin Walker sr. came from Tennessee and settled at the lower end of the Back-bone, where the city of Grand Tower now is about 1806. He had a large family and was a hard-working man and a good and useful citizen. He made a good farm. Afterwards he sold his farm to Judge Samuel Cochran, and then he settled on Big Muddy River; there he lived many years, then in his old age moved to the hills and died there. He left but few descendants; Nathan, his oldest son, was a volunteer in the Black-Hawk war.

G. W. Green Henson and wife came from Tennessee to the Big Hill in 1807,

*Napolean Gill has died since Mr. Boone's death, but his dwelling house can still be seen across the river from Fountain Bluff station.

He had started with his father, Allen Henson, soon after he was married, but Allen Henson stopped on the way over winter and came out in 1808. He came also to the Big Hill. Green Henson finally located near the mouth of Big Muddy River, and Allen settled on the north-east quarter of section 18 town ten south, range three west. Each opened farms, and were of the first-class industrious farmers. Allen had been in the Indian war in North Carolina or Tennessee, and had been scalped and tomahawked and left for dead, but was afterwards found by his friends. It was by great care that he was restored to life and health again. A small part of the scull was cut out. I have seen his head and examined it. By removing the covering, the brain could be seen plainly. I knew the old man for many years, and about once a year, at first, he would have crazy spells, which would last for a week or two and

then all would be right again. These crazy spells increased on him, and finally he died when about 80 years of age. He was a man of fine mind, moral and upright in all his intercourse with others. Only when he had those crazy spells, and then there was no harm in him. At such times he would go among his friends and sing funny songs, and was very child-like in his ways and acts. All who know him best and longest, thought that the hurt on his head was the cause of his crazy conduct.

John Aaron and wife had no children. They lived north of Green's Creek. This creek gets its name from Green Henson who settled on it when he first came to the Big Hill. He settled on the same quarter-section that Allen Henson settled on.

Aaron was a farmer and also a school-teacher. I know that he taught a school of nine months at my father's place on the Sand Ridge, in 1814 or 1815. At this

school I first learned the alphabet. He left the country in 1816 or 1817. He was a man of steady habits, and was generally respected.

John Morrow, his brother Thomas Morrow and their father, quite an old man, settled at Big Hill, on the north-west quarter of section 18, T. 10 T. S. 3 W. They were from Big Creek and Grand Pierre Creek on the Ohio River. They settled as early as 1806. John married Meaky Johnson on Grand Pierre, and had some family when they came. Thomas married a daughter of Peter Hammon, probably after they came. The two brothers became owners of the north-west quarter of section 18—10—3, and divided it between them. John finally sold his interest to William McRoberts in 1817. Not long after that, he died. Thomas lived on and improved his place pretty well. After his first wife died, he married again and lived comfortably and happy.

During several years of his later life he was quite religious, and died at peace with God and all mankind. He died in 1829, about 40 years old. Two of his sons, John and Thomas, volunteered in the war with Mexico. They went in Col. Dawson's overland march. Both were minors.

Old Peter Hammons settled where J. P. East now lives. He built a hand-mill, the first that was built at the Big Hill. He had a family. By nature he was wild, and rather unstable and immoral; he could not be called a bad man, and yet he was not a very good one. I don't know what his end was.

Jacob Louzadder, with his large family, settled the place where *Henry B. Whitson* now lives, as early as 1806. He was a very industrious and economical farmer, who attended to his own business and let others do the same. He put up the necessary buildings, cleared land and had as neat a

farm as any in the country. He set out a nice orchard of apples, peaches and cherries.

I will here remark that all those I have mentioned or heretofore described, set out orchards as well as Louzadder. Those fruits were not then subject to blight as is now so often the case, but were much better than they are now.

Abner Thompson married a sister of James Worthen, and his brother Jacob Thompson married a daughter of Jacob Louzadder and by her had several children. He died and was buried by his mother-in-law on the Louzadder farm at the Big Hill. There were two other brothers, Ivan and Isaac. Reed Redfield married Polly, and in 1829, moved to northern Illinois.

Ezekiel Tucker married another daughter, and Miller married another. They all left and went North. George, a son, about my age, died at the home place in 1829.

He was an efficient member of the Methodest Church.

A family by the name of Flemmons settled at the Elias Worthen place, and, either before or after, St. Clare Manson lived on the same place, but it was improved by some one as early as 1806.

When William Boone moved to Sand Ridge, he had a wife and three children, a negro man, Peter, and for neighbors, George Saddler, his wife and son, also Stephen Saddler, another son that was married, lived on the Sand Ridge. George Saddler cleared land and built a house for William Boone on the place as early as 1806 or 1807, and Stephen helped him.

Robin Glenn, his wife and four children, also Ewing and Isaac, his sons by a former wife, and Toney Wadley, all lived near the crossing of Kinkaid Creek, with about sixty camps or lodges of the Kaskaskia Indians.

Henry Nobles and Jessee Griggs, his son-in-law, settled on Big Muddy River in 1804. They were the pioneer settlers in that part of the country, for they lived north-east of Murphysboro. So says Reynolds in his history of Illinois. I knew both, and presume that Reynolds got his information from them. Shortly after, others settled about them. Henry Nobles was at that time quite an old man, for Jessee Griggs, who married his daughter, was probably 30 years of age in 1804. They farmed and reared stock for a living.

In 1811, or about that time, the Indians in the north and north-west put on signs of hostility. The settlers joined together and built a fort and block-house for their protection. I have been at it when I was a boy. It was on the west* side of Big Muddy River and above the mouth of Little Muddy, if my memory serves me right.

* It would be better to say *north* sfde.

Henry Noble lived and died on his place, so did his wife; but Jessee Griggs and his family moved to Brownsville in 1816, he being elected county commissioner with Conrod Will and John Byars, whose duty it was to locate the county seat.

In 1816, ELIAS BANCROFT, deputy surveyor under ——— Rector, sectionized the townships. William Boone was with him and located a large quantity of land for Kaskaskians. Some of the officers were appointed for Jackson County, I think before Brownsville was located; for the deed to the land from Jessee Griggs, owner of the land, to Jessee Griggs, John Byars and Conrod Will, commissioners or trustees. This deed was executed in the spring of 1818, while Illinois was yet a territory. I have seen the deed with the certificate, "Recorded in Book 'A.' Page 3, July, 4th, 1818, William Wilson Recorder." The new County was created by the Legislature

held at Kaskaskia. The county seat when located was named in the bill, was to be called "BROWNSVILLE." All business was done and dated at Brownsville in conformity with the act. The deed was executed and acknowledged by Jessee Griggs and wife before James Hall jr., a Justice of the Peace. The land had been entered under the credit act of Congress, so that the deed could not be made until the title was perfected.

Wilson was succeeded as recorder by Ed. Humphries, and he by Timothy Nash, who was appointed to all the offices, to wit: Recorder, Judge of Probate, County Clerk Circuit Clerk, and he filled all these offices until he died. Joel Manning was appointed as his successor in 1820. Jessee Griggs, John Byars and Conrod Will were members of the first county court. Jessee Griggs was afterwards elected Sherriff, and was re-elected for several years thereafter.

Contracts were let for the building of the court-house and jail. Marion Fuller took the contract for building the court-house and Edward Miller for building the jail. The court-house was so near completion, that court could be held in it. I think that the contract was never fully complied with.

In Braseau Bottom, in Missouri, there was a small settlement of Americans who settled before any in Southera Illinois.* Widow Fenwick and widow Hamilton and three large families settled in that bottom as early as 1797 to 1808. They were from Maryland, and were Catholics. A very exemplary, moral and religious people. They owned several negroes and were well off in property. The Fenwick family settled in the upper end of the bottom. Old Mrs. Fenwick, or as she was usually called

* I suppose that here Mr. Boone means all south of Randolph County, for he well knew that Kaskaskia in that county, was seltled long before that time.

"Granny Fenwick," was the mother of the widow Hamilton, who lived near the mouth of Braseau Creek. Another daughter of Granny Fenwick, Mrs. Manning, lived between the others. They opened good farms and were friendly, social and religious people.

Dr. Fenwick and my father became acquainted with each other at the lead-mines in Missouri about 1797. Dr. Fenwick went there to practice his profession. He was, as I have heard my father say, the best physician at these mines. He got his younger brother, Ezekiel, into business there in the mines. Some trouble grew up between Ezekiel and his employer, that reflected on Ezekiel's honesty, and he challenged his employor. The man refused to accept a challenge from such a character. The doctor then challenged him. The duel was fought and the doctor was killed. My father was present at the time, and la-

mented the death of the doctor, than whom he had never a truer friend. The doctor had encouraged my father, who was without education, to learn, and he became his first perceptor, which made the loss so much greater to him.

In the vicinity of Jonesboro and Huggin's Creek, there were some few settlers about as early as those mentioned, or probably a little earlier. On the Ohio, at and near Fort Massac, were also some settlers about this time. Steel's Mill, or Georgetown, was settled about the same date.

These constitute all the settlements in Randolph County, east of Huggin's Creek, prior to 1806. The heads of families all told in Jackson County in 1807, were about twenty-four. (24) I think this is very nearly correct, and entirely so as far as I can trace it.

When these first settlers settled in the country, there were no roads only as they

made them. There were no houses only as they built them. The country was entirely in a state of nature; wild game was abundant, snakes snperabundant.

They first located on water-courses and at springs. When they had selected a place, they cut off the very dense timber to build their cabins. They put up their cabins all of wood; not a nail or particle of iron in its construction. The floor was composed of puncheons, or often the earth only, without anything but it; and such was their home. They cleared land, as much as they could, for a truck-patch, to raise corn, cotton, and some garden vegetables. Every family had a grater, or mortar and pestle, with which they made their meal and hominy. The nearest mill was John Edgar's, near Kaskaskia. To it at times they all went. The nearest and only place where they could get calicoes or domestics or axes or draw-

ing-knives or hoes &c., was at Kaskaskia, a distance of from 35 to 40 miles.

These settlers had a hard time and underwent many privations. and yet seemed to be content. The women made their own clothing and shirts for the men and boys. The rest of their clothing being supplied by dressed deer-skins.

From 1807 to 1816, there was a considerable accession to the country. William Boone moved to Sand Ridge in 1809. The same year George Creath came. He moved his family on a boat and landed at on near Sheep Island. Having sent some of the family with the horses across the country from near Shawneetown, he moved into the house on my father's place at the bluff. At this place, his son, *Hiram Creath*, was born in 1810. George Creath remained there until his wife died in 1812 and he died in 1813.

James Davis had bought the old Creath farm from some one and sold it to Col. George Creath in 1812, and he afterwards settled on the James Davis place at the bluffs in 1812 or '13.

Joseph French and family settled where Murphysboro now is, about the year 1808. John Byars and his large family settled south of Big Muddy River. Also Nathan and Clement Davis, two brothers, settled on Big Muddy River about that time.

Hezekiah Davis,* a blacksmith, settled somewhere on Big Muddy River with his family about this time.

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* The descendants of Hezekiah Davis were called by *Iri Byars*, "Long Davises." H. Davis had three sons and two daughters, viz: Jessee. *Eliphaz*, *Hezekiah*, *Nancy* and .Anne. Anne died soon after she was married and before they came to this county, the rest all raised large families, H. Davis sr. lived near Big Muddy, west of Mud Creek. Nancy married Adam Phifer.

There were also there brothers that Byars called "Short Davises." They were Phillip, *Alfred* and *Wesley*. They all had large families.

John Ryan and family settled south of Big Muddy as early probably as 1809 to 1812.

John Robinson, a son-in-law of French, settled on Beaucoup Creek near Big Muddy. He was a ranger in the war of 1812.

James Worthen sr. settled in 1809 on Big Muddy River. Charles and Frank Garner, Samuel Davis, John Phelps, Hugh McMillen, *John Biddle*, Baxton and Tom Parrish, all settled in the country about this time, some of them perhaps earlier.

These were all hunters and Indian fighters; this was their occupation when needed. Those I have noted were heads of families, with some others that I have forgotten, constituted the settlers in the present boundary of Jaekson County. All these that I have named, I was well acquainted with. The dates I have tried to get as correct as I could. This year, 1812, the territory was organized, and the Legislture

was held at Kaskaskia annually thereafter. Nina Edwards was Governor.

Robin Glenn with his large family, (as before stated,) settled on Big Muddy River at the foot of the bluff a short distance above Kinkaid Creek in 1809. He had two grown sons, Ewing, the eldest, and Isaac. He had four children by a second wife. James, the youngest, was about my age. Ewing was married before they came to the country. I do not know where they lived. I remember that he did live for a while at the bluff settlement. About 1813, Robin Glenn moved and settled on the west side of Kinkaid Creek. Here James died in 1813, and in 1814, old Mrs. Glenn died from a disease then known as 'cold plague." Here in 1826, the old man died when he about 80 years of age. Ewing left the the country in 1817. Isaac settled at or near the bluff and had several children. He has only two children now living, a son and a daughter by his second wife.

James Roberts sr. settled in the bottom near Zephina Brooks about 1812. He had a large family. Polly married Zephina Brooks and Nancy married Adolphus Brooks.

The Halls, James Hall sr. and James Hall jr. E. Canada, John Glenn and families came in 1810 to '12.

Peter Golliher settled down the river with his large family.

Alexander Gaston and his son, Alexander* settled at the Big Hill on Green's Creek, in 1811 or '12. The old man was burned to death in his house in 1815. My father bought some negroes of him once.

Stephen Jones came with his family from Tennessee and settled near Big Muddy, on Sand Ridge. Thomas Whitson came out with Jones. He was from North Carolina. He went first to Missouri, but

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* In another account, Mr. Boone calls them both "Abner Gaston," and says that both were burned up in the house.

in 1813, after the birth of his second child, Eliza, he returned to Illinois again and settled with his family at the upper end of the Big Hill, and joined the rangers. He was with them at the treaty of peace at Fort Ash. Eliza is now living in Grand Tower.

Benjamin F. Conner came to Illinois in 1812, and settled south-east of Big Muddy River. The Ozborns came about the same time.

In 1812, war was declared against England. The hostile Indians sided with the British and generally arrayed themselves against the Americans. Gen. Harrison kept the greatest bodies of them in check, yet many wandering bands made inroads, and killed many of the fronteer settlers. For their protection. Gov. Edwards recommended, and Congress approved of the raising of companies to range between the settlements and the hostile Indians. The Indians were in the north and north-east of

a long string of settlements from the Illinois River all along the Mississippi River to the Ohio River and up that stream to Shawneetown.

William Boone, my father, was elected Captain of one of these companies that was raised in the present limits of Jackson County. These companies were raised in 1812, and continued until peace was made, then they were disbanded. They guarded the country from Mary's River to Big Muddy. A few hostile Indians slipped in and killed a family by the name of Lively. Boone's company, or a part of them, went in pursuit. He had with him a celebrated hunter by the name of Dozan. They traced and followed them for several days, and finally came in sight of their encampment, but, to their surprise, saw that there were several hundred Indians. They beat a hasty and successful retreat, for the Indians probably never saw them.

In 1813, the war continued. Various depradations were committed by the Indians in the various settlements. A close watch was necessarily kept. The captain and some of his company were much on the skirmish. At times they were concentrated by the Governor and marched to the Illinois River.

In the years 1813 and '14, a fatal disease prevailed all over the country, of which many persons died. The captain's wife, my mother, died with it in 1813, leaving five children, the eldest of which was born in 1803. He was at home when she died. Mrs. Creath died in 1812, Polly Taylor and and many others in 1813. Old Mrs. Glenn and Mrs. Gill in 1814. This disease prevailed to an alarming extent in Illinois, Indiana and Ohio, both in the army and among the inhabitants.

Conrod Will moved his family and settled at Kaskaskia. He visited the country

and bought a small drove of cattle in 1811 and drove them to Pennsylvania.* While at Kaskaskia, he, with others, leased from the government the salt wells or licks† for a term of ten years. In 1814, he went to Pennsylvania and bought the neccessary kettles &c.‡ for making salt. He landed them as conveniently as he could to where they were intended to be used. He moved his family from Kaskaskia to the salt licks in 1815, into a double log house. He dug a well for salt, placed the kettles in the furnaces and commenced making salt. Hands necessary to run the works were

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* Mr. Boone does not say anything more about Mr. Conrod Will's family, but he himself married one of the daughters, *John Bowers* married one and *William Worthen* another. I have often seen the widow *Mrs. Will* at the house of her daughter, *Mrs. Worthen.*

† The Salt Spring is still running salt water in the west part of Section One, T. 9. S., R. 3. W. on the north side of Big Muddy, where the remains of the furnace can be seen.

‡ Several of these kettles are still to be found scattered over the county among the farmers.

hard to get out of the citizen settlers, so he went to Kentucky and made contracts with slave owners for as many as were necessary, and succeeded. The negroes had to be returned to Kentucky every ninety days, or the ordinance would set them free. The country had been supplied with salt prior to that time by salt being brought on pack-horses from Ohio. I have known my father to make two or three trips of that kind.

In 1814, William Boone, my father, married Catharine Bradshaw. She had three children and my father had five. He was married in the time of the war, though peace was made shortly afterwards.

In 1811, William Boone built a flat-boat on Big Muddy below the mouth of Kinkaid, and loaded it. He, and Zephina Brooks, and Peter, his black man, took it to New Orleans. It sold well, and payment was made in silver rix-dollars. They crossed Lake Ponchartrain in a schooner, and then

came home by land, passing through the Indian nation on what was called the "Tennessee and Natchez Trace," and thus to home.

This year, 1811, was the year of the great earthquakes. My father's boat was above New Madrid at the time, floating down the river. I have often heard him and Peter tell about the effects of it on the river, and it was terrible. I remember the earthquakes, though I was only four years old. The first steamboat going to New Orleans, went out of the Ohio River about this time.

Old Solomon Snyder with his large family settled in the country as early as 1813, with many others.

Thomas and William Taylor and their families lived in the bottom, in the bluff settlement in 1813. They afterwards settled on Big Muddy River. Also Benjamin Henderson came in 1814.

In 1814, there was quite a large accession to the county. Samuel Cochran and family bought out Ben. Walker at the Backbone. Pete Hammond and Richard Lee, a local Methodist preacher, and family, Giles and Benjamin Henson and St. Clair Manson, all these settled at the Big Hill. Joseph Duncan, Dr. John S. Duncan, Polly Ann Duncan, Old Mrs. Moore, their mother, and her son, Ben, with several blacks, settled here. Joe. Duncan built the best house in the country, near the river and under the bluff, and it was called the "White House" as long as it stood.* He renovated the mill, and it did considerable business.† The Duncans lived there several years. Dr. Duncan died and was buried there.

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*The "White House" has long since disappeared, though I have often seen it. It stood near to where the rail-road track is, just south of Fountain Bluff Station, and on the river bank.

† Where the road running westward from the Big Hill crosses Duncan's Mill Slough, are still to be seen the stones that formed the mill-dam.

In 1813, Peter and Phillip Hagler settled on the ridge south of Big Muddy River. *Jonas Vancil*, and probably some others, settled in that part of the county. David Halliday, old Mr. Gill, Daniel and William Doty, William Eakin, Benjamin Ripley, two old men named Pyles,* old Mr. Wells, old Mr Flash, and their large families, settled on the Nine Mile Prairie.

Corydon White and some of the Bilderbacks and William Roberts came this year, 1814. A large emigration from North Carolina settled south of Big Muddy River. Also the Ethertons settled south of that river on what is called the "Dutch Ridge."

These new settlers were in general better off in money and property, and consequently general business somewhat revived. Many

* In 1853, I met with a man named Pyles from the Nine Mile Prairie, I think, who said that his father and family lived at one time near the present site of Carbondale, and gave their name to the little creek east of the town: "Pyles' Fork."

more mills, and of a better quality, were built in all the settlements. W. Roberts on the Mississippi River built one; old Mr. House, a one-armed man, a revolutionary soldier, built one on the Ridge; the Schwartzes built one near Big Muddy River, and Mr. Lipe built another.

House carpenters came in when the Kimmels came. John C. Clark, *David Burkey*, Kuntz, Tennon, Fuller, Tindley and Lucas, were there at an early day.

William Boone had a blacksmith shop, and a smith by the name of R. W. Allen worked in it. Tony Morrow had tools and worked at the Big Hill. Hezekiah Davis had a shop on Big Muddy River. Hotburn had one in Brownsville awhile, then a Mr. Green worked at the trade in town.

The first tan-yard was started by Conrod Will. William Worthen, his son-in-law, learned the art there.

The first brick house was built north-east of the town. They brought the sand from Sand Ridge in canoes.

The new settlers that came in 1817, legal voters or heads of families, were over one hundred, but only a few came in 1818.

Jackson County in 1817, was entitled to elect a representative to the Legislature at Kaskaskia. I think it was Nathan Davis. Two Delegates to the Constitutional Convention at Kaskaskia were elected. They were to form a Constitution for Illinois to become a state. James Hall jr. and Conrod Will were the delegates from Jackson County. They met and adopted a Constitution which was approved by Congress in 1818, so Illinois was no longer a territory, but became the "STATE OF ILLINOIS."

Whether there was a special session of the Legislature held at Kaskaskia in 1819 for legislative purposes, I have forgotten. Sometime in this year or the next, a senator

and representative were elected. William Boone was elected senator for a term of four years, and Conrod Will representative for two years. The first session was held at Vandalia in 1820 or 1821.

Timothy Nash having died, Joel Manning was appointed his successor, principally through the recommendation of William Boone. S. H. Kimmel was the other applicant.

It was during this session that the first old State Bank was chartered. The parent bank was at Vandalia with a branch at Brownsville. The members were paid off in this money, and thus it got an early circulation. The money was soon at discount, and produced more real distress than any other cause all over the country. All manner of contracts had a provision that state paper was the kind of money to be paid. The people cut the bills in two to make change.

In 1822, the Legislature met again at Vandalia; Mr. Boone senator and Mr. Will representative.

Robert Henderson came in 1821. John McMurphy taught school in the Holliday Settlement in that year and the next.

James Hall put up a distillery and made whiskey about this time or sooner. Samuel Hall married in 1823. Joel Manning married Diza, sister of *Alexander M. Jenkins* this year. Chamberlain and Howe taught schools in these years.

A. M. Jenkins* and his sister, Diza, came to Brownsville in 1817. Mrs. Griggs took Diza to help her in the boarding-house where she remained until Joel Manning married her in 1823. Jenkins found a home at Conrod Will's for a time and learned

* A. M. Jenkins was at one time Lieut. Governor of Illinois. He practiced law in Murphysboro for many years, and was at one time Judge of the Circuit Court. His son was in the 31st. Ill. Reg't in the war of 1861 to '65. Both were buried in the old cemetery at Carbondale, Ill.

the carpenter's trade along with a young man by the name of Michael Harmon, who came about that time. Jenkins worked at the trade until he was about 21 years old, when he was elected constable. He served out his time and was a faithful officer.

At this early period, the whole country was in a wild and uncultivated condition, only where the inhabitants had made their homes, which was generally on the water-courses or bottoms. The soil was rich and covered with timber of various kinds, black and white walnut, oaks of various kinds, sugar-tree, elm, beech, &c. &c., and many of them of the largest size. In such woods the settler made his farm. The chopping ax was an invaluable instrument; these, with hoes and other tools, they brought with them when they came. Some settlers came in wagons, some in carts, and many on pack-horses. It was shortly after the revolution, and the whole country was in a

crippled condition. Illinois was a new country in which the soil was rich and the game abundant. If they could but get here, they would soon be able to get a home, and could raise their families above absolute want, hence nothing deterred them and they came. They were deprived of some of the conveniences that they heretofore enjoyed, but they were more abundantly supplied by others. The grater supplied them with meal until mills took their place. Some used a mortar and pestle. Irish and sweet patatoes did well, and supplied the place of bread in a measure. They made a bountiful supply of sugar from the sugar-tree, and wild honey was in abundance. For shoes, they used moccasins until they tanned their own leather. Most of the families dug out a trough from a large log, and put oak bark in it with the hides, and thus made leather. They curried it with a drawing-knife and greased with

o'possum, coon or bear's grease. There were no shoe-makers; every family made their own shoes. Their houses were made without any iron about them and were considered Indian-proof. Some had trace-chains, but many used raw-hide tugs for the reason that there was no other chance. I have seen two horses used to a breaking plow, and all the traces were tugs. The single-trees and double- tree were coupled with tugs, also they were fastened to the plow with tugs. Horse-collars were made of the husks of Indian corn, (usually called "shucks,") plaited and sewed together. They were good and easy collars, and scarcely ever chafed or scalded the shoulder. One of these collars would last several years if tug traces were used with them.

The people were social and friendly, each being a protection to the other against the wild Indians. They would come a long way to a house-raising or a log-rolling or a

corn-husking, (corn-shucking.) Every man would bring his wife and the larger members of the family, for the inevitable frolic which was to take place when the men had finished their work. There was no money, or very little, but at Kaskaskia there was a ready market for bear skins, deer skins, musk-rat skins, coon skins, &c. Through this source they could get their amunition and guns, for they absolutely stood in need of them. Every man had his rifle kept in order, his flint, bullets, bullet-moulds, screw-driver, awl, butcher-knife and tomahawk, and all were fastened to the shot-pouch strap or to the belt around the waist. The men and boys wore pants of dressed deer-skins. The men also had leggins of the same material, also the meal sacks were of the same. Their caps were made of fox, wild-cat or musk-rat skins. The families raised their own cotton and carded, spun and wove it at home. Cards, wheels, looms

&c. were as necessary to the women as rifles to the men. Every family had them, and the women made their own dresses, and shirts for the men and boys.

Their tables were rudely made from a puncheon, with legs. Their chairs were three or four-legged stools. Knives and forks were as it happened. Those who had brought them with them, used them. The butcher-knife and jack-knife were quite as commonly used as table-knives. Their dishes were of pewter, their cooking utensils were generally an oven and lid, a pot and frying-pan. Their bed-steads* were of

* Mr. Boone does not fully describe how a bed-stead was put up, but as I have often seen and made them I will say that a bed-stead had but one leg and two rails, one side rail and one end rail. The side rail had one end fastened to the leg or post and the other end fastened in a crack between the logs of the house at the right hight above the floor. The end or foot rail had one end fastened to the leg above the other rail and the other end in the crack of the wall, then clap-boards, (split boards,) laid on for slats, with one end of each resting on the side-rail and the other in the crack in the wall, then the bedding was placed on the boards.

the rudest construction, and very simple, requiring nothing to frame it but a five or six-quarter auger and an ax. The bottom was laid with split boards and over this was laid a bear-skin or other kind of skin.

After war was declared, and the ranging service authorized, nearly all of the young men and many of the older ones, joined the service. The volunteers had to furnish, or did furnish their own rifles and fixtures, their own clothing, horses, saddle and bridle, and be ready to go at a moment's notice. Government furnished the necessary ammunition, and to each man a pair of holster pistols. Scouts were constantly kept out watching for Indians or their signs, and this was kept up during the war, or till the treaty of peace at Fort Ash.

The country did not improve much during the war, if any. Very few settlers came in, owing probably to the fact, that the war involved the whole country, and troops were detailed from every state.

I think it was in 1815, that the troops were paid off. William Boone, I know, paid a great deal of money to the troops as deputy pay-master, or some other such capacity. Money for a time, was abundant. The money was silver rix-dollars, and no fractional currency that I remember ever having been seen. I know that in the country, they cut the dollars in two, and these again in two &c. until we had halves, (50 cents,) quarters, (25 cents,) and bits, (eighths or 12½ cents,) of this money. They passed currently all over the country, to merchants of Kaskaskia and for every thing except in the land-office. It was finally bought up by the Government, and thus went out of use.

The old settlers lived temperately, that is, they used very little whiskey, for they could not get it only at Kaskaskia, 40 or 50 miles away; but after the war was over, and the troops paid off, and money in every

man's pocket, it begat a restlesness, and extravagence was manifest. They could buy for they had money. Some bought whiskey and brought it in kegs on horses, thus insidiously many became intemperate. Many of the staid, firm men of the country became drunkards and died such. But many saved their money and bought their farms when the same was in market.* The land-office, in a short time, absorbed all the money in the country. As their land was paid for by installments, there followed the hardest times ever experienced by the people, for the money had all gone, and many had two or more payments still to make.

* When the early settler wanted a home, he selected his ground, built his house and opened his farm on public lands, leaving it to the future to enable him to buy it. Sometimes he bought it after many years, but some raised their families on the place and never bought it. They used to buy and sell the improvements or farms, but if any man bought the land of another man's improvement, he was boycotted by all the neighborhood.

Where was the money to come from, or how could they ever get the means to save their land after having paid a portion? They could not tell. Many applied to Peere Menard of Kaskàskia, and he helped them.

Barter or exchange of one kind of goods or property for another, the people, by common consent adopted. That was the rating of property. Cattle was the basis of rate. A first-rate cow and calf was rated as worth ten dollars "in trade at trade rates." A second-rate cow and calf was worth eight dollars, and a third-rate cow and calf at six dollars. All other property had its value by rate, and if not agreed to by the parties, it was left to the neighbors, whose judgment settled the rate of all which was not fixed. All contracts made, whether written or verbal, that had this stipulation in them, were thus settled and confirmed. This custom was observed for

many years. Beef was worth about one half a cent a pound, and pork about the same. There was no market anywhere for cash. This was the condition of the country for a long time.

During all these years, from 1816 to a later date, musters were closely attended to. Company, regimental, battalion and general drill or musters were kept up every year for many years. The musterings were not located at any one place, but at different places in the county. Every able-bodied man was enlisted, enrolled, and had to attend the different musters, or he was fined. Liquor was generally on hands, and when the drill was done, many fights would ensue. These musters were a fruitful source or school of intemperance and profanity. There being no common enemy, either in existence or in prospect, it was doing more harm than good to the commu-

nity at large, and was finally dispensed with by the recommendation of President Andrew Jackson.*

All general elections were for many years held at the county seat and the voters voted viva voce. Every voter had to go there to vote or not vote at all at that election.

No newspaper was published nearer than Kaskaskia, Edwardsville or Shawneetown, and but few were taken in the county. The United States' mail was conveyed on horse-back.

I thus close up my sketches to 1823.

BEN BOONE.

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* The musters were revived again during the war with Mexico, and were kept up for a few years, then discontinued entirely.

STEAM NAVIGATION

OF

BIG MUDDY RIVER.

There are many difficulties in the way of the navigation of Big Muddy River, the most serious of which are the shoals, several of whieh exist. The shoal at Mount Carbon, just below the wagon bridge, and near the rail-road bridge, extends quite a distance, including what was known as the Upper and Lower Fords. The most remarkable one is the Fish Trap Shoal, so called because it was such a good place to set a fish-trap. This shoal is at the mouth of Lewis Creek, where two rail-roads, (the Chicago & Texas, and the Mobile & Ohio,) cross each other. This is the largest and most serious obstruction, the river being nearly three times its usual width at this

place. There is another at the Worthen farm, (L. A. Porter's place,) and just below there is a rock that rises like a table in the middle of the river, which is covered during the time of high water. At the mouth of Rattle-snake Creek, just above the Bald Rock, there is another shoal. All of these mentioned are rocky and permanent obstructions. There is also a dangerous rock at the base of the Swallow Rock. At the mouth of Big Muddy, a shoal of mud is often formed during the rise of the Mississippi, if Muddy be low at the same time. But when Big Muddy comes down in her strength and spreads out over banks, after the larger river has retired, then like a braggart when his superior is absent, she shows what she can do by cutting out the mud bar, and making for herself a deep channel again.

Another difficulty in the navigation of this stream is its extreme sinuosity, Below Sand Ridge it is very crooked, (see map,)

with some very acute angles, the most remarkable of which is at the Swallow Rock, where the river is running N. 15° E. and makes a sudden turn along the foot of the rocky wall, running south. (See page 20.)

Here appropriately comes in a little story about Batteese, a French darkey of St. Louis who was going down the river on a barge with Mr. Kitchen by moonlight. On arriving at this place, Batteese, who had never been there before, was looking at the high rocky wall that arose on the right hand side above the tree tops, then he looked forward to the sudden turn, but saw trees only; he, little thinking that the river ran between his position and that rocky wall, suddenly exclaimed in terror, at the same time holding up both hands: "*Mr. Kitchen! Mr. Kitchen! the river takes to the* WOODS *here!*"

About the first account we have of a steamer navigating Big Muddy River, was

about the time of the first settlement of Murphysboro, when a small steamboat named "Omega" steamed up to Mt. Carbon.

The name was not very appropriate to the circumstance. The last letter of the Greek alphabet, and is often used to mean the *Last.* The boat should have been called "Alpha," the *First.*

It was not until the year 1851 that any other boat attempted the voyage. On account of shoals, the boats had to navigate during the time of high water, and on account of the sudden bends, they could not navigate in a strong currant, therefore the time selected is when the great river rises, which usually takes place in June. In 1851, the Jackson County Coal Company having a large quantity of coal already on the banks of Muddy, just below Mt. Carbon, (on the ground since occupied by coak-ovens,) chartered the "Walk-in-the-Water," a new ferryboat that had just arrived at

St. Louis, to bring down a load of coal. She went, and in a few days arrived at St. Louis wath a load, also with two barges in tow. (The writer did not go on this first trip, therefore knows nothing of the incidents of the voyage.) That was the first introduction of Big Muddy coal to the public, and was then pronounced by the foundries and gas-works of the city, to be the best coal west of Pittsburg. The company then being confident of selling any quantity of coal, bought the Walk-in-the-Water, because she was a strong boat and suitable for their purpose.

She left St. Louis again May, 30th, 1851, at 10 o'clock A. M., and arrived opposite to Preston before night, at a place selected for a landing, and afterwards called "Sheffield Coal Yard" or "Sheffield." On the first day of June, the boat started on the first of her regular trips, which continued until the tenth of July, usually going

up the river one day and returning the next: the loading generally being performed in the night to avoid the heat. During these trips the Mississippi was rising continually until about the middle of July, and submerged all the bottom lands, this being the highest water ever known, with the exception of the flood of 1844, which exceeded this by four feet. The boat had the best time potsible for navigation, as far as related to having plenty of water.

In navigating this river by steam, a great difficulty was experienced in making the turns at the acute angles of the river, more especially at the turn north of Conner's old steam mill, near a rock called "Sinner's Harbor," (in Section 14, 10-3,) also at the one at Swallow Rock, (in Section 35, 9-3.) In many places, the boat would swing around sideways and strike the overhanging trees which lined the channel the whole

distance; then either the trees or the boat had to tear, often both. At the sharp turns before mentioned, they had to shut off steam and push her around with poles.

At one time a snag, that leaned out from the bank and hung over the river, struck the boat on the side of the cabin, rubbed along until it came to the first window, when it pushed in its ugly head and tore out the whole side from thence to the stern. It went into the bunks and stole a blanket which was left hanging on the end of it, as if it was exhibiting its booty to taunt the former owner. The man, who occupied that bunk, said that he would not have cared so much for the loss of the blanket, if the snag had not taken his tobacco also.

Another day, when a family was on board with their teams and stock, moving from the Half-moon Island to escape from the rising water, the boat struck a tree and showered the large limbs on the deck, one

of which came near hitting Temples; it frightened his horses. Another struck the chimney and punched a hole in it, and came near upsetting the pilot-house, disturbing the pilot in his reverie. This is a sample of what occurred more or less on every trip, so that by the time the boat had finished her trips, she looked like one of the boats that had run the blockade past Vicksburg during the civil war.

At one time, by some mistake in the bell signals, they ran the boat ashore. She ran several trees under water and tore off one of the guards. Every one expected her to sink, but, on examination, it was found that the hull was not injured at all.

After making several trips, the pilot, Smith, put on a steam whistle. Very few boats carried whistles at that time; they were just coming into use on the fast boats. Smith delighted to awaken the echoes and alarm the natives with its ear-splitting

scream. When he passed the Swallow Rock with it for the first time, several men and women were standing on the rock above, looking down at the boat, when the pilot let on such a sudden scream, that some of the women were very much frightened and started to run. It was probably the first time that they had ever heard a steam whistle. The pilot whistled at every bend, and when he arrived at the mines, at Dorchester, (as the mining village was then called,) nearly the whole population of the vicinity was there to see what was coming, for it was something new to most of them, and the old hunters wondered what new kind of "varmint" was howling through the woods.

It was commonly said that Henry Dillinger and George McKinney dug out the channel of Big Muddy River; so one day, when the boat ran among the trees more than usual, Mr. Holden, the superintendent,

who was on board at the time, suddenly called out: "*George McKinney!*" "Here I am, what do you want?" answered George. "Why did you make this river so crooked when you dug it, instead of making it straighter?" asked Holden. George replied, "Well, Mr. Holden, we had to dig most of it in the dark, so we could not see to make it any straighter, so I guess you will have to put up with it as it is."

On the 6th of June, the pilot, Smith was at supper, the boat was going up the river, and his assistant, Richard Jukes, being at the wheel, when suddenly, a large log appeared in the way, reaching across the channel. Smith jumped up and ran to the pilot-house, but by that time the boat had struck the log; he then put on all steam and made her climb over the log. If she had not been a stout boat, she would have certainly been sunk there, but she passed over the obstacle uninjured.

One day, they passed a house floating in the river. It was a log house with a clapboard roof. The house was sunk low in the water with only the roof above the surface; there was a hole in it where some person had pushed aside the boards, apparently to escape, having in his flight left a pair of old pants on the roof.

The water was so high, that in going down the river, no land could be seen below Sand Ridge on the west side, and none on either side below the Bald Rock, but the whole of the bottom lands were submerged. The Mississippi River was then four or five miles in width from hill to hill.

During the rising of the water, Big Muddy reversed its current, the water running up the channel towards its source with a strong current for more than a month, and carrying large quantities of drift, so that at one time the crew of the boat found the principal channel between Half-moon Is-

land and the main shore choked with drift. They worked all day trying to get it loose, cutting at the logs with axes and using the boat to pull it apart, but they did not succeed. The boat retired for the night. Next day, a squad of men was left at the drift to cut it loose, which was quite a job, for the channel was blocked up with it for a mile. The boat went up the larger chute next to Burk's Island, and backed down the little chute, east of Half-moon Island, which was so narrow that it was a difficult matter to keep the boat out of the trees.

The following day, when the boat returned, the drift was all gone, aud Zeri Byars was found there asleep in a skiff. He had been left there to tell them that the channel was open, but had dozed off in the shade of a bush, and the boat would have passed by him without his knowledge of it, but some one saw him and gave the alarm, "a man in a skiff." The whistle was

blown and Byars suddenly awoke looking much surprised and bewildered to find the boat so near to him.

One day, the steam ferry-boat, "Jonesboro," that ferries at Willard's Landing, came up and followed the Walk-in-the-Water up to the mines at Dorchester, took on a load of coal and returned.

Some enterprising genius at Chester put a small engine on a flat-boat, and built a cabin on it; fixing a wheel at the stern; and with his nondescript craft he made several trips up Big Muddy River to Mt. Carbon, taking up goods for the merchants at Murphysboro. At a sharp bend, the Walk-in-the-Water and his boat came very near colliding. James M. Morgan, who was on the small boat, having some goods brought up for his store in Murphysboro, looked out rather surprised; for if the boats had met, in all probability the smaller one would have been sunk.

During the rising of the water, the town of Preston, opposite to the coal-yard, was nearly all swept away. The mighty river not only carried off the houses, but took away the ground first, and of course the buildings rolled into the river and floated away. When the water subsided, there were but three or four houses left of the whole town.

After the Walk-in-the-Water had done taking out coal for the season, she went to Thebes and loaded with steamboat lumber. Mr. Gross took command of her and then she started for St. Louis. She took a barge loaded with staves and hoop-poles in tow at the mouth of Big Muddy River. On the 26th of July, 1851, she struck on a sand bar, and there she stuck; as the water was falling, the prospect of getting her off looked dubious. In trying to get her off, the wheel struck a log that was fast the sand, and several buckets and spokes were

broken. The heat was oppressive.

Thermometer at sunrising was 85,

' '	noon	100,
' '	2 P. M.	103,
' '	4 P. M.	105,
' '	sun set	100.

Next day, (27th,) was mostly spent in repairing the wheel and cleaning the boilers; after which they got up steam for one more effort to get her afloat again. They had let the barge go down stream some distance and left her at anchor. At 4 P. M. the boat was afloat and dropped down the chute below the island and laid up till next morning, (28th,) when some of the men brought down the barge and all started up the river again. At 7 P. M., just below Wheatbush, a storm raised such large waves that the barge was sunk. They cut her loose and she went under the boat and floated off down the river full of water. Her load of staves and hoop-poles belonging to

Mr. Keith, and had been loaded on at the mouth of Cedar Creek, all spread over the water and went off down the river. The boat landed at St. Louis at 10 P. M.

In the summer of 1852, the Walk-in-the-Water, having been repaired and a new cabin built on her, one story higher than it was before, started on her regular trips, boating coal out of Big Muddy; but the pilot, being accustomed to the boat, and acquainted with the crooked channel, with the experience of the preceeding summer, did not run the boat among the trees and tear her up so bad as before, but she finished her trips without looking like she had run the blockade.

In 1853, the Walk-in-the-Water again appeared on the scene; but having shown the way to navigate Big Muddy by steam, other boats followed her example and she had company all the season. That Chester man, having built a larger boat than he had

in 1851, had put his engine and wheel on her, and named her the "Silver Lake," made several voyages up to Mt. Carbon.

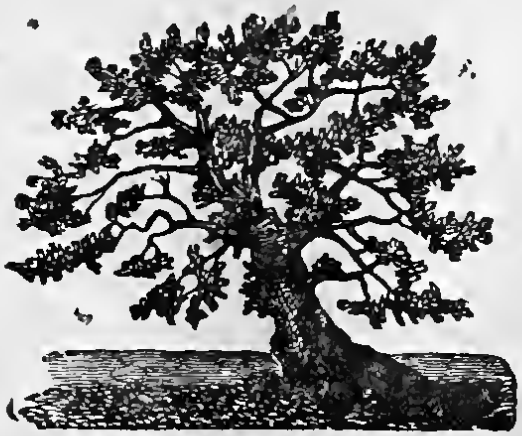
This year, the Illnois Central Rail Road was in process of construction, and several small steamers were employed to convey rail-road iron up the river to the rail-road bridge, four miles north of Cardondale. These boats, together with the Silver Lake and the Walk-in-the-Water, made Big Muddy quite a busy stream for two months. During that time a person could scarcely go near the river without seeing a steamboat go by, or hearing her whistle sounding through the forest. These boats not only carried rail-road iron, but one day, one of them took up a locomotive, which was landed on the north bank of the river and hauled up on the track. By the aid of that engine the track was laid from the river, northward. The boats also landed iron at the mouth of Sugar Creek, (Sec. 1, 9-2,)

which was hauled on wagons to a point on the rail-road two miles south of Carbondale.

After the year 1853, the Walk-in-the-Water had the river to herself as before. She continued her annual trips for several years, until there came a time when, for two summers, the Mississippi failed to rise high enough to float her over the shoals. The coal accumulated on the banks of Big Muddy, and much loss to the company was the consequence. They extended their mule rail-road to a point below the Fish-trap shoal, and piled up coal there. When the Mississippi did rise, the coal was all taken out, but the company soon afterwards abandoned the mines. Thus was Big Muddy left to its original solitude for years afterwards.

About the time of the re-opening of the mines at Mt. Carbon, a boat made a voyage up to that place, bringing some heavy ma-

chiuery. Since that time the river has been silent and forsaken; nevermore to be disturbed by the prow or paddles of a steamer, for the river is spanned by four wagon bridges and six rail-road bridges, thus precluding navigation in the future.



HISTORICAL SKETCHES

of the

CITIES AND TOWNS

OF

JACKSON COUNTY, ILLINOIS.

Perry.

Soon after the rail-road from Murphysboro to Pinckneyville was opened, a small town was settled on that road in Sec. 7, 7-2 This village is in Vergennes Township and about three miles north-west of the village of that name, and near to where the rail-road crosses Beaucoup Creek, It is but a flag station, and has no depot or station agent, but contains a store and a few dwelling houses.

Vergennes.

This is one of the towns that have sprung up on the line of the rail-road from Murphysboro to Pinckneyville, which was first called "St. Louis Coal Rail Road," but now is a part of the "Short Line." The town was at first called "Middleton," but was afterwards appropriately named after the township in which it is situated, for it is only about a mile from the old Vergennes post-office, and the northern part of the township has long been known by that name. The main part of the town was laid out on the grounds of Mr. Hack in the east side of Sec. 20, 7-2, and additions east of that on the grounds Mr. Holt in the west side of Sec. 21. The town contains a depot or station-house with a telegraph office, a flour mill, five or six stores and quite a number of dwellings.

About the year 1886 or 7, the town was organized, including considerable farming land in the corporation, and elected town officers. It is in the midst of a productive farming community.

Sato.

Some eight to ten years ago the Bryden Coal Company opened their mines in the eastern part of Sec. 21, 7-3, by making a slope. As the nearest point to what was then the "Cairo & St. Louis Rail Road," (Narrow gauge,) but now a part of the "Mobile & Ohio," (Standard gauge,) was in Sec. 28, nearly a mile and a half away, a track was laid from there to the mines so coal could be shipped to market.

Andrew Chew owned the N. E. $\frac{1}{4}$ of the N. E. $\frac{1}{4}$ of Sec. 2I, lying near the mines, and laid off lots after some houses were al-

ready built in 1886. Soon more houses were built including a store.

In 1887, James McSmith laid off lots in the N. W. $\frac{1}{4}$ of the S. W. $\frac{1}{4}$ of Sec. 22, and a shaft was sunk and coal hoisted with a horse. In 1889, Sam. Ward laid off lots on the S. E. $\frac{1}{4}$ of the N. E. $\frac{1}{4}$ of Sec. 21. Buildings were erected on all these plats, so they obtained a post-office and named the scattered town "SATO."

Muddy Valley

Some years age, the Halliday Company sank a shaft about a mile and a half south of Elkville on the Illinois Central R. R., in Sec. 29, 7-1. A mincrs' town soon sprang up on the company's land, containing a store and post-offiice, besides dwellings. It is also become a flag station for certain local trains to stop at.

Pomona.

When the Cairo & St. Louis Rail Road, (Narrow gauge,) was opened through from Murphysboro to Cairo, a town was laid off in Cave Creek bottom, in section 28, 10-2, Pomona township, (formerly Ridge township,) and named "POMONA."

Very soon dwelling houses and store houses were built, but no station house was erected by the rail-road company for some time; they only made a side-track and platform. Some parties built a saw-mill on the west side of the rail-road, and ran it awhile, but, getting into difficulty, the sherriff levied on the machinery. The owner did not intend to be out done so easily as that, but considering that possession is a pretty strong point, during the absence of that officer, he took the engine, which was one of those on wheels, and rolled it up on a flat-car, then put on the saw and frame and ran the whole to East

St. Louis. This was long spoken of as the town where where a *saw-mill was stolen* and taken away.

A few years afterwards, the rail-road company built a station house. Other parties built a saw-mill and flour-mill on the west side and near the site of the mill that was said to have been stolen.

Soon after this the town was incorporated and elected municipal officers. Since the Narrow gauge became a part of the M. & O., and widened to the standard gauge, Pomona has become a lively little town, and does considerable business.

Eltham.

A station was made where the Cairo and St. Louis Rail Road crosses Cedar Creek, in the northern part of Pomona township, and a station house was built. Some parties built a saw-mill, and a few houses soon began to spring up in the woods, and it

seemed that a prosperous little village would be the result. The new village received the name of "ELTHAM."

The mill, after running some time, was destroyed by fire, but another one was built in its place. Some time afterwards, this mill shared the fate of its predecessor and went up in smoke. The station house was also consumed in the same conflagration. The town was abandoned to its original solitude, with the exception of passing of trains, and the post-office was removed to Gillmore's mill, three miles farther north.

A few years later, a naraow gauge railroad was surveyed coming from the northeast, via Frankfort and Carbondale, to connect with the Cairo & St. Louis R. R. at Eltham. Considerable grading was done in Cedar Creek bottom, and the town seemed in a fair way of being revived, but the whole project was finally abandoned.

Ora.

Mr. John M. Gill owned land in the south-east corner of Ora township, in Sec. 36, 7-3. Here he laid off a town on the Cairo and St Louis R. R., which runs through this land. The town was named "Gillsboro" at first, but was afterwards changed to "ORA," the same as the township.

This village bids fair to become a lively place. It now contains several stores and dwellings. Since the rail-road became a part of the M. & O., a station house has been built containing a telegraph office. For many years, a young lady, (Miss McClure,) was station agent at this place.

Harrison.

About 1872 or '3, a rail-road line was surveyed from Mt. Carbon to Pinckneyville, and running through the north-west quarter of section 34, 8-2. This land had been purchased by the Carbondale Coal and Coke Company which proposed to make

the road. The general financial panic coming on about that time, the project was postponed indefinitely.

A few years afterwards, when business had begun to revive, the company commenced work again by erecting a long row of coak ovens on the land heretofore described; they also sank a coal shaft a mile or so farther westward. Then they built a rail-road from the junction of the Carbondale & Shawneetown R. R. with the Illinois Central R. R. at Carbondale, to run by the ovens and shaft and connect with the Cairo & St. Louis R. R. about two miles north of the station at Murphysboro.

The company then built a rail-road from the ovens to Pinckneyville where it connects with other roads leading to St. Louis. Then they could ship coal or coak directly to that city- About that time they consolidated with the C. & S. R. R. which ran from Carbondale to Marion, and named the whole the "St. Louis Coal R. R."

Around the ovens, the dwellings of the workmen form a village called "Harrison."

After making coak out of slack, which was otherwise thrown away, for many years, and keeping the ovens hot day and night so long, they quit and let them cool off, because consumers of fuel had learned to use slack without coaking; thus saving a great expense and making it cheaper to the consumer. Thus the coak ovens were left to fall into ruin and decay.

The Coal Rail-road finally became a branch of the T. H. A. & St. L. R. R. or "Short Line," and was extended from Marion to Paducah. They also built a track to run to Murphysboro and built a station house near the courthouse. A small station house was built at Harrison. The company owning the old Mt. Carbon company's property, having land near the ovens at Harrison, sank two shafts and made a track from a point below Mt. Carbon, through

Murphysboro to Harrison. Quite a miners' village has been built east of the old Fair Grounds, but it may be a question whether it is a part of Murphysboro or Harrison, or they all together with Mt. Carbon and the villages at Gartsides be considered as suburbs of the city. The miners' village is known as "Italy."

Campbell Hill.

Many years ago, a post-office was established at the cross-roades in Sec. 9, 7-4, and was called "Bradley." A store was opened and goods were sold to farmers living near. The people also built a church close by. This is just west of the high ridge called Campbell Hill.

When the Narrow Gauge rail-road was built, the people near Bradley post-office tried to have a station at that place, but some other parties tried to have the station at another place three-fourths of a mile

farther north-west, and they succeeded. At that place, lots were laid off, a side-track made, and two stores and a blacksmith shop built. This new town was called "Bradley."

Meanwhile, Mr. Mohlenbroch, thinking it very inconvenient to have the post-office at one place and the station at another, raised the enthusiasm of the people, and by the influence and liberality of himself and others, laid off a town at the post-office, built a large flour-mill, and finally induced the company to make a station there also. This town was laid off in January, 1874. As the other town had already appropriated their name, they called this new town "Campbell Hill."

Soon dwelling houses and store houses sprang up on the ground. One of the store houses at Bradley was rolled up on two flat cars and, by the aid of mules, was moved to the new village. A side-track

was made and a station house built; the mill was soon up and in operation, and the town outgrew its rival. It became a prosperous little town, while Bradley was abandoned and forgotten.

Mr. Downen laid off an addition to the town on the east, and after a few years, Mr. Mohlenbroch laid off an addition on the south side or the rail-road. The town has grown, and is one of the places of voting, Ava being the other, both being in Bradley Township.

Ava.

Many years ago, a man named Wright settled at a point on the Murphysboro and Chester road, in Sec. 25, 7-4, on a high ridge between the head-waters of Kinkaid and Rattlesnake Creeks. Here he built a saloon near the road, displaying on the sign the words, "Head Quarters." In this house he dispensed the "ardent" to his neighbors

and to thirsty travelers for many years. This place, being on one of the principal roads in the country, was known far and near as Head Quarters, and the character of some of the inhabitants of the vicinity was such as might have been expected with a branch bank of his infernal majesty in their midst so long.

Several years before the building of the Cairo & St. Louis R. R., several houses and store buildings were erected, and Head Quarters began to look like a town. When the Narrow Gauge rail-road was built and a station was made there, the land owners and the rail-road company laid off a town and named it "Ava."

After the rail-road was opened, the town began to increase rapidly. Many of the rowdies in the neighborhood have been brought to justice or run off; but some acts of violence have been committed since the road was opened, such as shooting peo-

ple or throwing the train off the track. The influence of the moral and law-abiding class of citizens, whose wealth and industry have built up the town, have gradually diffused intelligence and purified the community.

For many years the town had no church building, but used the old school house at the east end of the town, that was built long before the town was settled, for both church and school purposes. Afterwards they built churches, and now Ava is quite aflourishing and organized town, with its municipal officers, and containing many fine dwellings, stores, bank and hotels, many of them of brick. Several times a newspaper has been published, running for a few years at a stretch.

Elkville.

About the year 1857, certain land owners, thinking that it would be a good thing to have a town in Elk Prairie, Mr. Ashley

who was then division engineer of the southern division of the Illinois Central Rail Road, having assured them that a station would be made there, laid off a town in Sec. 17, 7-1, in Elk Township. Mr. J. F. Ashley set men to grade the side-track.

The citizens appointed a day on which to sell lots at public auction. When the day arrived, a large crowd assembled, and the sale was progressing in a lively manner, when they were surprised by the scream of an extra train rapidly approaching from the north. As the train came to a stand among them, some of the people gathered around it and found that it contained what the rail-road men expressively called the "Royal Family," or the President and other chief officers of the rail-road company. Mr. Osborn, the President, asks in apparent surprise, "What does this crowd mean? What is going on here?" When informed, he said, "*There will be no station here.*

STOP THAT SALE AT ONCE." He was informed that Mr. J. F. Ashley had the side-track graded and was going to make a station there. The President turned to Mr. Geo. B. McClellan, his chief engineer, who was present, saying, "Did you give Mr. Ashley such orders?" Mr. McClellan denied having given any such orders. The train returned to Centralia, and the President in a rage, telegraphed to Mr. Ashley at Anna, asking, "Who gave you orders to make a station in Elk Prairie?" He answered, "McClellan." The President replied, "He denies it. Come up on next train and confront him." Then Frank Ashley was angry, he said to those around him, "Yes, I will go and *make McClellan acknowledge it.*" When he met them at Centralia, he still insisted that McClellan gave him verbal orders to make that station, and that officer still dinied it until Mr. Ashley shook his big fist at "Little Mac's" nose and made

him own to it in Mr. Osborn's presence. It seemed that they had made a mistake, and wanted to make a scape-goat of Ashley, but could not succeed. The matter was hushed up, the town was killed, and laid dormant for many years, until after Gen. McClellan had been commander of armies, when he so gallantly didn't take Richmond, and afterwards ran for the high office of President of the United States, but was defeated by Lincoln.

Some time after the war was over, the town plat was revived, lots were sold, a station house built and side-track made. Then people began to erect dwellings. It is a small village containing one or two stores and a flour-mill. There is seldom any hotel or public accommodation for any person stopping off from a night train. Although in the midst of a good farming community, yet it has not grown much, and does not seem likely to rival Chicago.

DeSoto.

DeSoto was named after the Spanish traveler who, in his search for the Fountain of Youth, discovered the Mississippi River, and was buried on its banks.

This village is situated in sections 16, 17, 20 and 21, 8-1. It was laid off in the woods at the time of the building of the Illinois Central Rail Road, about the year 1853. It is of the same age as Carbondale.

The rail-road company owned land in section 20 and laid off lots west of the rail-road, also a row of fractional lots east of the road. Neal laid off lots east of the road in section 21, but the streets do not correspond with those of the west side. Lots were also laid off in section 17 on both sides of the rail-road. A few years after the war, S. S. Hall laid off an addition on west side of the town.

The business part of the town is on the west side, except the hotel. Most of the town is on the west side. The town grew to nearly its present size in a few years and then stopped. There has been very little improvement since. Several years after the war, a fire swept away the north end of the business portion of the town. It had only been partly been rebuilt in 1891, when the southern part was burned, including the freight house and the passenger house which were both consumed. Some of the stores have been rebuilt.

DeSoto is not much of a business place. Sometimes it has almost the appearance of a deserted town, as many of the front store houses were often empty. There are several churches in town; some of them are very good looking buildings. There is one flour-mill. Once there was another, a large one, in the north end, but it was seldom in use, and finally burned up.

Makanda.

When the route of the Illinois Central Rail Road was laid off, the engineers had to follow the crooked valley of Drury Creek through the hilly country in the southern part of Jackson and the northern part of Union Counties; or from Boskydell to the head of the creek. This valley has the appearance of a great crack or fissure in the hills, with mostly precipitous sides, and through this flows Drury. A person can almost imagine a convulsion of nature that opened a crack running north and south for miles, making ragged edges with broken rocks tumbling down the steep sides, then afterwards the gap gradually partly filled up with soil washed from the hills.

A mile and a quarter north of the county line, in the west side of Sec. 27, 10-1, the rail-road company built a tank and a boarding house, and made a station for the

purpose of watering chiefly, and named it "MAKANDA."

Sometime about the year 1863, Mr. Zimmerman laid of town lots on the east side of the rail-road, and several houses and stores were erected. Mr. Martin Reynolds had built a mill for sawing lumber and grinding grain in 1861, on the west side of the creek and rail-road, which are here close together. About the year 1866, lots were laid off on the west side in Sec. 28, by Mrs. Lummis and also by William Evans. Afterwards T. W. Thompson and others laid off lots at various times on both sides.

There is quite a romantic looking village nestled in the valley and up the steep rocky sides of the hills on each side, where the houses perch one above another on ledges. The old church is up on a high point overlooking the town on the east side, but a very good new church has been recently erected on high ground, but at the foot of

the bluff on the west side. The company built a passenger house, an engine house for the pumping engine and two brick tanks, one of which has since been removed.

This town is in the midst of the fruit region, and is an important place in the fruit season. It would soon become a large town if there was room enough to build one; but, cramped up as is it is in such a narrow valley there does not seem to be much chance for it grow. Yet the people have made some improvement since the town was organized, by spreading up and down the valley, or perching houses in almost inaccessible places up the sides of the hills. Near the bridge, the buildings almost encroach npon the creek, but Drury asserts its rights occasionally.

During several years, a box-factory was in operation in the south part of the town east of the creek, which supplied shippers with fruit-boxes, but it was removed.

Houses for storing potatoes have been built near the same place. The mill that Reynolds built near the bridge, was operated for many years by O'Fallon, then he removed it to Ora. Other parties set up a grist-mill and box-factory on the same site, but that has been gone some time and the ground occupied by the post-office and other business houses. Another mill has been recently erected in the south part of the town, west of the creek.

The school house is on the west side at the foot of the bluff. The inhabitants of Makanda are industrious and intelligent.

Boskydell.

This is scarcely to be considered a town, but as it has a name, and is about such a place as Eltham once was, although not a regular station, yet it must not be omitted.

When the Illinois Central Rail Road was

in process of construction, the builders used a large quantity of stone for culverts and ballast. This stone was quarried in the north-east corner of Sec. 9, 10-1, in Makanda Township, and half way from Makanda to Carbondale, They made a track across Drury creek and loaded cars in the quarry. After the road was finished, and the company quit using the stone, the track was taken up, but a side-track was left for the purpose of switching irregular trains out of the way.

When the State of Illinois was erecting the Normal University at Carbondale, the red sand-stone used in that structure, was taken from this quarry, and after that was finished, much stone was shipped to distant parts by Mr. David Johnson.

In 1876, Mr. E. P. Purdy brought a saw-mill to this place, setting it up near the side-track for convenience in loading lumber on the cars.

At the same time, Mr. Samuel Cleland, who was then owner of the quarry land, laid off town lots on the west side of the rail-road opposite to the mill, and named place "Boskydell." Several houses were built and a few families dwelt there. Mr. Cleland made a business of quarrying stone and shipping it to distant places for building purposes. He employed a gang of men in that business.

More houses were needed, therefore Mr. E. M. Hanson laid off an addition in 1877. and several additional houses were erected.

The village is in the valley of Drury. It is not likely to be much of a town. In its earlier years it gained a bad character as a nest of rowdies, for even murder has been committed there; but of later years the place has been peaceable.

Some time after the death of Mr. Cleland, other parties worked the quarry, which was east of the creek extensively for many years,

and used steam-power in their work, shipping large blocks to distant places. On the west side also, a quarry was opened and machinery set up. The rail-road company made a long track on the west side, and also established a telegraph office.

Dorchester.

This is one of the towns that *was and is not.* Its life was not as long, nor its size as large as Brownsville, but it exceeded Eltham in both respects. It was much like one of those suburban villages which have of late years sprung up north of Murphysboro around the various coal shafts. This village existed only about seven years. It was a mining town; and when the mines were abandoned, the miners left the houses vacant.

In the year 1850, the Jackson County Coal Company opened their first mine three

fourths of a mile south of the court house at Murphysboro, in the south-west quarter of Sec. 9, 9-2. Mr. Edward Holden was superintendent. Their mines were all tunnells. The miners were mostly natives of Scotland, many of them Mormons, therefore many persons, for want of a better name, called the collection of miners' houses, "Scotch Town." Quite a number of houses were built for the men to reside in, for most of them had families. The Scotch were many of them zealous followers of Joseph Smith, but not of Brigham Young, at least not outwardly, for they had each but one wife. Mr. Edwin Hanson built a store-house and sold goods there. The company built a large boarding house and Mrs. Willis took charge of it and cooked for the boarders. The miners who had no families and the young men that worked for the company above ground, boarded there.

For several years this little village was quite a busy place, and a good market for what produce the farmers had to sell.

The miners, as usual, were a rowdy set, especially when they were drunk. One night, the miners were offended at something that Zeri Byars had said, about their making so much noise that he conld not sleep. The next night they got drunk and danced and swore, and threatened Byars; they kept up a row all night, to the disturbance of the whole community. Mr. Kitchen, a carpenter, who boarded at another house, heard them, and next day he reported them to Mr. Holden, who sent for them at once to come to the office, and to their surprise, he paid them off and told them to leave the place immediately.

One peculiarity about Holden was, that he would not employ an Irishman on any terms. He seemd to have a deep seated hatred of that nationality. He was a per-

fect gentleman, and treated all well who did their duty, and if they did not, he would soon pay them off. If he approached a gang of workmen and fonnd some of them resting, he would go and sit down by them if they sat still until he came to them, but if they got up and went to work at his approach, he would discharge them.

The company hauled coal out of the tunnells to the bank of the river, (on the same ground that has since been occupied by coak-ovens,) about one fourth of a mile, in cars drawn by a mule, on a rail-road made with wooden rails with straps of iron nailed on them. Valentine Taylor was was the driver of the mule during the firsl year. This was the first rail-road in Jackson County. Some signs of it are still to be seen near the track of the Chicago and Texas R. R. east of the ovens. The coal was piled on the bank of the river, where it waited for sufficient water to float it out.

In the spring of 1851, the Walk-in-the Water, a new boat that was originally built for a ferry-boat, had arrived at St. Louis, and the company chartered her to go up Big Muddy River to bring a load of coal. She made her first trip in May, after the Mississippi had risen considerably, so that Big Muddy was filled with back-water. This boat took her load of coal, also two barges loaded with it, to St. Louis, and the company introduced it to the foundries and gas-works, where it was pronounced to be the best coal west of Pittsburg, and from that it soon became known to the public.

After the boat had brought her first load of coal, the company purchased her, and then she made regular trips up Muddy one day, loaded during the night, returned next day aud unloaded opposite the town of Preston, just below the mouth of Muddy; thus supplying the steamboats with coal, for most of them used only wood before that time.

The coal was boated out every summer at the time of the rising of the Mississippi. The business prospered, but there came a time when, for two years the river did not rise high enough to float the boat over the Fish-trap Shoal, so the coal accumulated on the river bank, while the coal-yard on the Mississippi was empty and their custom lost. They extended their rail-road beyond the shoal, but the expenses ate up the profits and the mines were abandoned, and the little town of Dorchester, (or Scotch Town,) was deserted and the houses removed. It is now only a farm and is owned by the successors of the Mt. Carbon Company.

Mount Carbon.

The mount Carbon Coal Company was organized and chartered more than fifty years ago, or several years before the settlement of Murphysboro. They commenced to mine out coal that long ago. They opened a mine where the coal crops out on

the banks of Big Muddy River, at Mount Carbon, about half way between the upper and lower fords, or where the hills come to river just below the wagon bridge. The present rail-road runs over the mouth of the old tunnel. There was not any large quantity of coal mined in those days. Sometimes a flat-boat was loaded and floated down the river. Some of them would sink on the route, for that kind of navigation was very dangerous. There is one of them that was sunk about half a mile below the mines, full of coal, it is near the south shore below the rail-road bridge. It is probably covered with mud by this time.

The company built a mill of several stories in height on the north bank of the river below where the wagon bridge is, and just above the upper ford. That mill was used for the purpose of sawing lumber and grinding corn. It ran for many years. Richard Dudding was boss of the concern.

After some time, the company quit working the mines and the mill also, and everything was silent and neglected for many years. There were no buildings at Mt. Carbon except the old mill, (which has long since rotted down,) and the ferryman's house, which was just above the mill. John Minto was ferryman for many years after Dudding left the place; and occasienally, Minto dug coal to supply the blacksmiths. The tunnel was so low that every high water filled it and left mud all over it. After Mr. Minto left the place, Mr. Wilson was ferryman until the bridge was built, when the ferry was no longer needed.

After the Jackson County Coal Company had built their wooden track rail-road in 1850, the Mt. Carbon Company procured a charter from the Legislature of the state, for a rail-road from Mt. Carbon to the Mississippi River. The Jackson County Company obtained an amendment to the

effect that the new road would have to cross the older one at the same grade as the latter road. The two companies, as represented by their respective superintendents, Mr. Holden and Mr. Dudding, were working not very harmoniously, but sometimes contrary to each other; yet the two gentlemen became warm personal friends.

The Mt. Carbon Company thus laid silent and quiet as far as working anything was concerned, for many years, including the whole of the time that the Jackson County Company was at work, except the time when the chartered rail-road was to be commenced to save the charter, Dudding had men at work a few days, and in the expressive language of Holden, they "cleared out a *turnip patch*."

The old company never attempted to do anything more, when sometime about the close of the civil war, they sold out to an-

other company, which obtained a new charter under the same corporate name, "Mt. Carbon Coal and Rail-road Company."

With Mr. Henry Fitzhugh as superintendent, they commenced work in earnest. At first, their office was in John Hanson's residence in Murphysboro. They built a saw-mill near the river on the south side, and north of where the rail-road now is. They set up the engine at shaft No. 2, and hoisted from a slope first, which slope commenced under the old county road. The engine hauled coal up an inclined plane. The rail-road from Mt. Carbon to Grand Tower was commenced and pushed through vigorously. The foundry and machine shop were built, and a small steamer came up the river bringing machinery and other heavy freight; (See page 93, last three lines,) but much of their machinery was brought by rail-road to Carbondale, and from thence hauled on wagons to its destination.

As soon as the rail-road was completed, they began to ship off coal to Grand Tower to supply boats, and to send in barges to St. Louis and other places. During the time they had sunk several shafts. Two that were sunk in the flat north-east of the machine shop, could not be worked, because there was too much water and the roof was too thin and covered with quicksand, therefore they were both abandoned.

A shaft was sunk south of these in the edge of the hills, called No. 1 shaft, and a rail-road track was laid to it. No. 2 shaft was sunk near the slope, so that the same engine could hoist from both.

During this time, the row of houses between the depot and the bridge was built, also nearly fifty dwellings in the flat on the north side of the river. Houses and shanties began to accumulate on the hills south of the river, and miners came flocking in It was but a short time before there was a

large population of miners, and money was plenty in the country. Especially did Murphysboro profit by it, and began to awake as from a long sleep and grow into city-like proportions; but with its growth and prosperity, it also became vain, and obtained a city charter, including the Mount Carbon works in the city limits. This arrangement displeased the company, because they did not want to pay city taxes, after having furnished the money that had built the city. (So the company argued.) So the city and the company pulled contrary to each other for some time.

The company had before this laid out the flat north of the river into lots as an addition to Murphysboro, but they afterwards "vacated" the plat, and for a time talked of removing the houses. They did indeed build fifty houses for miners on the highest ridge at Mt. Carbon, since known as the "Brown Row." Afterwards, the city

charter was so modified as to exclude all south of the river; thus leaving out all the works and buildings of the company except those houses in the flat.

Wishing to ship coal by way of the Illinois Central Rail Road as well as by the river, the company extended their rail-road to Carbondale, and there formed a junction with that road. They next built two iron furnaces at Grand Tower. About this time the company obtained a new charter under the title of the "Grand Tower Mining, Manufacturing and Transportation Compauy." The rail-road, which had heretofore been called "Mt. Carbon Rail Road," was afterwards called "Grand Tower and Carbondale Rail Road."

Mr. Fitzhugh died during the first year after the works were commenced. He was succeeded by Mr. A. C. Bryden, when he left the company his office was filled by Mr. H. V. Oliphant, who after several

years, died in London, England. After his death, Mr. Tho's M. Williamson, who had been for some time acting as civil engineer, was promoted to his office. Mr. Willimson controlled the affairs of the company for many years. Mr. Peters and others have since occupied that office.

The company have been much troubled with miners' strikes, which sometimes lasted for several months at a time. At one time during a prolonged strike, they brought coal from Carterville, Williamson County, Illinois, and from Brazil, Indiana, to supply the iron furnaces. At another time, after the men had held out on a strike for a long time, the company sent for fifty colored miners and set them to work. They then discharged nineteen of the strikers, and the rest soon went to work again, to prevent their places from being taken by the black men.

The company became involved an a law-suit for $200,000.^{00}$ which they lost, and their works went into the hands of trustees, but the work was continued.

During this time they had sunk shaft No. 3, half a mile south-east of the station, and made a rail-road track to it.

The company having bought the land that had belonged to the Jackson County Coal Company, proceeded to make use of it. The site of Dorchester was made into a farm; the fifty houses on the hill, (Brown Row,) are on that land; so also is No. 3 shaft.

This company has been much troubled with fires. First, the saw-mill was burned, and when it was rebuilt, the precaution was taken to place the mill and the boiler at some distance from each other. The engineer's office at Grand Tower was burned with most of their plats and drawings. No. 1 shaft suffered a similar fate, destroy-

ing the works on the top and ruining the hoisting engine. The shaft was never used again, only for pumping water out of No. 3 with which it was connected. The rail-road bridge across Big Muddy near Sand Ridge was consumed, but was immediately rebuilt. Nearly all the air-shafts have been burned at times, to the injury of the ventilation in the mines for a time. The building that contained the station offices and passenger room in one end and a store in the other, went up in smoke, but they were rebuilt separately. At another time, the locomotive house containing a new passenger car was consumed. But the greatest fire was when the machine shop burned one day at noon; when it was rebuilt, it was roofed and sided with iron.

A tunnel was opened west of the first opening, but it was not worked much for several years, but afterwards, when they got a small locomotive to haul the coal

from the mouth of the tunnel to the dump. it was worked extensively for some time.

When the financial panic of 1873 came, the work was nearly all stopped, the miners left to seek employment at other places. No. 2 shaft alone was worked, and that but two or three days in a week. This state of things continued or rather grew worse for several years. In the spring of 1876, Big Muddy rose so much higher than usual that No. 2 shaft was filled with water, which ran in at the mouth of the slope, and as it was connected with the shaft, the works of both were flooded, and it took a long time to pump it out. The iron furnaces at Grand Tower cooled, and one of them collapsed; very few boats were running on the Mississippi, therefore there was not much demand for coal, and for awhile only the tunnel was worked. Most of the large crowd of miners that used to be there, were gone. The houses on "Fiddler's Ridge," which had

once formed a long street from near the machine shop almost to No. 3 shaft, were most of them taken away. Thus the large business at Mt. Carbon almost came to a stand.

In 1880, business began to revive. The company erected a long row of coak-ovens on the ground on which Holden stored his coal thirty years before. (See page 124.) No. 3 shaft, which had been silent so long, was again alive with miners, and the subterranean passages once more reverberated with the sound of the pick and the shout of the mule-driver. Once more could be seen in the evening, black imps rise out of the ground each with a light on his head, as if just rising from "Sheol," and scattered themselves among the houses. So Fiddler's Ridge was again inhabited and prosperity returned.

After a few more years, the company abandoned all the mines at Mt. Carbon,

having worked all the available coal in the hills on the south side of the river. They sank two shafts on land which they owned near Harrison, and made a rail-road track from their main track to them. The new track leaves the old one just above the coak-ovens and crosses the river at the lower ford on an iron bridge, then runs up through the flat to the east edge of Murphysboro, then continued on to their shafts at Harrison, then ran up and connected with the Short Line at the station. They also built a station at the east end of Walnut Street in Murphysboro. (The street and town was afterwards extended farther eastward.) Many of the miners continued to reside south of the river and go to their work and return on the switch train. The company took away the station house, and stop the train at the office near the machine shop. They removed the store and rebuilt it near their station in Murphysboro, and

when the women of Mt. Carbon want to trade, they get on the train, ride over to the store and return on the next train gratis.

The Grand Tower and Carbondale Rail Road has been extended from Grand Tower southwardly to Cape Girardeau, Mo., cross-the Mississippi on a transfer steamer.

The name of the coal company as well as the name of the rail-road has been changed several times. The coal company is now the "Big Muddy Coal and Iron Company." They sank a shaft at Fredonia in Williamson County, a few years ago, and ran their coal trains from there to Carbondale on the track of the Short Line, and there switched on to their own road.

The rail-road has been consolidated with other roads, some of which are in operation and some only in prospect, viz: from Carbonbale to Altamont, this has only been surveyed, near the close of 1893. The whole is called "Chicago & Texas Rail Road."

Grand Tower.

In the year 1673, seven Frenchmen, in two birch-bark canoes, started from Green Bay, Wisconsin, and went down Fox River, then down Wisconsin River, and on the 17th of June they entered the Mississippi. The swift currant swept them rapidly down, past the pictured rocks at the mouth of the Illinois River, then past the Devil's Oven and the "*dangerous*" *Grand Tower.*

This is the first mention of the Grand Tower, which is a tower-like rock rising out of the river near the Missouri shore, and directly opposite to the south end of the sharp ridge called the "Devil's Back-bone. (See page 16.) This tower rock is considered *dangerous* to this day. When the water is high, an eddy starts at the rocky poiut near the "Tower" and reaches half a mile or more down the river; the outer edge of this eddy where it joins the

main current is full of whirlpools. When a floating tree gets into one of these, it stands erect for a moment, then disappears beneath the surging water. Skiffs or other small craft are served in the same manner, and lives have thus been lost. The danger to steamboats is that they are careened and turned out of their course, and for a time become uncontrollable.

Some time near the close of the 18th century, or about one humdred years ago, a number of emigrants, with their families and goods were ascending the Mississippi on a keel-boat. Among them was a widow named Murdock. She had several grown sons in the company, At the south end of the Back-bone opposite the Grand Tower, where the current is very swift, the men, supposing themselves to be out of danger, leaped ashore to pull the boat up with ropes against the current which is here confined within a narrow channel only three-eighths

of a mile wide, with rocky banks on both sides. The women and children, 15 or 20 in number, tired of being cooped up in the narrow cabin for three or four weeks, very thoughtlessly followed the men ashore. While they were thus making their way slowly along the narrow space between the steep hill and the river, little thinking of danger, they were startled by the yell of savages, instantly followed by a volley from the rifles, laying a numder of them dead in their midst. Instantly, the painted demons appeared at each end of the pass. The men saw at once that they were doomed, but they were determined to sell their lives as dear as possible. They fought with desperation, but were overpowered and all killed. Men, women and children all slain except John Murdock, a youth of nineteen, who had fought like a tiger for a while, but, seeing his chance, he made his escape amidst the smoke and carnage, and hid

among the rocks on the hill-side, where he watched the last of his friends murdered and scalped. The scene that he then witnessed transformed him from a boy to a man with undying vengence for the race that had killed all his friends, and when he arrived at Kaskaskia and told of the massacre at Grand Tower, he easily organized a squad of kindred spirits who hated the race of Indians, and they followed the members of that party of Indians for years. At last, they caught them on an island in the river. The whites went to the island stealthily by night, then set their own canoes adrift as well as those of the Indians. They then approached the camp from different quarters. All was quiet in their camp. Many were were shot down almost before they were awake. The rest rushed to their canoes, but finding them gone, they turned and fought until all were killed, except three who swam the river and escaped. Those

alone were left out of a band of thirty, and Murdock followed them for two years, when he returned to Kaskaskia with their scalps.

On the highest point on the south end of the Devil's Back-bone, graves have been found, and bones dug out, but it is not known whether they belonged to Indians or whites.

The next mention of this locality is in Ben. Boone's sketches, where he mentions that soon after Jones and Reed settled in the upper bottom, in 1802, that Jones shot Reed and fled to Grand Tower and was captured on Walker's Hill. (See page 27.)

About 1805, Col. James Gill and William Gaston settled at the Devil's Oven and established a ferry. They both made farms.

Benjamin Walker sr. was the first man to settle at Grand Tower. He came with a large family in 1806, and settled at the south end of the Back-bone, where the business part of the city is now. Afterwards,

he sold his place to Samuel Cochran, whose descendants still reside in the city.

At a time many years after this, when Elisha Cochran owned the place, Marshall Jenkins owned the land south of his. After steam- boats began to navigate the river, he kept a landing and a wood-yard. The place was known as Grand Tower Landing, or Jenkins' Landing. After the death of Jenkins, James Evans married the widow. He built a wharehouse and opened a store, and the place was called Evans' Landing, but it was always known as Grand Tower. Elisha Cochran lived near the south end of the Back-bone. The grave-yard was close to the foot of the hill, between that and Cochran's house, where there are now so many rail-road tracks. Several other families lived there, and the school house was sometimes used as such.

The location is suitable for a landing. It is a strip of level ground between the

river and Walker's Hill, which rises just back of it, having precipitous, rocky sides. This hill is not connected with any other hill, but is entirely surrounded by low land The Back-bone before mentioned is a sharp, rocky ridge, nearly a mile long, running along the river bank; the southern end is close to the river, and is the highest point of the ridge; the north end and the middle leaves a narrow strip of level land between the hill and the river. There is also a narrow strip of level ground between this hill and Walker's Hill, where the two hills lap past each other. A detatched portion of the Back-bone juts out into the river, this forms the "Devil's Oven." Nearly a mile north of this is the "Big Hill," which is very high, about four miles long and two miles wide; it is also surrounded by low lands and the river which washes its western base. (See map.) Its sides are mostly precipitous, at the north end rising one

hundred and twenty-five feet. The formation of the whole vicinity is peculiar, and the impression made on the minds of the early settlers caused them to name so many things after his Satanic Majesty.

When the Mt. Carbon Company built a rail-road from Mt. Carbon to Grand Tower, the land owners at the latter place, Tho's Jenkins, Evans and the company, each laid off town lots, and sold them rapidly for a while. Soon a town sprang up as if by magic. All the river front was built up with stores, hotels and other business houses; thus the obscure landing place sprang into a young city at once. Although it is a good location for a town, yet heretofore, there had been almost no communication with Murphysboro or the interior of the county. The only road went *through* four miles of the muddiest ground that can be imagined, from the Big Hill to Kinkaid. It would not be correct to say *over* it, for it

was absolutely impassible at some seasons of the year. But the rail-road remedied all that in a short time, and made a passway through at all times of the year.

The company began to ship coal on barges, and also to supply steamboats with coal. The following year, the rail-road was extended to Carbondale and connected with the Illinois Central Rail Road; then passengers and freight were landed at Grand Tower for varoius points along that road, and the town still grew, and extended northward towards the Big Hill, first, by building that part near the "Oven," called "Red Town," afterwards by other additions farther north.

The company built two iron furnaces on that side of the Back-bone next to the river, and ran a rail-road track through the middle of the ridge where it is lowest. Soon another company built a furnace at the southern extremity of the city. This is

usually known as the lower furnace. So that Grand Tower, with three furnaces, one rail-road, and a regular packet to St. Louis, grew and prospered, until it extended from the lower furnace nearly to the Big Hill, or almost two miles in length. Then came reverses. The lower furnace stopped for a long time, then fired up and continued in operation for a season only to soon stop again. It remained cold and silent for many years. The upper furnaces met with accidents. Sometimes one of them would fall to pieces full of melted iron, which hardened as it cooled, and it required a long time afterwards to cut it out before they could begin to repair the furnace. Then the company met with trouble and their works fell into the hands of trustees. For a short time, but one furnace was in operation, then it also became silent and deserted. The company almost quit shipping coal, and everything became dull. Some of the

merchants left the town and removed to other places. The town had passed its period of prosperity; for, like Mt. Carbon it was dependent on the company, so when they almost quit working, the business of both towns languished. (See page 137.)

The upper furnaces have long been dismantled, the costly machinery removed, and everything that could be of use taken away, showing that it is the intention of the company to make no more pig-iron at that place.

During the period of the operation of the furnaces, the iron-ore was brought from the Iron Mountain in Missouri, to St. Louis by rail-road, from thence it was floated down the river in barges and landed at the iron-works, where it was unloaded by steam-power, After a few years, the river interfered. The Mississippi arose in its might and cut Hat Island away. (This island was just above the Big Hill.) The river carried

the sand of which the island was composed, and deposited it along the base of the hill, making sand-bars where had always heretofore been deep water. It carried enough sand to the furnace landing to spoil the landing of ore, so it was afterwards bronght by rail-road by the way of Carbondale. The pig-iron was shipped by the same route.

About the year 1880, business began to revive, and the town began to resume something of its former bustling appearance. There was talk of the lower furnace again being started.

Thirty years before this date, a gentleman, looking far into the future, predicted that the iron-orc of Missouri and the coal of Jackson County, Ill., would meet near Grand Tower, and along the river bank there would be a long row of iron furnaces. This has only been fulfilled in part; the time is yet to come to bring its entire accomplishment.

A few years ago, the rail-road was extended southwardly, crossing Big Muddy near its month, and running through the swamps of Union County, to Cape Girardeau, Mo., crossing the river on a transfer steamer.

Recently, the Grand Tower and Carbondale Rail Road including the extension to the "Cape," has been consolidated with other roads, some now in operation and some in prospect only; the whole to make a through line from Chicago to the Southwest, and to be called the "Chicago and Texas Rail Road."

Brownsville.

The following account of the early settlement of Brownsville, was kindly furnished at the special request of the writer, by Ben. Boone, Esq.

"Brownsville was incorporated by the Legislature held at Kaskaskia in March, 1819. Jessee Griggs, John Ankeny. James S. Dorris, Dr. Matthew Taylor and William D. Ferquay were

Trustees. (See page 42 for a slightly different version.) Brownsville was begun to be improved in the fall of 1816, or spring of 1817. The town had been laid out and some improvements made at that early date. In 1817 to 1819, it looked town-like. The first settler was Jessee Griggs and family. Conrod Will resided near the salt-licks, outside of the town site, In 1817 to 1818, a goodly number of persons settled in the town. Those I recollect were, Peter Kimmel, and family, S. H. Kimmel, Cyrus F. Kimmel, A. W. Kimmel, ——Litchbarger and family, Katharine Schwartz and family. Conrod Will, S. H. Kimmel, James S. Dorris and James Harrold all had stores. Lemon was a hatter, and he had a family; Henderson and Field were saddlers; John Queen attorney; W. Taylor and Davis were doctors; Burton and Richard J. Hamilton were lawyers; Marion Fuller, James Findley, John Lucas. John G, Clark, J. Kunce. Porter, John Tinnum and David Burkey, were carpenters; Neff, Chamberlain and Howe, were school teachers; Haltborn was a blacksmith, so was Grum. A. M. Jenkins and his sister Liza came to town.

This is the history of Brownsville to 1819 or thereabouts."

Respectfully yours,

BEN BOONE.

When Jackson County was organized, Brownsville was the county seat. The town was situated in the south part of section 2, 9-3, on the north bank of Big Muddy River. The court-house was a frame building, and was situated in the middle of the square. Marion Fuller built the court-house and Edward Miller built the jail. William Wilson was the first recorder, and he was succeeded by Ed. Humphries, and he by Timothy Nash, who was also probate judge and county and circuit clerks till his death. Joel Manning succeeded him in 1820. John Byars, Conrod Will and Jessee Griggs, formed the first county court. Griggs was afterwards sherriff for several terms. A. M. Jenkins was constable for a while, but some years later, he was Lieutenant Governor of the State of Illinois.

When the State Bank was chartered, a branch was established at Brownsville, and the people early *enjoyed* the blessings (?)

of "wild-cat" money. To this was added another disturbing establishment in the shape of a distillery, but the town lived through it all for nearly thirty years.

The site of the town was on a level strip of ground between Big Muddy on the south and the hills on the north. A slough runs along the foot of the hills, which is filled with back-water when the river is full, although the level land is above the usual high water mark. It was a beautiful site for a small town; rather contracted in width, but indefinite in length. Some of the residences were built up the side of the hill and overlooked the town.

Brownsville continued to be a flourishing town until the county seat was removed in 1843. There were several stores around the square. Among the residents there were John M. Hanson, D. H. Brush, Robert H. Marron, Dr. James Robarts and Dr. William Richart who are now all dead, but

were all well known to the present residents of the county.

On muster day, election day or court week, the citizens from the country around would go there, not only to attend to the duties of the day and do their trading at the stores, which often consisted of exchanging 'coon skins or venison hams for coffee, powder, lead &c., but not having the modern means of disseminating news, the daily newapaper was never seen, and the weekly paper but seldom. There were no rail-roads or telegraphs; and the weekly mail was carried on horse-back. So the people gladly took the opportunity of these public days to recuperate from their steady toil on their lonesome farms, and enjoy the company of their neighbors, to see and be seen, to exchauge news and stories. What enjoyment it was to those farmers who would often be for a week at a time without seeing a human face except those of their

own families, to meet each other in social conversation. They would have their fun, for nearly every one would drink, and many get drunk, as a consequence, fighting was often the order of the day. Sometimes, Iri Byars and Peter Keifer would meet in a crowd and try who could tell the most unlikely stories. Thus did they amuse themselves like true pioneers.

On the night of the 10th of January, 1843, the court house was discovered to be on fire; the flames spread so rapidly that nothing could be saved. All the books, papers and records were destroyed, except perhaps one or two small books that were not in the court house at the time.

On the 13th of January, 1843, the county commissioners met to make arrangements for the purchasing of new books, and they empowered the clerk, D. H. Brush, to purchase such books as were necessary to carry on the county business.

Soon after this, there was a movement among the people of the county to select another place for a county seat, so on the first day of August, 1843, Murphysboro was chosen and located. Soon after that time the county seat was removed to that place, leaving Brownsville to die. The merchants and business men soon followed the court house, and the old town died a lingering death. During several years the people kept leaving the town; the deserted houses rotted down, and the owners of the lots were glad to sell at any price. Richard Worthen bought them cheaply, one after another. By the year, 1853, he owned all of Brownsville. Very few houses were left on the ground; some had been moved, but most had rotted down and then were burned; so Mr. Worthen burned all the rest, (except a few for which he had use,) to get them out of the way. He made a farm of the town site, and it was long occu-

pied by his descendants. The town has run its race and for forty years has ceased to exist.

It might be well to mention here the Indian town at Sand Ridge, that was for many years cotemporary with Brownsville. It was a settlement of the Kaskaskia tribe of Indians. (See page 40.) The United States government reserved for them a tract of land two miles in length by half a mile in width, which was surveyed before the sections were, and does not correspond with them. The north end of the tract is just south of the Sand Ridge station, and the reservation includes most of the ridge. Here they had a camp or village, and often met with the whites of Brownsville on friendly terms. A joke was told by Richard Worthen on his brother Robert Worthen like this: One day, while "Bob" was passing along the banks of Big Muddy when it was nearly full, near the Indian town, he

found a lot of Indian children at play. He began to pitch them into the swelling river, one after another, just for fun, knowing that they would swim out. This sport he continued for some time, but the young savages, not appreciating the joke, made an alarm that brought their mothers to the rescue. The squaws took Bob and rolled him into the river too, and left him to get out as well as he could.

The Kaskaskia tribe decreased in numbers, and left their reservation. They went to the Indian Territory and became incorporated with some other tribe.

Murphysboro.

According to Mr. Ben Boone's account, Joseph French, with his family settled the place where Murphysboro now is in 1808. (See page 49.) It seems that at some time afterwards, the land became the property

of Dr. John Logan, who lived there many years, and there Gen. John A. Logan was born in 1826.

When the court house at Brownsville was destroyed by fire on the night of the 10th of January, 1843, (See page 158,) the people of the county took the legal steps to have the county seat removed to some other place; so commissioners were appointed by the county commissioners court to select the site of the proposed town. William C. Murphy, Samuel Russell and John Cochran were the men that were appointed to perform that duty. They reported that "after due examination of several places, a site was chosen, situated in the south-west quarter of Section 4, Town 9 South, Range 2 West of the third Principal Meridian, on land belonging to Dr. John Logan." Dr. Logan donated twenty acres for the town plat. The location was made permanent on the first day

of August, 1843. The land was laid off into lots and streets with a central square for the use of the county for buildings. The county commissioners had the plat recorded and proceeded to sell lots. The town was named after one of the commissioners, *Murphy's Borough*, but the name was, by common consent, joined into one word, the apostrophe and the last three letters dropped, and spelled *Murphysboro*.

The first court was held in a frame house that was moved there for that purpose. Very soon houses began to arise. The county built a court house of brick in the middle of the square. The court room occupied all of the first floor. Two sets of stairs started respectively from the north-east and north-west corners of the court room and met at the north end of a hall that ran north and south, with offices on each side. The circuit clerk's office was in the south-west corner, and the county

clerk's in the south-east corner. The judge's seat was on the south side of the court room, and on the east, west and north sides each, a door.

In the fall of 1845, the court house had been finished, and the walls of the Logan House were going up, and the house was completed soon afterwards; but it was only two stories high. Dr. Logan kept hotel in that house until his death which occurred several years afterwards. Brush and Hanson opened a store one block east of the square, but after a while they dissolved partnership and kept separate stores. The town was not long without drinking houses, and they have been its curse ever since.

Of the three commissioners who located the town, William C. Murphy has been dead a long time; Samuel Russell died at his home near Fredonia, Williamson Co. about 1875; John Cochran died at Ava in January, 1888. He was the only one of

the three that lived to see the wonderful growth of the city that they had planted.

County court was first held in the new town on the 4th day of March, 1844, but probate court was held in November, 1843. From this time until 1850, there was very little improvement; most of the buildings were close around the square; and all, with perhaps two or three exceptions, were within the town plat. D. H. Brush had his house and store on Cherry Street between Chestnut and Walnut Streets; John M. Hanson's house and store was on Cherry north of Walnut, but in later years, his store was on Main street north of Walnut. James M. Morgan had a store at the corner north of Walnut and east of Broad streets, that was afterwards occupied by Dr. Bierer. James Golliher lived in a small house at the corner north of Mulbery and west of Cherry streets, (the corner east of the jail.) His door was so low that when his father-

in-law, Judge U. E. Robinson, who was tall, entered the house, he had to stoop. South of this still on Cherry street, on the west side, was the home of Judge M. F. Schwartscope, and farther south on the east side of the street was the home of Lindorf Ozborn, and north of this was the home of Gov. A. M. Jenkins.

The town was surrounded on three sides by fields, but on the south, where the land suddenly drops down to the flats or river bottoms, by woods. There were two roads leading to the south part of the county, the principal one crossed the river at Mt. Carbon, either at the ford or ferry, according to the depth of the water; the other road crossed the river at the Fish-trap Shoal, where the M. & O. Rail-road crosses.

There was no church or school house in the town at that time, except a log house that stood at the south side of the town, in the edge of the woods, which was used for

both church and school purposes for many years.

Murphysboro was a very dull place usually when there was neither court nor election in progress. Circuit court was only held one week in the spring and one week in the fall, and elections were only once a year; but at these times the farmars from the whole county would crowd in, and the town would then be lively, yes! *very lively*—for even at that time there were several "groceries" as they were then called; for they were not yet dignified by name of "saloons," but in them whisky was cheap and abundant; drunkenness and fighting were very common occurrences. It was often the case, that during the time that an earnest counselor was making his best effort before a jury, a fight would begin just outside of the court house, which soon became exciting and general; the crowd shouting, the audience in the court

room rushing out, even the judge and jury peep out through the windows. For a time the counsel pleads in vain; no one hears him as long as the fight continues.

Near the place where the south end of the row of brick buildings east of the court house now is, was a horse-rack; the ground was beaten hollow by the stamping of the beasts. One day, during circuit court, after a shower, when the hollow was a pond and several horses standing in it, two men began to fight, their friends on both sides pitched in, and there was a struggling and surging mass of humanity, fighting, rolling and kicking, until the whole pile rolled into the water under the horses; the excited crowd meanwhile cheering or swearing. The dogs that were present could not long remain silent spectators, but soon joined in the fray and did their best. The court house was deserted, the groceries emptied, and confusion reigned. Such a

sight; men, horses, dogs, torn shirts, and mud mixed together.

In those days when Judge Denning presided at the circuit court, the people would come on Monday morning, but often had to wait until Tuesday or Wednesday before the judge would come to organize the court. He was reported sick (?) at the Logan House. When there was too much noise in court, the judge would tell the sherriff, John Elmore, to have "silence in court," then Mr. Elmore would go in a quiet manner to the persons that were talking too loud, and whisper to them to keep silence. Whenever a juror, witness or lawyer was wanted, the sherriff called their names at the door, for most of them would be in the "grocery" or close around there. Among the lawyers of that time may be mentioned Gov. A. M. Jenkins of Murphysboro, Gov. John Dougherty of Jonesboro, and Willis Allen of Marion.

In later times, to the bar was added John A. Logan of Murphysboro, W. J. Allen of Marion, Lenard Keen of Carbondale who so often jumped up in court and exclaimed, "May it please the court, I objict." Col. D. H. Brush also began to practice law about this time.

The town began to receive a new impetus in 1850. At that time, the Jackson County Coal Company began operations about three-fourths of a mile south of the court house, at the place they called Dorchester; (see page 121,) and for the first time the people of Murphysboro knew what sort of people coal miners or colliers were. The company paid out money to their many hands, and most of it found its way to the merchants and whisky sellers of Murphysboro. Thus the town began to prosper, and many new houses were built.

During the time of the spring term of the circuit court in 1850, the Alton Pres-

bytery met at Murphysboro. They held their business meetings in the old log school house, and continued in session all the week. Each day, during the recess of the court at noon, one of the ministers preached in the court room. Rev. Norton of Alton was moderator of the Presbytery. During the same week, Big Muddy River was very high, so that people had to ferry from the hills at Mount Carbon all the way across the low part of the "flats." All the high bank where the north end of the bridge is now, was covered deep enough to ferry over. This flood was from head-water, running with a strong current.

In 1851, the Mississippi was very high; the highest that was ever known, except the rise of 1844, which exceeded this by four feet. This time it backed up the river very high at Mt. Carbon. The Jackson County Coal Company boated out their coal with a small steamboat, which continued

her trips for nearly two months. (See pages 79 to 89 & 125.) This company continued to work for several years, and most of the money that they paid out found its way to town, which began to grow and look more like a business place than it had been heretofore.

About the year 1854, Rev. Josiah Wood, a Presbyterian minister, undertook to persuade the people to build a church in the town, and by great exertions he succeeded during the winter and spring following, so far as to get the frame of a large church built and the roof and siding on, so that the weather would not spoil it; but there it stuck; nobody would help it any farther. Mr. Wood, in disgust, left and went and built a church at Carbondale. The unfinished house in Murphysboro remained in that condition for many years, while saloons prospered and increased in number, but the church was used as a public stable by

every one who rode to town, to hitch their horses in. When the town afterwards became prosperous, the old church was finished off and made into a *theatre and beer saloon.* It is the same building that was afterwards called "Concert Hall." It stands at the corner south of Mulberry and west of Cherry streets.

About these times, David Williams kept a "grocery" just south-east of the court house that was a convenient resort of the thirsty citizens.

In the spring of 1855, the county court, in selecting a grand jury, said to each other, "let us have the best men in the county, men of intelligence and honesty on this grand jury." They went over the tax list and selected the best men in the county. When the grand jury met, among other indictments, they found a bill against the county court for the condition in which the jail was kept. That court did not think

that they would try that experiment again. The county court then consisted of county judge and two associates. At that time, the jail was a small wooden house that stood near the court house.

The first newspaper published in Jackson County was printed at Murphysboro April, 16, 1854. It was published by Mr. Bierer, and was called the

"JACKSON DEMOCRAT."

It flourished for a for a few months, then it fell into the hands of Charley Cummings, who soon ran it into debt and contempt, and abandoned the enterprise. There it ended.

About these times or sooner, James M. Morgan, Thomas M. Logan aud Lindorf Ozborn built the mill at the foot of the hill.

On the 3rd, 4th and 5th of January, 1855, the county sold the swamp lands at public auction at the court house. These lands were given by the United States to

the State of Illinois, and by the State to the county, to be sold, the money to be used in draining the land. By this means it was hoped that much good land would be reclaimed and the general health of the people improved. The county needed a new court house about that time. "This money belongs to the county, and, although intended for a special purpose, yet it will do the county more good to build a court house than to dig ditches in the Mississippi bottoms." So it was decided to do so, ignoring the rights of purchasers, and most of the swamp land money was used for that purpose soon afterwards. The new court house was built east of the old building, and fronting on Main Street. The old house was not removed until the new building was finished and occupied. The court room is above, and the clerk's offices below. The house has been changed around several times since it was first

built; and some years ago, it was enlarged by the addition of two fire-proof rooms and a third story in a mansard roof, the whole surmounted by a cupola and clock.

When the war came on, Murphysboro, like every other place, became dull, and business came to a stand. The Jackson County Coal Company had long before that time quit mining coal, the mines had been abandoned, the houses at Dorchester deserted, and the steamboat disabled. So nothing was left to make any trade or business, and the war claimed the attention of all for a few years.

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About the time of the close of the civil war, in 1865, the Mt. Carbon Coal Company began operations at Mt. Carbon. (See page 130.) They sank several shafts, and employed a large force of miners and other hands. They built a rail-road from Grand Tower to Mount Carbon, which was after-

This town, which has been built by the coal interest, came to a stand when that interest was nearly dead. The coal is there in almost inexhaustable quantities, and it will be in demand again some day.

* * * * * * * *

In 1880, business began to revive after seven years of stagnation. (See page 138.) The coal companies again commenced to work on a large scale. The Mt. Carbon Company built a long row of coak ovens near their rail-road. The Carbondale Coal and Coak Company, which had for years been mining coal at Carterville, now sank a shaft north of Murphysboro, and built a row of coak ovens north-east of the city and named the place "Harrison." (See page 103.) They also extended the Carbondale and Shawneetown Rail Road to Harrison and westward to connect with the St. L & C. (Narrow Gauge.) Next they made a rail-road from Harrison to Pinckneyville in Perry County.

of the town soon stopped, and the erection of new buildings ceased, except old ones that had been destroyed by fire.

Twice within a few years, has the block east of the court house been consumed by fire, both times endangering that building. The block south of the square and the one north of the square have both been burned, and the old wooden buildings replaced by brick edifices. The mill at the corner of of Union and Hanson Streets has also been consumed and rebuilt.

For many years, the city has had its share of newspapers: the *Argus*, the *Era*, the *Independent* and the *Tribune*. In later years, some of them issued dailies.

There are now several churches and a fine brick school house as successors to the old log school house which has disappeared long ago. The brick school house is in the south-east part of the town on the slope of the hill.

Big Muddy coal soon had such a name that other parties began to buy or lease coal lands around Murphysboro. Joseph Gartside sank four shafts north of town, and the Lewis Company sank one shaft. The St. Louis and Caro Rail Road, (Narrow Gauge,) was constructed from St. Louis to Murphysboro, thus giving an opportunity to all those mines north of town to ship coal directly to St. Louis. During the coal excitement, another rail-road was surveyed to run from Mt. Carbon to Pinckneyville, but it was dropped and nothing more was done about it. (See page 102.) The Gartside mines and the Lewis mines gave employment to a large number of men, and thus the city continued to grow and prosper. All the land between the town and the new rail-road was laid off into lots, and some buildings erected before the panic came in 1873, after which, the mines began to slacken their work, the prosperity

wards extended to Carbondale. They went to work on such a large scale, that it threw all of the works of the Jackson Coal Company into the shade. Murphysboro began to grow and prosper as if by magic. Soon all the old town plat was built up, and additions made, two by John A. and Thomas M. Logan on the west, and one by William Logan on the east; afterwards soon followed by additions by the Logans and others on all sides, which were quickly built up. The town obtained a city charter, but in so doing, included within the city limits all the works at Mt. Carbon. This displeased the Mt. Carbon Company, who had laid off all the flats into town lots, and had built nearly fifty houses on them. But they vacated the plat, and built fifty houses on the hills south of Big Muddy. The corporate limits were afterwards so modified as to exclude all south of the river. (See page 132.)

After this the city improved rapidly, and several good buildings were soon erected, including a very handsome city hall. Most of the space between the old town and the Narrow Gauge was filled up with houses. The city bids fair to still increase for some time.

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Most of the foregoing sketches of this city were written in 1883 or sooner. Since that date many occurrences have transpired. The St. Louis and Cairo Rail Road became a part of the Mobile and Ohio Rail Road. That company soon changed it to the standard gauge. They built their machine shops &c. just west of the track, and covered several acres with tracks and buildings. Afterwards, they built a brick passenger house on the south side of Walnut Street, the old one being farther north.

The St. Louis Coal Rail Road, (as the road from Marion to Pinckneyville was

designated, see page 103,) became a part of the St. L. A. & T. H. R. R. or "Short Line." That company ran a track from Harrison a south-west course to the north-west corner of the old Fair Grounds, from thence south through the cemetery and along Union Street to Walnut Street, two blocks west of the court house. They built a brick passenger house north of Locust Street. The train usually backs down from Harrison.

The Grand Tower and Carbondale Rail Road built a bridge across Big Muddy at the lower ford, and ran a track across the flats, striking the hill east of the school house, then in a sinuous track to their two new shafts near Harrison, and still on to connect with the Short Line. They built a passenger house at the east end of Walnut Street. (see page 139.)

Murphysboro has increased at a rapid pace since 1883, and still continues to grow.

Two large mills and grain elevators have been erected, one near the M. & O., and one near the Short Line depot. A large brick school house was erected in the north west part of the city. Many churches have raised their towers on high, to point the way of PEACE, but they are out numbered by splendid saloons that lead the other way.

The city has not only filled up all the space towards the M. & O. R. R., but has spread north nearly to Gartsede's shaft and south to the edge of the river bottoms. North to the Fair Grounds is all built up, and two coal shafts are in operation there. Quite a large addition has been built east of the G. T. & C. depot, and another extensive addition has been laid off west of M. & O. R. R., which is fast being filled up with fine houses.

The Logan House was burned in 1883, but a much larger hotel arose on its ruins in 1888 bearing the same name.

About the same time, a street rail-road was put into operation running from the Chicago & Texas depot westward along Walnut Street to its western termination.

The city also put in a system of sewers, and made arrangements with a company to have water-works and electric lights. So now the city is well lighted and well supplied with water from Big Muddy River. Walnut Street was extended eastward to the river, and at that point the light and water-works were erected.

Murphysboro, being a center of the coal industry, has put on metropolitan airs, and become one of the large cities of lower "Egypt," and is still growing.

Carbondale.

Upon the examination of old records, the following item was found.

"Oct. 11th, 1852. About this time the Illinois Central Rail Road was commenced, and some persons laid off a town in Section 21, Town 9 South, Range 1 West, and on the rail-road, and called it CARBONDALE."

The land on which the town plat was laid off, was owned by a company of a dozen persons as follows:

John Dougherty,	J. F. Ashley,
L. W. Ashley,	A. Buck,
Thomas Barns,	I. Buck,
E. Leavenworth,	D. H. Brush,
H. C. Long,	Joseph Kœnig,
William Richart,	Asgill Conner.

The title to the land was made to John Dougherty, therefore all the original deeds to lots were signed by him and his wife. The surveying was done by William Richart, who was county surveyor at that time. The original plat only included the space between Missouri and Marion streets and between Oak and Walnut streets. The out-lots were laid off afterwards.

The first public sale of lots was on the 4th day of January, 1853. It was very cold weather at the time, still a large number of persons attended the sale. When the terms of the sale were read, they included a condition that every deed was to contnin a provision to the effect, that no intoxicating liquors should be sold on any lot, on penalty of the forfiture of said lot to the inhabitants of the town for the use of schools. Several persons, who had come for the express purpose of purchasing a lot on which to set up a drinking shop, went away disgusted when they heard the terms. The sale, however, proceeded without them, selling the even-numbered lots, and reserving the odd-numbered lots for private sale. The public sale was not completed on that day, but on the 12th of April, the remainder of the even-numbered in-lots were sold. On the 29th of June, there was a public sale of out-lots, but the public were

not interested therein, for it proved to be only a manner that the proprietors had of dividing them among themselves.

Mr. James Boyd Richart was the first resident of the town; he lived where R. Romig has lived so long, on lot 37, on the hill south of the south-west corner of the square. Asgill Conner built a house on the north side of Main Street, about 15 rods west of the square, and soon occupied it. Rev. Josiah Wood, a Presbyterian minister, from Old DuQuoin, but later from Murphysboro, (see page 172,) preached in it before it was finished, in December, 1852.

Col. D. H. Brush had a store in a small log house that was for a long time after that used by him for his office, and after his death, it became David Brown's shoe shop. It first stood on the west end of lot 17, next to the alley, but was afterwards removed farther west, on lot 65, opposite the M. E. church. Alfred Singleton built

a house where the national bank now is, on lot 13, then sold it and built a hotel near the corner of North and West Streets, on lot 9. John Dunn built a log house on lot 104, on the north side of Main Street, 16 rods east of the square. It was afterwards enlarged by frame buildings added in front. Edward Dively built a house west of that, on lot 106, just east of the alley, where the Scurlock brick building now is. Dr. Wm. Richart built a dwelling on lot 155, and soon afterwards built a drug-store in front. This is the place that was long known as Storer place, next north of the Richart and Campbell brick. D. H. Brush built the first mill and soon afterwards he sold it to Henry Sanders. It was a large square frame four stories high, and stood south of Mill and west of Missouri Streets. It was burned in 1880. Estes and Clements had a shop where they manufactured fanning-mills for wheat, at the south end of lot 111.

Preaching service was very irregular for some time at first. Rev. J. Wood preached sometimes in a grove of young oaks where the Presbyterian church was afterwards built. He and Rev. W. S. Post, and the Methodist ministers preached in Estes and Clements' fan-shop. They usually prepared their shop for that purpose on saturday evening. D. H. Brush built a store house at the corner south side of Main Street and west side of the square, on lot 17, and it was often preached in before it was finished. Rev. Ingersoll, a Presbyterian minister of Marion, often preached in it.

The Methodist Episcopal Church was the first church that was erected in the town. It was built on lot 99 in 1856. Rev. Wall was among their early preachers, and he lived at that time on "Ten-acre lot No. 12," just north of the north-east corner of Sec. 21. The street running south from his house was named "Wall St."

Charles Marten had a shoe shop on the hill near Romig's. Miss A. E. Richart, (now Mrs. Kennedy,) taught the first school in a house on lot 28, at that time owned by her brother, Houston Richart. The house was opposite Romig's and was burned in 1893. A young doctor hung out his shingle at Marten's shop, but the other doctors were about to prosecute him for mal-practice, when he emigrated. John Dunn sold out to Mrs. Jane Brush, who was afterwards married to Dr. Israel Blanchard. She died shortly after that event. A litigation arose Between Dr. Blanchard and Col. Brush, guardian of the heirs of Mrs. Blanchard, which lasted for several years.

D. N. Hamilton and family came here in spring of 1856, and occupied the house just vacated by Blanchard for a short time. James Edwards and Isaac Rapp came here and built a dwelling house for Col. Brush on out-lot 36, on Main Street and west of

Missouri Street, where he lived the remainder of his life. It has since been burned. Brush first lived in a house that stood west of the west end of South Street, but it was afterwards removed across the street to the corner of South and Missouri Streets on lot 52, where it was remoddled, and was still there in 1894. The Dr. Richart property was for a long time occupied by Dr. Wm. Storer, a druggist originally from London. After Storer's death, the old building was removed to make room for the brick block next north of Richart and Campbell's store. Mr. E. Patten succeeded Dr. Storer in the drug business, and Mr. Ed. Morse in the patent-medicine business.

James M. Morgan had a store in a frame on lot 150, where Pricket's drug-store is. It was afterwards used for a post-office by Rev. Jerome, then the house was removed to lot 101 to make room for a brick house. J. M. Morgan built a three-story brick on

lot 16, at the corner of West and Main Streets. It was occupied for many years by Silas G. Hindman, and now by Patten.

After the trains began to bring the mails, about 1855, the post-office was in Brush's store on lot 17, corner of Main and West streets; and R. R. Brush was post-master. Next on lot 46, corner of West and Oak streets, George Bowyer was post-master. Next on lot 134, corner of North and East streets, James Hampton was post-master. Next in a house, since burned, on lot 144, William Gray's old stand, Timothy Corder and Edward Diveley were post-masters at that place and Diveley at the next place on lot 148, corner of North and East streets, where the Odd Fellows began to build. Rev. William Jerome was post-master and kept the office in a house standing on lot 150. The house was afterwards removed to the corner of North and Marion streets. Next in a small house on lot 152, where Evens'

store is, George Lewis was post-master. Next it went a second time to lot 148, the Odd Fellows' corner. Next in a two-story frame house on lot 40, north-west corner of the square, Robert W. Hamilton was post-master. The house was burned on Christmas day,1870, and Hamilton moved what was saved from the fire into the Sanders' building on lot 19, shortly after, it was removed to the second room south of the north-west corner of the square, on lot 9 or 10, where Brush's furniture store is. R. W. Hamilton was post-master at the last four places. Next post-master was John H. Barton, who removed the post-office to the east side, in the north room of the Prickett block, on lot 150. It was there in 1875, until the Chapman block was rebuilt after it had been burned, when it was removed to the middle of that block. Mr S. Walker succeeded Mr. Barton. Some time after, the office was moved next door south where

Sheppard's Normal book-store is. John Toler was the next post-master, and he removed the office to lot 40, north side of the square, second house west of the rail-road, where it is at present. Toler was succeeded by E. H. Brush, and he by J. T. Evans.

In the first settlement of Carbondale, there was an eccentric gentleman who was known by the title of "Dr. Main." He was rather short of stature, appearently about fifty years of age, wore high boots, and he walked rather stiff jointed. His straw hat was tied to him with a string, and he sometimes rode a pony with a cable around its neck. He was a "one idea man." Whatever idea he had, it possessed him for the time to the exclusion of everything else until it was exchange for another.

At one time, his idea was to publish a newspaper, so he went to the expense of getting it printed at Sparta, but it professed

to be published in Carbondale. It was called "The Carbondale and Cairo Car." The paper lasted as long as his idea or money lasted. If that can be called a Carbondale paper, it was the first one.

D. Bard Rock first published "The Carbondale Commercial" on the 13 day of November, 1855, which was the first paper printed in Carbondale, a copy of which is in the museum at the Normal. Soon after this, John A. Hull established a newspaper in Carbondale and continued until he enlisted in the 81st Reg't Ill. Charles Cummings printed a paper for a short time in the old "Ten-pin alley" that stood on lot 116, south of O. Barbour's hard-ware store, on ground now occupied by J. M. Johnson with lumber. His paper soon expired like his Murphysboro paper did. (See page 174.)

Since the war, there have been many papers: New Era, Illinoisan, Criterian, Observer, Free Press, Herald of Truth, Her-

ald, Republican and some others. Some of the publishers were John H. Barton, Vincent, Ackerman, Bell Irwin, Andrew Luce, Hubbard and several others.

The altitude of Carbondale is as follows:

The rail-road track at the crossing on Main Street is 150 feet above the level of low water at Cairo, and 408.48 feet above the level of the ocean.

The highest point on West Main Street is 35 feet higher, Thompson's Lake is 16 feet higher and the lowest point on East Main Street is 27 feet lower than the rail-road crossing on that street.

The ground floor of the Normal is 439 feet above the level of the ocean.

From the beginning, Carbondale was started on the anti-liquor principles, (see page 186,) which has continued to be a characteristic of the town ever since.

At the election for incorporation held at Dr. Richart's new store house, March 17th,

1856, the majority were in favor of incorporating. Soon after then, an election for trustees was held. Two tickets were put out to be voted for, one in favor of granting license to sell alcholic liquors in the town, and the other opposed to it. The anti-license ticket was elected by a large majority. The following persons were elected to be the first Board of Trustees:

James M. Morgan, *President.*
Gabriel Sanders,
James M. Campbell,
Asgill Conner,
Alfred Singleton.

They are all dead, but what they did at their first meeting has left their mark on the city. "Their works do follow them."

The board of trustees met and proceeded to pass ordinances for the government of the town. When they came to the prohibition of whisky selling, they had a long discussion on the subject. Four were for

prohibition, but J. M. Morgan, whose name had been on both tickets, was in favor of granting license, and argued the cause eloquently, but failed to convince any one, and had to give it up with four steadfast votes against him. That decided the chaacter of the town on the license question for the future.

There was much opposition to the prohibitory law, and some persons tried to evade or defy it, chief among whom was Maj. James Hampton. He had been a major in the Black-hawk war and a captain in the war with Mexico, and had been as such respected by the community. He sold liquor in a house that stood at the corner, north of North and west of East streets. on lot 134, at the north-east corner of the square. He was sued and lost the suit, then took an appeal to the circuit court, but still persisted in selling liquor and was sued again, so that he had several suits on the

docket at the same time. When he was beaten in his suits at court, he established what was called a "*blind tiger.*" It was an arrangement by which a person could buy liquor and pay for it too, without any one seeing who sold it. Hampton thought that he was then safe from prosecution, but they sued him promptly and proved that he was the owner of the establishment, and they fined him again. He tried to be elected to be one of the trustees, but his party was defeated worse than ever. He fought the law with a perseverance and determination worthy of a better cause, but, after spending a long time in the vain attempt to establish a whisky saloon in Carbondale, he quit and opened a furniture store, afterwards was post-master. He was a member of the state legislature one term. He finally left the town in disgust.

On the 4th of July, 1854, the rail-road track having been laid from Cairo north to

Carbondale, the first train came up from the south to this station. The bridge across Big Muddy was not then built, and the track was not laid any farther than the town at that time. A large concourse of people, very few of whom had ever seen a train before, assembled to see the cars come in. The news had been spread abroad for some time before, and a large multitude was the result. The freight house had just been completed, so a dinner for all the crowd was set therein. When the train arrived, crowded with people from Cairo and Jonesboro, there was great rejoicing and wonder. Maj. Hampton, who was the marshal of the day, could scarcely keep the people off the track in front of the advancing engine; but there was no accident that day; all passed off pleasantly.

Some showers fell that day in places, and some next day in other places, but, with the exception of a local shower that

filled Col. Brush's new mill-dam, that was the last rain for over six months, except a few light showers in some localities; but most of "Egypt" was dried up. The corn crop failed, the grass dried up, the live stock starved and the people nearly so, before another crop could be made. During the fall and winter, the rail-road was completed to the central and northern part of the state, and corn was shipped to the southern part and told at $2.00 per bushel That was a high price, but it saved the lives of the people and some of the stock also.

The year 1855, was remarkable for the heavy crop of wheat and for a very rainy season in harvest time. Notwithstanding the rain, a large crop of wheat was saved. There were no harvesting machines in those days, but it was all cut with cradles and bound by hand. It was during the time of the Crimean war, when the large wheat-producing regions of Russia were

shut up by the war, consequently, the price of wheat was higher than usual. Merchants were in Carbondale, as in other stations, buying wheat, and the town was filled with farmers' wagons all day long. Money soon became plentiful, and farmers were relieved from the financial pressure that the dry year had brought on them.

The price of wheat reached over $1.00 per bushel on average; at one time reaching $1.25. Before this time, the price had been only 50 cents per bushel, and had to be hauled a long distance in wagons and the pay taken in store-goods.

At this time, the town was growing rapidly; houses were being erected; town-lots sold at a high price and still were tending upward. Several persons, who owned outlots, had them subdivided into small lots. At this time there was but one hotel in the town, the "Carbondale Hotel," on the west side, but J. M. Campbell built a larger one.

on lots 157 and 158, at the corner south of Main Street and east side of the square, where the "Newell House" was since built. It was a large frame house, two and a half stories high, with a wing at the south-east corner. When the hotel was finished, the first guest was a traveler stopping off from the night train, was led there by the light of a lantern in 1855. Some years after this, probably in 1857, James T. Powell built a two-story brick hotel on lot 8, at the north-west corner of the square, and named it "Union House." After several years the name was changed to "Planters House." Alfred Singleton built a two-story frame hotel in 1858, on lot 109, on East Main Street, which was long known as the "Hundley House."

Every spring, an election for a new Board of Trustees was held, William Dixon being the judge every time, and for many years national politics was forgotton; the

only question up at these elections was *whisky or anti-whisky.* Dr. Blanchard, in a speech attempted to introduce politcs into the contest, by saying that the first board of trustees that passed the anti-whisky ordinance, were all *Black Republicans.* James M. Campbell, who was present, became very angry at once, and wanted to whip Blanchard for calling him a Black Republican; "for," said Campbell, "I was born and raised a Democrat, and I am a *better Democrat* than you ever were, and I don't want YOU to call me a *Black Republican*, for I was one of the board that passed the anti-whisky ordinance, and I am for it still." Alfred Singleton reminded Blanchard that only *two* out of the five men on the board were Republicans and three were Democrats. It was with some difficulty that Campbell's friends prevented him from attempting to whip Blanchard on the spot. This transpired in

Campbell's hotel that stood on the site of the Newell House. At the elections for trustees, the whisky party was defeated every time, and the temperance ticket was elected by a large majority. At one of those elections, a man called J. M. Campbell a liar. Campbell promptly struck him, and a general row was the result, a kind of free fight in which it seemed to be every man for himself. The polls were deserted, the excited crowd surging and shouting, and William Deason ran into the room and seizing a chair for a weapon, started to go out, but old Mr. Mason stopped him. Blanchard said he snapped his pistol in the crowd. He said, "If it had fired, some one would have been hurt." Order was finally restored, and voting proceeded as usual.

The town continued to grow all this time by the erection of many new buildings, including the Presbyterian Church, and a large grain-house was built by Brush and

Campbell on the west side of the rail-road track and south of Main Street, opposite to where the brick passenger-house was since built. It had two stories; the upper one was used for school, church, shows, lecture and public meeting purposes.

D. H. Brush was clerk of the Board of Trustees at first and for several subsequent terms. Their meetings were held in his office at the west end of his store building. All that were present at those first meetings, are now dead, except the writer of these sketches.

The population of the town increased until the beginning of the war, when, like as at all other places, everything stopped, and nothing but war was thought of. Those were very exciting times, and the undercurrent of feeling was stirred both with the friends and enemies of the government. Troops came here suddenly and left a guard at the rail-road bridge on Big Muddy

River. The 4th Illinois cavalry came here and camped in the grove that has since been used as a place for public speaking; they also occupied the field adjoining, that since belonged to Dr. Robert Allyn. The camp was on out-lots 59, 60 and 61. Volunteers were forming companies and marching to join new regiments. D. H. Brush and Joseph B. Thorp raised a flag on a store-house, then raised Co. "K." 18th Ill. Other companies were soon raised and one after another left, many of the men never to return; women at home weeping for those loved ones that were leaving for the seat of war. Then followed the long dreary time, when the news of battles came, victory or defeat, days of rejoicing or days of sorrow; but peace came at last and the absent ones returned; not all, but what was left of them. Many families were happily reunited; but many women looked in vain, watching every train for those who never

came, until despair settled down on them and they looked no more.

After the war was over and the men returned to their homes, the town began to prosper, and buildings began to be put up. The farmers had begun to cultivate cotton. At one time there were about a dozen cotton-gins in town, so that in autumn, the place had very much the appearance of a southern town, for cotton was everywhere, and the bales were piled up on the depot platform ready for shipment. The price was high, money was plenty and business lively.

Sometime during the war, the Illinois Central Rail Road Company built a handsome brick passenger house, and the old freight house was afterwards used for freight alone, until April, 26th, 1876, when the passenger house was set on fire by the lightning and consumed, then a room in the south end of the old freight house was

used for a ticket office. The first ticket office was in the north end of it, and there were the early town elections held.

The telegraph office was first in Brush's office, (see pages 189 & 206,) for the reason that the I. C. R. R. Co. did not want to be at that expence, and wished to discourage the town, but were in favor of DeSoto. Col. Brush, with the rest of the merchants, agreed with the telegraph company that they would pay an operator's salary what the business of the office lacked of it. In the fall of 1855, Enos Blanchard, a brother of Dr. Blanchard, set up the poles and wires to make connection with the main line. Blanchard lacked a pole, so Doc. showed him Robert Goodwin's flag-pole and told to take it. Just as he had got it set up, Bob Goodwin came by and, for fun, Doc. told him that Brush had taken his pole. Bob cursed Brush and wanted to whip him, Brush looked surprised, for he knew noth-

ing about it. So Doc. Blanchard had his amusement.

On the night of December 13th, 1855, Mr. Wilson, superintendent of the telegraph company, came to set up the instruments and open the office, assisted by Edgar Brush and this writer. The operator, William Cobb McCormick, came during the night, and the office was opened next day. After a year or two, it was removed to the depot.

D. H. Brush was station agent from the first until Jan. 31st, 1856. He was followed by R. R. Blackman, and he was followed by others including Mason, Yocum, Flager and Ashley.

During the war, the hotel that Campbell built was destroyed by fire, and was not rebuilt for many years, until the larger hotel, the "Newell House," was reared on the same site, and was opened in March, 1874.

R. M. Morgan had built a brick store on

lot 14, on the west side of the square. Some time after the war, Frank Chapman owned it. He removed the old frame house that stood on lot 13, where the National Bank is now, and built a two-story brick block adjoining the other brick store. The whole was known as the "Chapman Block," although Francis Ratts owned the north part. Between that and the corner store, there were two frame stores. These together with the Chapman block, were burned on Christmas day, 1872. The whole was rebuilt in one solid block, covering lots 13, 14 and 15, making five rooms, in 1874.

The first house that was destroyed by fire in Carbondale, was the residence of William B. Spiller. It was situated on the south-east corner of lot 86, where the alleys cross in the rear of the Edwards House. The second fire was Rapp's carpenter shop, and the third was the old Carbondale Hotel. (See page 202.)

The Mount Carbon Company had commenced work at Mt. Carbon and made a rail-road from that point to the Mississippi, for the purpose of shipping coal to market. After a few years, they extended their road to Carbondale and made a junction with the Illinois Central. (See pages 133 & 177.) After this they shipped both coal and pig-iron by that route, and brought iron ore that way also, after they had established furnaces at Grand Tower. Sometime after this, the Carbondale and Shawneetown Rail Road was made from the former place to Marion, and the coal mines at Carterville opened. That coal also had to go via Carbondale, and, although there are not many coal mines close to town, yet from the quantity of Mt. Carbon and Carterville coal that is shipped from the station, the town has well earned its name.

The opening of the rail-road to Marion put an end to one conspicuous feature of

the town. The long train of ox-wagons coming from the east, each loaded with a large hogshead of tobacco, and driving to a large crane at the freight house to be unloaded, was a sight that has vanished; their shouts or the crack of their whips are no longer heard, nor their camp-fires seen in the park. Even the crane has vanished from the freight house, no sign is left of a once large business.

About 1868, the Christian Church was built. J. M. Campbell said he was going to spend the summer building churches, as he was not in any other business. Campbell, Robertson and others erected a brick church on lot 114. It was several years before it was finished. The Baptists also erected a very neat brick church on lot 74. It was finished in 1870. At the dedication service, the house was full of people, the other churches not having any service on that day, and a subscription was raised in

the congregation of about $1,700.00, sufficient to pay off the debt that had been contracted in building the church, before they went out of the house. Some time the other branch of the Methodists erected a frame church on lot 580, on West Oak Street, opposite Gen. Logan's residence. After many years, it was sold to the colored Methodists and was removed to out-lot 29, on East North Street. There are two colored Baptist churches, one on North West St. aud the other on East Walnut Street.

In 1869, Carbondale became a city by adopting a charter and electing a mayor and aldermen. Mr. J. B. Richart, who had been the first settler in the town, (see page 187.) was the first mayor of the city.

About 1874, when Wm. A. Lemma was mayor, a majority of the council were in favor of licenseing liquor selling, but the charter forbids it until the people sanction it at a specialel ection held for that purpose.

(See § 12, page 179, City Ordinances.) The council ordered an election, but the whiskey party was defeated by a large majoriy of two to one or more.

The city gradually increased in population and in buildings, until 1891, when an increase in building houses and laying off additions to the town plat was very marked. In 1892, a building boom struck the place, and many fine dwellings were erected in western and southern part of the city. This continued until the summer of 1893, when Wykes' bank failed, soon followed by the more disastrous failure of the bank of Richart and Campbell. The most of the work on new houses stopped, leaving many of them in an unfinished condition.

In 1893. many of the buisness houses around the square were destroyed by a series of fires, but only part are rebuilt.

In 1891 on the night of the 11th of June, the city was first lighted by electricity.

The electric light company built their house and set up their machinery on out-lot 34, just west of the old cemetery.

The G. T. & C. R. R. at first built a depot north of the town near the junction. It was usually called the "Mt. Carbon Depot," from the original name of the road. (See page 130.) Rev. Andrew Luce was station agent at one time. The last agent was Mr. Parmlee, who sold tickets on the train from the Central depot up to their own depot. After many years, they quit the Mt. Carbon depot and did their business at the Central depot; leaving the old house to rot down. It was finally removed.

The C. & S. R. R. was extended to Harrison and afterwards to Murphysboro and and Pinckneyville, thus giving a second rail-road route between Murphysboro and Carbondale. When it became a part of the "Short Line," it was extended southward to Paducah, Ky. (See page 104.)

The presbyterian church building was enlarged in 1885. The Methodist church was enlarged in 1875, and in 1888, a new church house was erected on lot 67, on the north side of Main Street, 9 rods west of the of the square. This is the largest church in the city.

There are no water-works in the city at this date, (Jan. 31, 1894,) but there is a supply of water if it were used. The electric light company bored an artesian well and the water runs out at the surface. Another was bored on the high ground in the north-west part of the city. Thompson's Lake, of about 40 acres of water, is higher than most of the city.

The population, (not including students,) since 1872 is as follows:

1872,.....1606.	1883,.....2253.
1873,.....1648.	1884,.....2273.
1874,.....1785.	1885,.....2267.
1875,.....1878.	1886,.....2408.
1876,.....1985.	1817,.....2256.
1877,.....2014.	1888,.....2296.
1878.....2029.	1889,.....2320.
1879, not taken.	1890,.....2408.
1880,.....2102.	1891,.....2407.
1881,.....2216.	1892,.....2612.
1882,.....2193.	1893,.....2687.

EDUCATIONAL.

When the town plat was first laid off, four lots equally distant from the center of the plat were reserved for churches, viz: lots 59, 74, 99 and 114. Two out-lots, viz: 29 and 37, were reserved for schools, and out-lot 33 for a cemetery.

Soon after the first settlement of the town, the people wanted a house in which to have a public school. The citizens met together to consult about it, and it was agreed that it would be too long to wait until they could have a school house built by the district; for the free school law was a new thing, and the district but recently organized, and not yet in full working order; therefore they made up money enough right there to build the house, and set the carpenters to work. In a few weeks the West Side School House was ready for use. Some time in April, 1856,

Mr. Ed. Babcock taught the first school in the new house, assisted by Miss Ross.

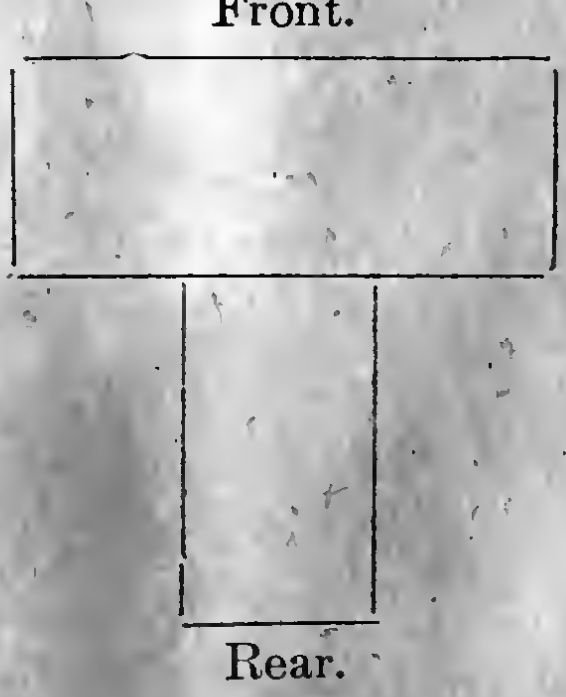
Soon after this, a committee of three ministers, sent by the Alton Presbytery, visited Carbondale, as well as other towns along the Illinois Central Rail Road, for the purpose of selecting the most suitable location for a college for Southern Illinois. After talking with the citizens of several towns, they were favorably impressed with the liberality and public spirit of the citizens of Carbondale, and concluded that this was the place for the college. The committee then called a meeting of the Alton Presbytery to have them confirm their selection. That body met in the new school house, and there received offers from various towns, which were represented by delegations of respectable citizens. Jonesboro and Anna both made liberal offers, but could not agree to have the building on the hill between the two towns. (Rev. W.

S. Post was one of the delegates from Jonesboro; he afterwards preached regularly in the fanning-mill shop, and later, he became the pastor of the Presbyterian church.) The Illinois Central Rail Road Company telegraphed to the Presbytery that they would give *one thousand acres of land* at Odin to have the college at that place. The citizens of Carbondale subscribed lands and money in a liberal manner, which, together with the temperance character of the place, most favorably impressed the Presbytery, and that town was selected as the place to build the college. The next question to be settled was, "In what part of the town shall it be built?" Those in favor of locating it in the northwestern part were about to gain their point, when Henry Sanders offered thirty acres of land in the southern part of the town and east of the rail-road, in addition to what he had already given, if they would build it

on that plat of ground, That settled it. It was at once decided to accept his offer. They next appointed trustees to carry out the project, and then adjourned. This was in the spring of 1856.

Soon after this, the East Side School House was erected. Both school houses were built upon the out-lots that had been set apart on the town plat for that purpose. (See page 218.)

The work on the college was begun by



This represents something like the plan.

laying a good foundation. It was proposed to erect only the rear part of the building to begin with, and that was all that ever was built. Some person made bricks, or at least attempted to do so, but made instead a most miserable failure, and nothing more was done for a year or more. There stood the brick-kiln crumbling back to its original condition near the pond from which it had been dug. The financial panic of 1858 prevented any farther progress for a time. After this, another effort was made, a kiln of bricks was burned and the walls built. Then the work went slowly on for a while, but was finished at last. During this time, a preparitory department of the college was conducted in J. M. Campbell's building, but was soon abandoned.

After the college building was finished, W. S. Post taught school in it; but it was not used for a college or high school as it was intended to be used. The public schools

becoming too full, the directors instituted a high school and rented a room. In April, 1860, such a school was taught in the Grain House, a building that stood near the passenger house, (see page 206,) and Hon. Isaac Clements was principal. The East and West schools were usually designated "Side Schools." Thus the public schools prospered while the college did not.

During the war, the land that had been given to build and start the college with, not being available to use in paying off the debts incurred in erecting the building, was therefore sold to pay its own debts. Brush and Campbell, who were the principal creditors, were the purchasers.

The building was unused for years, except occasionally, when the school directors used it for a high school, when Mr. Luce taught therein. The public schools still prospered, and Carbondale was famed for the encouragement given to the cause of education by the citizens thereof.

The Christian denomination wanted to establish a college somewhere in Southern Illinois, and, after examining several towns, finally selected Carbondale as the place. They purchased the college building, and opened their school at once under the management of Rev. Clark Braden, with an accomplished corps of assistant teachers. This school prospered for several years, and students came from all the counties of Southern Illinois to attend it. A successful normal class was organized, which sent out teachers qualified for their work. A paper was published in the intrest of the school called the "Herald of Truth," (See page 195.) The name of the institution was the "Southern Illinois College." Before that, its name was "Carbondale College." The fame of the college spread abroad, and Carbondale was known as a place of education. The public schools were so full, that the directors could not rent a hous

large enough to accomodate the high school comfortably, so, several times they made a contract with Mr. Braden for him to take the high school pupils and give them the benefit of the college course along with the regular students. The reputation of the town for temperance and education induced many families to make their homes there; thus adding to the good order and prosperity of the place. Such were always a desirable addition to the community.

A convention of the friends of education in Southern Illinois was called. They met in the college grove. At that meeting, a proposition was made to make an effort to have a bill passed by the Legislature for the establishment of a *Normal University* for Southern Illinois; because the Normal at Bloomington is too far to the north. The bill was finally passed, and was approved April, 20th, 1869, and commissioners appointed by the Governor, John M.

Palmer, to select a suitable location for the institution. Several towns bid more than they could pay in any reasonable time. It seemed that the Legislature thought that it should go to the highest bidder, and got up a rivalry to see which town would come the nearest bankrupting itself to gain the prize. It is a State institution, and the State should have selected the location and furnished the money to have built it. It was finally located at Carbondale, after the city, (for it had just become a city, see page 214,) had pledged itself to pay one hundred thousand dollars ($100,000.00) and several tracts of land, including the college tract and building, which was purchased from the Christian Church for that purpose. Mr. Braden expected to continue to teach in the old building under the authority of the state, until the new building should be completed; but Governor Palmer decided that the Normal school could not

be legally taught except in the house that the state would provide for that purpose; therefore the college was closed, and the students sent home until the new building should be finished.

The contract for the erection of the new building was let to James M. Campbell, and, as a part of the payment on his contract, he took the old college with ten acres of the land on which it stood. This he sold to the school district for a public school.

The foundation of the Normal University building was laid on a twenty acre lot that is mostly in Section 21, but partly in Sec. 28. The center of the building is in the center line of Missouri Street if prolonged. The ceremony of laying the corner stone was attended by a large concourse of the Masonic order, on the 17 day of May, 1870.

When the first story had been built, one day, while the workmen were hoisting joists in the center of the building, they

fell on J. M. Campbell and killed him. That put a stop to all work. The workmen left, the town ceased to improve, and the building remained just as it was for a long time, until Mr. Campbell's estate and his contract with the State of Illinois could be adjusted. After that was all settled, which required a long time, the contract for the completion of the building was let to other parties, and in the course of time the structure was completed.

On the first day of July, 1874, the Normal University was formally opened. A vast number of people assembled to take part in the exercises.

The meeting was opened by scripture reading and prayer by Rev. E. F. Fish.

Hon. N. Bateman, being ill, Dr. R. Edwards spoke in his place, and also read a letter from him. After that, Governor Beveridge made an address to the Trustees and Faculty, then presented the keys to

Dr. Robert Allyn, the principal, who then made a lengthy speech on the duties of Teachers. He was followed by Rev. C. H. Fowler, John J. Bird and several others.

Next day, July, 2nd, a Normal Institute of four weeks was opened with 53 pupils.

On Sep. 6th, 1874, the regular work of the Normal University commenced, and knowledge increased in "Egypt."

In 1873. the city adopted the "General Incorporation Act" instead of the original charter.

The east side school house was enlarged to accomodate the colored people, who in 1881 coustituted about one-fifth of the population, and in 1890, they were about one-fourth.

On the afternoon of Nov. 26, 1883, at 3 o'clock, the Normal University building was discovered to be on fire; and before 5 o'clock, despite the efforts of the faculty, students and citizens of the town, the whole

building was in ruins. By the efforts of students, teachers and citizens, the large library, the chemical apparatus and most of the furniture was saved.

The people of Carbondale at first were astounded, but not for long. They soon rallied, and the spirit that had been exhibited in former emergencies, (see pages 218, 220 & 226,) awoke. Those who had control of churches or other large rooms, offered the use of them next day, so that the school continued with scarcely any interruption. As soon as the school had been provided with rooms for immediate use, a meeting of the citizens was called, and raised a subscription sufficient to build a temporary home for the school to use until the Legislature should meet and restore the building. As it would require several years to do this, the work on the large frame building was pushed forward rapidly by the contractor, Mr. Isaac Rapp, so that it was finished in

sixty days after the fire. The school was then gathered from its scattered places in the city to this, its temporary home, where it continued until provided with a better.

The Legislature met in 1885, and the friends of the Normal University and of the cause of education in Southern Illinois, tried to induce them to pass a bill to make an appropriation to restore the burned building. There seemed to be considerable opposition among members until they sent a committee to Carbondale to investigate. A bill appropriating $152,065 for the purpose of rebuilding the Normal was approved June 27, 1885. The news was telegraphed to Carbondale at 4 P. M. the same day. All the church bells began to ring at once to spread the glad news. The cannons were fired and balloons were sent up, and at night, the people assembled in the square to rejoice and congratulate each other and see the fire-works.

THE NORMAL UNIVERSITY.
As rebuilt after the fire.

Work was commenced promptly clearing away the ruins, so in coures of time the new building was completed, and done without using all the appropriation. It was dedicated Feb. 24, 1887, and occupied by the school the next Monday, the 28th.

During the interval since the fire, the school held the commencement exercises in a large tent.

Dr. Robert Allyn was Principal from the first, to June, 1894, and Prof. John Hull,

was Regent one year, until June, 1893. He was succeeded by Prof. Everest.

Dr. Robert Allyn died Jan. 7, 1894, at home in Carbondale. Ill.

The old college, or public school was remodled a few years ago. The tall upper story was taken off and an addition built in front, ornamented with a cupola.

Some years ago, the State gave back to the city, the city's bonds for $100,000 for $30,000 in money. The city issued $40,000 in new bonds and sold them for $28,000 in cash, so the most of the old bonds were destroyed. The city bond tax is $2.03 on the $100.00 for the year 1893.

Although the "Normal" debt lies heavy upon the citizens, yet the educational interests and the absence of saloons are the chief glory and honor and sources of prosperity of this young city; may it long so continue.