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# Chicago Genealogist

Chicago Genealogical Society

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## On the Cover

A key site in Chicago in 1963. More details on page 82 in this issue.
The picture is courtesy of the Chicago & Northwestern Historical Society.

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# George Haynes Walker and His Time in Chicago in the Early 1830's

By Wittenized

George H. Walker spent just a few years in Chicago, but the mark he made here was a precursor to his subsequent fame and fortune in Milwaukee and the state of Wisconsin. The purpose of this article is to focus on his overlooked Chicago experiences, and to provide some facts of his early life to correct the inaccuracies usually found in sketches and accounts of his life. No complete biography has been done, but many articles and sketches have been made because of his Milwaukee and Wisconsin accomplishments. The highlights of his northern accomplishments will be briefly accounted here.

## Virginia Origins

George was born 24 Oct 1810, in Liberty, Bedford County, Virginia. (The town's name was changed to Bedford City in 1890.) He was the third child and first male born to George Reynolds Walker and his wife, Rebecca Starr Hamer. The Walker children, in the order of their birth, were Harriet, Rachel, George, Isaac, John and Thomas. All lived well into adulthood except Thomas, who died at age 6.[1]

George's mother, Rebecca, was born in Philadelphia, and was married in Lynchburg, VA, in 1806. It was said Rebecca "could trace her ancestry back to the earliest days of Boston." George's paternal colonial lineage was anchored in Lower Norfolk/Princess Anne County, Virginia. George was the third generation Walker with that first name; George Reynolds Walker, Junior and Senior preceding him. George's great-grandfather was Col. Thomas Reynolds Walker of Princess Anne County. All three of his named Walker male ancestors served in war. Col. Thomas Reynolds Walker commanded the Princess Anne County militia during the Revolution. George's grandfather was a Lieutenant in the Revolution and was later promoted to Captain. George's father was a soldier in the War of 1812 in the Bedford County militia, and they were ironically sent to defend Norfolk, the former Walker family stomping grounds.[2]

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URLs validated shortly before publication.

[1] Date of birth, parentage, and sibling information from sister, Harriet's, family bible. A copy of the Family Record of the bible was submitted with Harriet's War of 1812 Widow's Pension Application, and is held by the National Archives. It can be found online at https://www.fold3.com/image/313184267 (subscription required). Referred to henceforth as Harriet's bible. • Place of birth from Bedford County (VA) Order Book 15, page 403, wherein George's father's residence is given as adjoining "the public lott" in Liberty.

[2] Walker line from George Haynes Walker to Thomas Reynolds Walker: George H. son of George R. Jr. - Harriet's bible (note 1); George R. Jr. son of George R. Sr. - Revolutionary War Widow's Pension Application # R.11046, submitted by George R. Sr.'s second wife and widow, Lucy West Walker obtained from National Archives, family bible page in file (PDF page 18/94); George R. Sr. son of Thomas Reynolds Walker – Ibid. George R. Sr. marriage to Judith Haynes, daughter of Erasmus Haynes – Ibid. • Military service of George R. Jr. in War of 1812 – Index Service Record online at https://www.fold3.com/image/309592692 ($), and Stuart Lee Butler "Defending Norfolk" *Prologue : quarterly of the National Archives and Records Administration*, vol. 45, no. 1 (Spring 2013), 10-18. • George R. Sr. in The Revolution – John H. Gwathmey, *Historical Register of Virginians in the Revolution* (Baltimore: Genealogical Publishing, 1979) 800. • Thomas R. Walker in The Revolution – Gwathmey, 801, and DAR Ancestor # A119689. • Erasmus Haynes in The Revolution – promoted to Major, Princess Anne County Minute Book 10, page 100 and "Committee of Safety" *Rind's Viginia Gazette* (Williamsburg, VA) 5 Jan 1775, 3.

George's grandmother was Judith Haynes, the daughter of Maj. Erasmus Haynes and Aliff Woodhouse of Princess Anne County, for whom George received his middle name, Haynes. Through Aliff Woodhouse, George was connected to the Woodhouse family of Lower Norfolk/Princess Anne County, and through them to English nobility and royalty.[3]

One little known fact about the Walkers' time in western Virginia, was, in 1817 George R. Walker Jr. was one of the three founders of the first Sunday School organized in the state of Virginia. It was connected to the Methodist Episcopal Church in Lynchburg, and there were 200 youngsters enrolled including young George Haynes Walker, and, most notably, two of the students in 1818 were future United States Senators, George's own brother, Isaac, later a Senator from Wisconsin, and William Allen, a future Senator from Ohio.[4]

**Gallatin County, Edwards County, and Clay County, Illinois**

It has been observed the early settlement of Illinois was primarily from the southern part of the state, fed by both the Ohio and Mississippi rivers, with migration then proceeding northward, and that pattern held true in the case of the Walker family experience.

On 10 Dec 1819, George's father purchased 160 acres on the border between White County and Gallatin County, Illinois. He paid a total of $320, which was $2 per acre. The entire family had relocated, and both parents and the six Walker children are enumerated in the Illinois state census of 1820 as residents of Gallatin county. George was nine years old when the family arrived in Illinois.[5]

Their first homestead was in the vicinity of New Haven in Gallatin County. Shawnee Indians still roamed freely, and for the most part were friendly to the settlers from the east, though there were a few recorded incidents of friction between the groups, and it was there where George no doubt developed his seemingly natural ability to trade with the Indians. He became a very successful Indian trader as a result of his friendship with and lessons learned from the Shawnees in the area.[6]

By 1825 the family had moved a little north to Edwards County, then by 1829 they had made their way up to Clay County, Illinois. It was in the town of Maysville that George first realized the profits that could be made from buying and selling town lots. In November 1829, a month after his nineteenth birthday, George purchased a lot in Maysville for $75 – money he had made as an

[3] For Woodhouse line to Aliff Woodhouse, wife of Erasmus Haynes – John Frederick Dorman, *Adventurers of Purse and Person* (Baltimore: Genealogical Publishing, 2005) Fourth edition, Vol. II. #1 Capt. Henry Woodhouse p. 678; #4 Henry Woodhouse pp. 679-80; #14 Henry Woodhouse p. 681; #36 John Woodhouse p. 686; #96 Horatio Woodhouse pp. 698-99; #194 Aliff Woodhouse pp. 698-99. • For Capt. Henry Woodhouse lineage – Gary Boyd Roberts, *The Royal Descents of 600 Immigrants* (Baltimore: Genealogical Publishing, 2004) 553-54.

[4] Sunday School - "An Interesting Fact" *Richmond Enquirer* (Richmond, VA) 30 Mar 1849, 4.

[5] 1819 purchase – Illinois Public Domain Land search, Illinois State Archives, online https://www.ilsos.gov/isa/landsrch.jsp, search term Walker George R • Illinois state census 1820 – Margaret Cross Norton, Editor, *Collections of the Illinois State Historical Library* (Springfield, 1934) Vol. XXVI, Statistical Series, Vol. III, 79.

[6] History of Gallatin, Saline, Hamilton, Franklin and Williamson counties, Illinois (Chicago: Goodspeed Publishing, 1887) 23-25.

Indian trader. In March 1831, less than a year and a half later, George, who had not reached 21 yet, had his father, as guardian, execute the deed of sale for the Maysville lot, for $470, more than six times what he had paid for it! (The legal age to enter into contracts in Illinois at that time was 18, and no one had a problem selling land to an 18 year old, but they usually demanded, as a matter of caution, prompted by tradition, that a seller had to be 21 or greater, hence the need for George's father to act for his son.)[7]

As an accomplished Indian trader, George Walker traveled extensively from his base in Maysville, Clay County, Illinois, to the surrounding areas where he might obtain the main thing Indian traders were after – furs. His father, George Reynolds Walker, operated a store in Maysville, and that was where George obtained the sundry goods he packed on his trading travels.[8]

**Chicago**

The exact date George first set foot in Chicago is not known, but his first visit would most likely have been no later than 1830, when his sister, Harriet and her husband, James Gilston, moved to Plainfield, Illinois, a village only 35 miles southwest of Fort Dearborn. The Gilstons followed the usual migration pattern in Illinois at the time, moving from south to north with other settlers. They were married in Edwards County in 1828. In 1829 they lived in Quincy, a developing, though long inhabited, community on the Mississippi River in west-central Illinois, in the area known as the Illinois Military Tract where land was available for War of 1812 veterans, such as James. By 1830, the Gilstons had moved to Plainfield, where James was much in demand as a gunsmith in the shop he set up on his farm there. Since George was moving around so much, always on the lookout for trading opportunities, he no doubt would have visited the Gilstons in both Quincy and Plainfield.[9]

Even if his sister and her family hadn't lived close to Chicago, George definitely would have made it to Chicago, just to check it out. The primary reason would have been because it was a center of Indian trade. Most of the non-military residents in the early 1830s were Indian traders, and the U.S. Government Indian Agent for the area of Illinois and southern Wisconsin was stationed there, as well.[10]

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[7] Left Gallatin County – Ad in *Illinois Gazette* (Shawneetown) on 7 May 1825 announcing Tavern at the former residence of George R. Walker in New Haven. • Edwards County residence – marriage of sister, Harriet, Edwards County 1828, Illinois Statewide Marriage Index search; and divorce of sister, Rachel, 1829, legal ad by Edwards County Circuit Court, *Illinois Gazette* (Shawneetown) 1 Aug 1829, 3. • Clay County: George buys lot – Alexander Dunbar to George H. Walker, Clay County Deed Book A, 37-8. Residence – 1830 US Census online at https://www.familysearch.org/ark:/61903/1:1:XHGG-CH2. • George sells lot – George R. Walker as Guardian for his son George H. Walker to Hugh Ronalds, Clay County Deed Book A, 71-2.

[8] Indian trader – Howard Louis Conrad, Editor, *The History of Milwaukee* (Chicago: American Biographical Pub. Co., 1895) 23. • Father's Maysville store – Clay County Commissioner's Court Order Book, 1825-1841, p. 103, online at FamilySearch: https://www.familysearch.org/ark:/61903/3:1:3Q9M-CSMP-Q85K?i=244&cat=396416.

[9] Gilston in Plainfield – *The History of Will County, Illinois* (Chicago: Wm. Le Baron, Jr. & Co., 1878) 482-3. • South to north migration pattern in Illinois – Timothy R. Mahoney, *Provincial Lives, Middle-class Experience in the Antebellum Middle West* (Cambridge: Cambridge Univ. Press, 1999) 65. • Illinois Military Tract – Lowell M. Volkel, Indexer, *War of 1812 Bounty Lands in Illinois* (Thomson, IL: Heritage House, 1977) xi.

[10] Most residents Indian traders – Ernest E. East, "The Inhabitants of Chicago, 1825-1831," *Chicago Genealogist*, Spring 2018, Vol. 50 No. 3, 87. • Indian Agent at Chicago – Milo Milton Quaife, Compiler and Editor, *The Development of Chicago* (Chicago: Caxton Club, 1916) 62, 104, 120, 125, 141, 213-14.

Chicago had long been a sparsely populated trading center and often a military outpost, but by the early 1830s events were in motion which would radically invigorate Chicago's sleepy countenance. The Erie Canal had been completed in 1825, and commerce now flowed freely from the east coast to the Great Lakes. The Illinois and Michigan Canal was still in the development stage, but Congress had made a land grant for the project and Chicago had been platted and lots sold. A third event was also in motion, which, by itself, would have transformed Chicago's fate, even without the improvement in communications resulting from the canals; the government was buying the land of the Indians through treaties, changing the focus of the region from a fur hunting wilderness to an agricultural cornucopia.[11]

These developments were not lost on George Walker. He could continue to trade for furs while the region was undergoing its transformation, and goods for trading could be had in Chicago more readily, and more cheaply, than in downstate locales. Even better, from his point of view, the government was now making annual payments in Chicago to the Indians for the land they sold by treaty, and this provided a very lucrative opportunity to trade his store of goods for the cash the Indians received.

The kinds of items traders offered were little changed over the centuries the French, English, and Americans had been trading with the Indians. This list of trade items from 1660 was typical: "kettles, hatchets, knives, graters, awls, needles, tin looking-glasses, little bells, ivory combs, vermilion, sword blades, necklaces and bracelets." Guns, blankets and liquor were added to the list as the demand for them increased.[12]

One surprising, and quite amusing item of trade you probably don't have lying around your cranial database as such, was ridiculed by Senator Thomas Hart Benton of Missouri, in a Senate speech of 1821 calling for the cessation of government factories. (*Factories* here refers to the government arrangement of *factors* (appointed agents) stationed at various fixed locations to sell goods to the Indians.) To illustrate the alleged incompetence of the factory system, Senator Benton ranted and raved about the senseless use of the item in question for trading. The item, however, was so popular with the Indians the American Fur Company, the behemoth created by John Jacob Astor that dominated fur trading in America, had just provided one individual trader with 4 gross of the item (576) for just one season of trading. The item so coveted by the Indians? The jews'-harp! One can only imagine the music in the forests.[13]

In addition to Indian trading, George kept his interest in profiting from trading city lots. The Canal Commission first sold lots in Chicago in 1830, and while George was not present at that time, he did buy three of the lots from George Miller, who, in 1830, paid $36, $27 and $35 for the three: Lots 5 & 6 in Block 36 (the northeast corner of Dearborn and Randolph and the later location of

[11] Erie Canal – Idem, 129 • Illinois-Michigan Canal – A. T. Andreas, *History of Chicago* (Chicago: A. T. Andreas, 1884) Vol. I, 167-68 • Indian Treaties – "Treaty of Prairie du Chien 1825, 1829 and 1830" *World Heritage Encyclopedia* online http://www.gutenberg.us/articles/eng/Treaty_of_Prairie_du_Chien.

[12] Frederick J. Turner "The Character and Influence of the Fur Trade in Wisconsin" *Proceedings of the Thirty-Sixth Annual Meeting of the State Historical Society of Wisconsin* (Madison: Democrat Printing Co., 1889) 64-6.

[13] Milo Milton Quaife, *Chicago and the Old Northwest*, 1673-1835, (Chicago: University of Chicago Press, 1913) 306.

the Iroquois Theater) and Lot 8 in Block 18 (the northwest corner of Clark and Lake). [If the deed abstracts of Chicago property ante-fire can ever be pried loose from the cold hard death grip of Fidelity National Financial (Chicago Title) it will be determined how much profit George made on these and his other Chicago lots – not to mention all the other historical information that would be released from said prying! One has to ask: Is the little revenue they gain from the tolls they charge for look-ups negotiable? Would they make the collection available to the public for $938.17 upfront and in cash?][14]

Terror struck Chicago, northern Illinois, and southern Wisconsin territory in the spring of 1832. Black Hawk, an aged Indian of the Sauk tribe, led a band of warriors and their families back into Illinois on April 5th, to re-settle on the land they left behind in the vicinity of current town of Rock Island, known as Saukenuk. They illegally returned from current Iowa, where they had settled by treaty. It soon became apparent they were not going to stop at Saukenuk, and tensions rose when they began moving toward Prophetstown on the Rock River.[15]

The massacre of the Chicagoans in 1812 was not forgotten twenty years later, and although hostilities had not yet commenced, by the beginning of May it was thought prudent to begin planning for eventualities by the residents of Chicago.

In an earlier outbreak of Indian attacks, in 1827, the Chicagoans panicked, since the fort was not garrisoned with troops at that time, and appealed for help to Danville, Illinois, who sent 50 armed men. Now, in 1832, the fort was again without troops. The Pottawatomies had gathered in the vicinity, and on May 1st, Sauganash, also known as Billy Caldwell, and other Pottawatomie leaders convinced the tribe to remain friendly to the Americans.[16]

At the same time, the residents of Chicago organized themselves into a militia for self-defense. An unofficial roster, published 47 years later by John Wentworth (roster shown on page 76, this issue), gave the names of the company along with a statement supposedly signed by each pledging obedience to Gholson Kerchival as Captain of the company, with George Dole as 1st Lieutenant, and John S. C. Hogan as 2nd Lieutenant, with a date of May 2, 1832. Including the officers, there were 40 men in the company, and George Walker was one of them.[17]

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[14] Miller's original purchases – Illinois Public Domain Land Tract Sales, online, https://www.ilsos.gov/isa/landsrch.jsp, search term Miller George • George Walker's purchase from Miller - James R. Haydon, *Chicago's True Founder Thomas J. V. Owen* (Lombard, IL: private printing, 1934) 289 • Pre-fire property records were covered (now concealed) by the Burnt Records Act of April 1872, which made records of Shortall and Hoard, Jones and Sellers, and Chase Brothers and Co. admissible as evidence in all courts. The three firms combined records, and were succeeded by Handy, Simmons, Smith and Stocker, which in turn became Handy, Simmons and Co., then just Handy and Co. until 1887. It was succeeded in 1887 by Title Guarantee and Trust Co. In 1891 it became Chicago Title and Trust Co., now owned by Fidelity National Financial. The Burnt Record Act statute is online https://books.google.com/books?id=vxIbAAAAYAAJ&pg=PA27&lpg#v=onepage&q&f=false.

[15] Kerry A. Trask, *Black Hawk* (New York: Henry Holt and Co., 2007) Paperback edition 149-160.

[16] Fort Dearborn unmanned – Andreas, 268 • 1827 panic – Quaife, *Chicago and the Old Northwest*, 310-317 • Pottawatomie friendly – Haydon, 93.

[17] Wentworth's list – Ellen M. Whitney, Compiler and Editor, *The Black Hawk War 1831-1832* (Springfield: Illinois State Historical Library, 1970) Vol. 1, 550-51.

Whether Wentworth's list was valid or not, by the third week in May, George had been recognized as one of the leaders of early Chicago. The official roster of John Hogan's company (roster shown on page 77, this issue), formed on May 24, 1832, lists George as second in command, the 1st Lieutenant, with Samuel Miller as 2nd Lieutenant in the 85-man militia company of Chicago. His position of leadership was again documented when, in July, he was one of the leading citizens of Chicago who came to the defense of the Indian Agent, Mr. Owen, as a signer, along with Richard J. Hamilton, Robert A. Kinzie, James Kinzie, and John Hogan, of a letter to the Secretary of War, Lewis Cass, in defense of Owen.[18]

The other leaders mentioned in the rosters and as defenders of Owen, were well established by then. Gholson Kerchival was one of the first Cook County commissioners. George Dole was both a trustee and town treasurer. John S. C. Hogan was a justice of the peace and postmaster in Chicago. (Both Dole and Hogan worked for Oliver Newberry, by the way.) Samuel Miller was also one of the first Cook County commissioners. Richard Hamilton was not only a lawyer, but was also Cook County Recorder, notary public, bank commissioner, clerk of both the county and circuit courts, and school fund commissioner. And, of course the Kinzies were considered Chicago's first family. When George's name became associated with these founders of Chicago in recognized positions of leadership, he was only 21 years old![19]

In the event itself, Chicago was not a scene of hostilities, but was instead a scene of refuge.

The Indian Creek Massacre took place on May 21, 1832, near Earlville, in LaSalle County, about 80 miles west-southwest of Chicago. Settlers there were attacked without warning and 15 people, including women and children, were murdered and butchered by Indians. (Two teenage sisters, Sylvia and Rachel Hall, were kidnapped and taken to Black Hawk's camp, but were released unharmed after two weeks of captivity.)[20]

News of this attack spread like wildfire, and Fort Dearborn in Chicago was soon filled to overcapacity by the area's residents, including the family of George's sister, Harriet, who fled from Plainfield with the majority of Plainfield residents, under the protection of Chicago volunteers who rode out to assess the situation, and then protected about 175 Plainfield area residents on their journey to Chicago. This influx of Plainfield residents and many others from the surrounding area overwhelmed Chicago and Fort Dearborn. Stocks of food were low before the arrivals, and starvation was feared. Food supplies were found, though, and except for the U.S. troops arriving from Detroit bringing a Cholera epidemic with them, the overcrowded village managed to get by. The war ended with the complete defeat of Black Hawk and his band in Wisconsin that summer. As the refugees realized the danger had moved north, they began drifting back home – an exodus that became a stampede when they realized the troops from Detroit were infested with Cholera![21]

[18] Hogan's company – Idem, 449-52 • Letter to Secretary of War – Haydon, 110.
[19] Positions of those listed – online https://earlychicago.com/encyclopedia_letter_*/ (where * is substituted with the first letter of the last name of the respective individuals).
[20] Attack of May 21 – Trask, 201-02 • Release of Hall sisters – Idem, 229.
[21] George's sister, Harriet's, family to Chicago – Harriet (Woodbury) Hodge, "Harriet Hodge's ancestors fled to Fort Dearborn to escape Indians," *Newsletter of the North Suburban Genealogical Society* (Winnetka, IL: NSGS, 1989)

The aftermath of the war was turning point for Chicago. The reports of the militia and regular soldiers who were employed in the pursuit of Black Hawk were glowing in their praise of the richness of the soil and the opportunities to be had! It didn't happen overnight, but the future of Chicago was assured by the development of the hinterlands. The agricultural and livestock commodities would flow through Chicago both through the Great Lakes headed east, and the Illinois-Michigan Canal headed to the Gulf. And, of course, all those farmers would need equipment and supplies – provided through and by Chicago.[22]

George Walker stayed in Chicago until late 1833, when he was recorded as one of the first subscribers to Chicago's first newspaper, the *Chicago Democrat* (list of subscribers shown on page 81, this issue). He is also found in the list of 500 Chicagoans of 1833.[23]

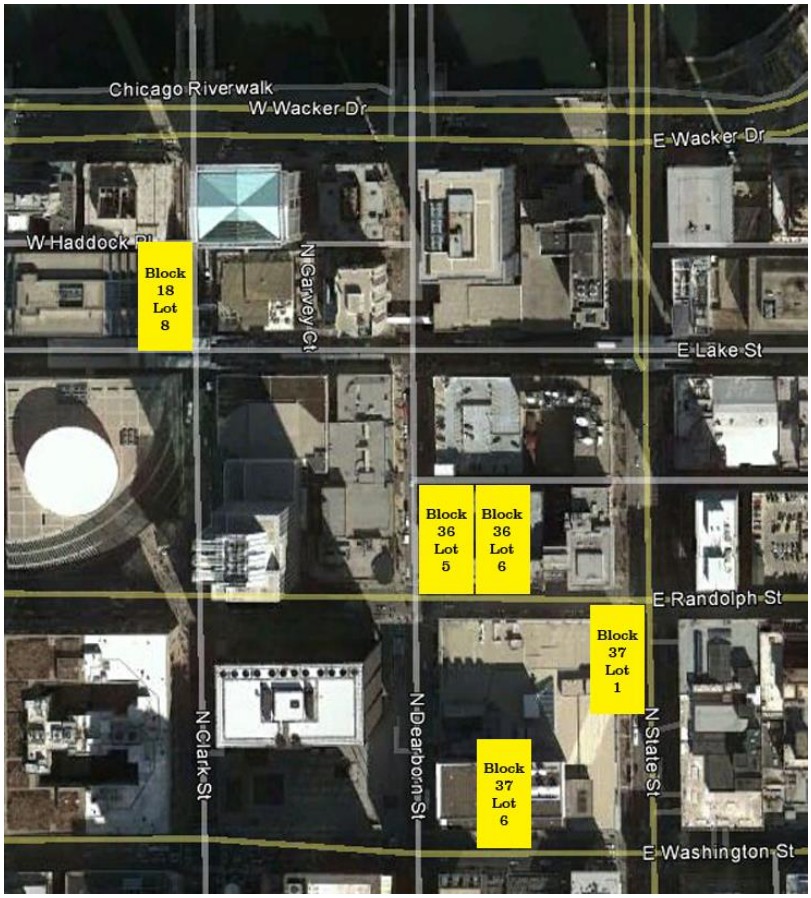
Though no longer a resident, George kept in touch with Chicago, and in the summer of 1836, he bought two lots in the Canal commissioner's lot sale of that year. He paid $5100 for Lot 1, Block 37 (southwest corner of State and Randolph, across the street for Marshall Field's later location), and $4550 for Lot 6, Block 37 (on Washington, between State and Dearborn). These prices are a great indication of how rapidly Chicago developed after the Black Hawk War. The three lots George bought from George Miller were originally priced at or under $36 per lot when Miller bought them in 1830! (One has to wonder what George would have made of the failure to find any better use for Lot 1, Block 37 than as an ice-skating rink in the 1990s!)[24]

Vol. XIV, No. 3, 22-3 • Plainfield group and starvation fear – Trask, 205-6 • Cholera and flight from Chicago – Trask, 271-76.

[22] Milo Milton Quaife, *Checagou, From Indian Wigwam to Modern City, 1673-1835* (Chicago: University of Chicago Press, 1933) 186-7.

[23] Subscribers to *Chicago Democrat* – Andreas, 365 • List of Chicagoans 1833 – Haydon, 268-72.

[24] Illinois Public Domain Land Tract Sales, online, https://www.ilsos.gov/isa/landsrch.jsp, for Lot 1, Block 37, search term is Walker George H; for Lot 6, Block 37, search term is Walker G H • Ice skating rink - "Block 37," Encyclopedia of Chicago, online http://www.encyclopedia.chicagohistory.org/pages/146.html.




George Walker's Chicago Properties

**Milwaukee**

When George Walker moved north to Milwaukee in the spring of 1834, he "entered" 160 acres of land (claimed it as his own by occupying it and making improvements on it) on the south side of what would become the city of Milwaukee, and he is credited as being one of the three "founders" of Milwaukee, along with Solomon Juneau, and Byron Kilbourn.[25]

Here are the highlights of George's life in Milwaukee:

Elected to represent Milwaukee at Territorial Legislature at Green Bay, but legislature did not meet 1835

Elected Supervisor and Fence Viewer 1835

[25] Founders of Milwaukee – James S. Buck, Pioneer History of Milwaukee (Milwaukee: Swain & Tate, 1890) 282-85.

Representative – Legislative Assembly Wisconsin Territory 1842, 1843 Speaker, 1844 Speaker, 1845 Speaker & President of House, 1847 Speaker

Elected Milwaukee Assessor 1844

Elected Milwaukee Trustee 1845

Appointed Register of Land Office 1845-1849

Vestryman St. John's Parish 1847

Received patent on land entered in 1834 for 160 acres in 1849

Mayor of Milwaukee 1851 & 1853

Promoter, Commissioner and Director of railroads, Milwaukee and Waukesha RR, Milwaukee & Watertown RR.

Promoter, Director and President of the Milwaukee & Mississippi RR, forerunner of the Milwaukee Road (Chicago, Milwaukee, St. Paul & Pacific RR)

Director Green Bay, Milwaukee and Chicago RR

Commissioner Milwaukee and Fond du Lac RR

President Milwaukee and Rock River Plank Road Co.

Director and President of Milwaukee & Prairie du Chien RR

Director McGregor and Missouri RR

Constructed first street car railway in Milwaukee 1859-60

War Democrat, active campaigner for Lincoln in 1864 election.

Arranged for soldier's home to be located in Milwaukee, 1866

In the late 1850s George married Caroline Pratt Spencer, the widow of William Brown. On his return from Washington, after securing a soldier's home for Milwaukee, George died on 20 September 1866, aged 55. He died childless.[26]

[26] Highlights are all from Archives Division, The State Historical Society of Wisconsin [Works Progress Administration (WPA)] Writers' Program. Wisconsin, Writings and research notes., 1935-1942. Box 36 of 43, George H. Walker, Folder 1.

# Company of Captain Gholson Kercheval - 1832

Transcribed by Wittenized

May 2, 1832 – We, the undersigned, agree to submit ourselves, for the time being, to Gholson Kerchival, Captain, and George W. Dole and John S. C. Hogan, First and Second Lieutenants, as commanders of the militia of the town of Chicago, until all apprehension of danger from the Indians may have subsided:

| | |
|---|---|
| Richard J. Hamilton | Joseph Lafromboise |
| Jesse B. Brown | Henry Boucha |
| Isaac Harmon | Claude Lafromboise |
| Samuel Miller | J. W. Zarley |
| John F. Herndon | David Wade |
| Benjamin Harris | William Bond |
| S. T. Gage | Samuel Ellis |
| Jeddiah Woolley | John Wellmaker |
| George H. Walker | Wm. H. Adams |
| A. W. Taylor | James T. Osborne |
| James Kinzie | E. D. Harmon |
| David Pemeton | Charles Moselle |
| James Ginsday | Francis Labaque |
| Samuel Debaif | Michael Ouilmette |
| Rufus Brown | Christopher Shedaker |
| Jeremiah Smith | David McKee |
| Heman S. Bond | Ezre Bond |
| William Smith | Robert Thompson |
| Isaac D. Harmon | |

Original not located; this copy is from John Wentworth, "Fort Dearborn. . . . [Appendix] H., Chicago's Early Defenders," *Fergus' Historical Series*, No. 16 (Chicago, 1881), 64-65.

In a brief introductory paragraph dated Oct. 17, 1879, Wentworth stated that a copy of this roll, made from the original, had been presented to him by a friend. He went on to explain that he believed "the paper was drawn up by Colonel Richard J. Hamilton," but he did not identify the paper. Presumably he meant the original roll, although he may have been referring merely to the copy.

Transcribed from - Ellen M. Whitney, Compiler and Editor, *The Black Hawk War 1831-1832* (Springfield: Illinois State Historical Library, 1970) Vol. 1, 550-51. Used with permission of The Abraham Lincoln Library & Museum (ALPLM), Springfield, Illinois.

# Company of Captain John S.C. Hogan
# Service from 24 May 1832 to at least 18 June 1832

Transcribed by Wittenized

This roster is compiled from the separate rosters held by the Illinois State Historical Library and the Chicago Historical Society. Rank and Residence columns are from Illinois State Historical Library roster, and Comments column is from Chicago Historical Society roster.

| NAME | RANK | RESIDENCE [1857] | COMMENTS |
|---|---|---|---|
| J S C Hogan | Captain | Boonville MO | Recd his Warrant |
| Geo H Walker | 1st Lieut | Milwaukie | Red his Warrant |
| Saml Miller | 2d Lieut | Died in Michigan City Ind | Red his Warrant |
| Russell Rose | 1st Sergt. | Dead | No information |
| John Mann | do | | do |
| Michel Welsh | do | | do |
| Stephen Mack | do | | do |
| A H Taylor | Corporal | | Red his Warrant |
| Elijah Wentworth Jr | do | | Red his Warrant |
| Heman Bond | do | | Red his Warrant for his Widow |
| Edw E Hunter | do | In California | Red his Warrant |
| Archibald Clybourn | Private | | Recd his Warrant |
| Samuel Ellis | “ | | Red his Warrant for his Widow |
| Bowman | “ | | No information |
| Ben Harris | “ | | Red his Warrant |
| Thos. Fitzsimmonds | “ | | No information |
| Mathew Legg | “ | | do |
| Nelson Legg | “ | | do [not on IL State roster] |
| John Wellmaker | “ | | [not on Chicago Hist. Soc. roster] |
| Stephen Gage | “ | | No information |
| Carry | “ | | do |
| Jos. Laframboise | “ | | Indian Country |
| Chapau | “ | | do |

| NAME | RANK | RESIDENCE [1857] | COMMENTS |
|---|---|---|---|
| Cescone | “ | | do [Cierond on Chi. Hist. Soc.] |
| Pasony | “ | | Red his Warrant |
| Elijah Wentworth Senr | “ | | Red his Warrant [not on IL State] |
| Geo Wentworth | “ | | Red his Warrant |
| Jacob Miller | “ | | No information |
| Jos Curtis 1st | “ | | Red his Warrant |
| Jos Curtis 2d | “ | | Red his Warrant |
| James Harrington | “ | | No information |
| Dexter Graves | “ | | Dead – No Widow – or Minor Child |
| Jonathan Smith | “ | | Dead – No Widow – or Minor Child |
| Joseph Porter | “ | | No information |
| J R King | “ | | at Kite River Ogle Co. Ills |
| Kawayum | “ | | Indian County [Kenaguam on Chi. Hist.] |
| J D Osborn | “ | England | No information |
| John Sackett (Joshua on Roll) | “ | | Red his Warrant [Josh E on Chi. Hist.] |
| Rufus Brown | “ | | Dead – Warrant issued to his daughter |
| Wm Brown | “ | | Red his Warrant |
| James S. Gunsolus | “ | | Red his Warrant |
| Benjn. Luptone | “ | | Red his Warrant |
| Alexr Laframboise | “ | | Indian Country |
| Claude Lafrombois | “ | | Indian Country [Not on IL State roster] |
| Harry Kelly | “ | | Indian County |
| Hance | “ | | Indian Country |
| Brusky | “ | | Indian Country |
| Lyman Smith | “ | | Red his Warrant |
| William Smith | “ | | Dead. |
| Mathias Smith | “ | | No information |

| NAME | RANK | RESIDENCE [1857] | COMMENTS |
|---|---|---|---|
| (I believe Enoch) Thompson | “ | | No information |
| Geo McConnell | “ | Dead | Died – No family left |
| Street | “ | | No information [Not on IL State roster] |
| Durphy | “ | | No information [Durspley on Chi. Hist.] |
| Abraham Van Horn | “ | | Reported Dead |
| John Noble | “ | | Red his Warrant |
| Mack Noble | “ | | Red his Warrant [Not on IL Stat.] |
| Isaac Harmon 2d | “ | | Red his Warrant |
| John Shadaker | “ | | Red his Warrant |
| Thos Clybourn | “ | | Red his Warrant |
| Lawrence | “ | | Reported Dead |
| Benjamin Hall | “ | | Red his Warrant |
| Van Eaten | “ | | No information |
| Bailey | “ | | No information |
| Alexander Robinson | “ | | Indian Chief – Red his Warrant |
| Jeremiah Smith | “ | | No information |
| Russell E Heacock | “ | | Dead – No Widow – has Minor Child |
| Robert Thompson | “ | | No information |
| (John K.) Clark | “ | “John K”. in pencil. | Red his Warrant |
| John Miller | “ | | Red his Warrant |
| Martin | “ | | No information |
| Wm Thompson | “ | | No information |
| D Barber/or Rasker | “ | | No information |
| Corneleus Van Horn | “ | | Dead |
| James Hungam/Hagerman | “ | | No information |
| Robert Robinson* | | | Red his Warrant |
| Mark Beaubien* | | | Red his Warrant |
| Geo W Dole* | | | Red his Warrant |
| Joseph Meesham/Musham* | | | Red his Warrant |

| NAME | RANK | RESIDENCE [1857] | COMMENTS |
|---|---|---|---|
| Timothy Smith* | | | Red his Warrant |
| Shabnay* | | | Indian Chief Red his Warrant |
| Rob A. Kinzie* | | | Red his Warrant |
| Christoph Shadaker | | | Red his Warrant |
| John B Beaubien* | | | Red his Warrant |
| Thomas H Ailinson* | | | Red his Warrant |

*The last ten men listed are not on either roster, but were included in the Chicago Historical Society list with a note they served in other companies.

Transcribed from - Ellen M. Whitney, Compiler and Editor, *The Black Hawk War 1831-1832* (Springfield: Illinois State Historical Library, 1970) Vol. 1, 550-51. Used with permission of The Abraham Lincoln Library & Museum (ALPLM), Springfield, Illinois.

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Email submissions to:
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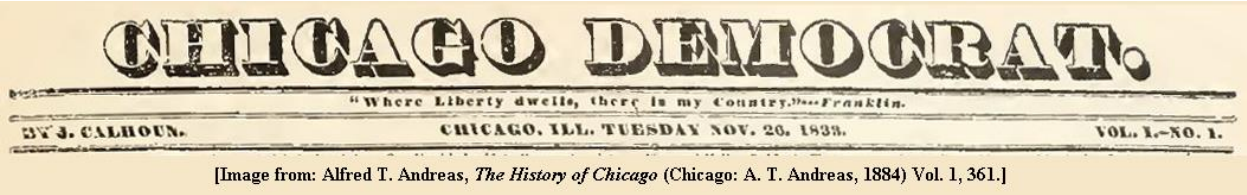
Subject line: Quarterly Editor

# 1833 Subscribers to *The Chicago Democrat* Newspaper

Transcribed by Wittenized


CHICAGO DEMOCRAT.

"Where Liberty dwells, there is my Country."—Franklin.

BY J. CALHOUN. CHICAGO, ILL. TUESDAY NOV. 26, 1833. VOL. I.—NO. 1.

[Image from: Alfred T. Andreas, *The History of Chicago* (Chicago: A. T. Andreas, 1884) Vol. 1, 361.]

The Chicago Democrat was the first newspaper published in Chicago. The first issue was November 26, 1833. The names of the initial subscribers follow.

| | | | | |
|---|---|---|---|---|
| A. Loyd | Mancel Talcott | T. C. Sproat | James Walker | J. W. Reed |
| C. & I. Harmon | Alson Filer | Peter Warden | Benjamin Briggs | Walter Kimball |
| Chester Ingersoll | Douglas Slone (Sloan) | Philip Scott | Benjamin F. Barker | William Taylor |
| Dr. W. Clark | A. Woodruff | E. W. Casey | Billy Caldwell | Hambleton Barnes |
| John Miller | Daniel Elton (Elston) | J. L. Thompson | Mathias Mason | E. Morgan |
| Samuel Brown | Luther Hatch | H. T. Handy | John Wellmaker | Ahisa Hubbard |
| Newberry & Dole | George W. Snow | Chicago Harbor | I. Solmon, Millwalkie | R. E. Herrick |
| James H. Mulford | P. J. Updyke | E. S. Kimberly | Niram F. Hurd | Thomas Hoyt |
| John Wright | John L. Sergents | P. Pryne | James Mitchell Peailleur | John Noble |
| Alanson Sweet | John Watkins | Peter Cohen | Charles Viaux | Oliver Losier |
| R. M. Sweet | I. Allen | Brewster, Hogan & Co. | Solomon Juneau, Millwalkie | John Marshall |
| P. Carpenter | J. K. Botsford | C. H. Chapman | Lt. L. T. Jamison | C. B. Dodson |
| G. Spring | J. B. Tuttle | Platt Thorn | Librarian, Ft. Dearborn | S. Rand |
| John K. Boyer | Charles Wesincraft | S. P. Brady | E. Wentworth, Millwalkie | Henry Hopkins |
| David Carver | E. L. Thrall | Jacob G. Patterson | George Walker | A. W. Taylor |
| Star Foot | J. Dean Caton | George Heslington | Stephen E. Downer | John H. Kinzie |

| | | | | |
|---|---|---|---|---|
| M. B. Beaubien | Eli B. Williams | Edward E. Hunter | John B. Beaubien | Paul Burdick |
| T. J. V. Owen | Samuel Wayman | Ford Freeman | Parker M. Cole | Augustus Penoyer |
| William H. Brown | Archibald Cliburn (Clybourn) | Hiram Pearsons | J. R. Barney | John Davis |
| B. Jones | Augustus Pugsley | S. Ellis | Solomon Lincoln | Byron Gurin |
| G. Kerchivall | Silas B. Cobb | Isaac Harmon | T. Forbes | William Cooley |
| James Kinzie | Art Breed | Richard Steele | Alexander N. Fullerton | Orsemus Morrison |
| E. A. Rider | E. W. Haddock | Elijah Clark | M. K. Brownson | Gilbert Carpenter |
| H. B. Clark | Irad Hill | Mark Beaubien | Silas W. Sherman | M. Vanderberg |
| Robert A. Kinzie | Doct. Maxwell | C. H. Chapman | John B. Beaub (ien) | Samuel Brown |
| P. J. Lewis | Hiram Hugunin | George Bickerdike | Nelson R. Norton | H. I. Cleveland |
| P. F. W. Peck | A. Merrill | Robert Williston | Benjamin Hall | S. T. Gage* |
| George N. Powell | James Herrington | H. C. West | Nathaniel Carpenter | |
| Jonathan Hix | Rufus Brown | John T. Temple | Hiram Lumbard | |
| Joseph A. Barnes | Jeremiah Porter | Rathburn Sanford | Samuel Harmon | |

*This subscription list is copied verbatim from the original account books in the possession of the Chicago Historical Society.

Transcribed from - Alfred Theodore Andreas, *History of Chicago from the Earliest Period to the Present Time - Volume I,* (Chicago: A.T. Andreas, 1884), 365.

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## On the Cover

You are looking at a key site in Chicago in 1963 where commuters to the suburbs caught their trains. The old Chicago and North Western Railroad station on Madison at Canal can be clearly seen in the lower center of the photo. The tall white building to its right is the Chicago Daily News building. The tracks under the building are those of the Milwaukee Road whose trains headed west and north. The area to the south of the C&NW terminal is now the site of high-rise office buildings while the C&NW terminal itself, opened in 1909, is gone, replaced by the Ogilvie Transportation center. The Daily News building and its plaza are still in use as is the pedestrian bridge to the current station. Eagle eyed viewers can make out the C&NW sign on the station. The very first railroad station (1848) in Chicago once stood behind and to the left of the building at the upper right of the photo with the whiskey bottle sign on it (Kinzie and Canal). That building has recently been converted to condominiums. Note also the Kennedy Expressway at the upper left of the photo headed to O'Hare airport. The picture is courtesy of the Chicago & Northwestern Historical Society.

# An Early Chicago Firefighter: Frank Butterfield

By Craig Pfannkuche and Rebecca Shattuck

By the time Chicago was recognized as an official community in 1833, it was obvious that the clutch of wooden buildings in the new city were in danger of burning to the ground. Such became very apparent on October 7, 1834 (almost exactly 67 years before the "Great Chicago Fire" of 1871), when three buildings went up in flames and a volunteer bucket brigade could do nothing to stop it. David Cowan, in his book GREAT CHICAGO FIRES, says:

> Although wooden buildings continued to multiply in Chicago, not until the fall of 1835 did the trustees order the first firefighting equipment for the city: two hand-pump fire engines, 1,000 fee of hose, two 16-foot ladders, two fire hooks with chains and ropes, four fire axes and four hand saws. (p. 7)

At that time, there was no professional cadre of firefighters. When a fire was noted, a watchman twirled a hand held device called a "racket" which made a loud continuous clicking sound which would alert passersby to shout "Fire!" and volunteers would assemble to run (Chicago fire engines responding to an alarm to day go on what are still called "runs.") to the site of the fire pulling equipment with them.

Frank Butterfield about 1890

Even as late as the 1850s, Chicago could only rely on disorganized and untrained groups of fire responders who owned their own equipment and viewed their fire houses more like club houses than fire stations. A large deadly fire in 1857, the South Water Street fire at Lake Street in October 1857 (see the article on this fire in the CHICAGO GENEALOGIST, Winter 2016, p. 35 – 41), was the impetus for the City of Chicago, under the direction of Mayor John Wentworth, to form, to the chagrin of the volunteers, a professional, salaried city fire department. By 1862, the time of the volunteer firefighter in Chicago was at an end.

What was it like to be a fire fighter in those years before steam powered pumpers (insider term for "fire engine" still used today) came into wide spread use? The life story of one such person has been preserved thanks to Rebecca Shattuck. One of her ancestors, Frank Butterfield, was one of those people.

Frank Butterfield, a son of Milo D. and Eliza Cordelia (Chappell) Butterfield, was born on 26 January 1844 in Chicago. When Frank was a young boy, his parents divorced. Frank, along with

his brother, Theodore, and their father remained in Illinois while Frank's mother moved to Taunton, Massachusetts where she eventually remarried to Lewis D. Eames.

When the Civil War broke out, Frank's father and brother enlisted in the 12th Illinois Volunteer Cavalry. Frank went east to live with his mother. There, he apprenticed as a machinist under his step father who owned his own shop.

As the war came to an end, Frank moved back to Chicago where he lived with his material uncle, Delos N. Chappell while his father returned from the war to DuPage County and his brother went to live in Elgin, Illinois.

Frank Butterfield about 1898

In Chicago, Delos Chappell owned a saloon at 1408 State Street. Chappell is said to have been the first manufacturer of soda water ("pop") in the city. Nephew Frank was set up as a bartender in that saloon. Many neighborhood saloons were also social centers which men viewed as their club houses. In a number of these cases, a number of the patrons found excitement by organizing themselves as volunteer fire fighting groups with the saloon owner being the supplier of often gaudy uniforms. At the sound of the alarm, they would leave their homes to fight a fire and then retire to their saloon to relive and boast about their experiences. So it was that Frank Butterfield became a volunteer firefighter.

With Delos moving his saloon to the corner of State and 31st Streets in 1869, Frank, still a bartender, joined (Andreas) the volunteer crew "running" (from the time when firemen actually ran alongside their hand pumpers on the way to a fire) from the building housing "Winnebago #16" (a steam pumper) diagonally across the corner from the saloon. He was a "pipeman" (who holds the hose) under John Dreher. Alfred Andreas in his book, HISTORY OF CHICAGO, states that after that "In 1871, he [Frank Butterfield] was stationed at #1 and was there for three years" (Vol. 3, part 1, page 122).

A listing of firemen who were active with the service as of October 1871 complied by the Fire Museum of Greater Chicago (5218 So. Western Avenue, Chicago) lists Frank Butterfield with badge #4 as being a "pipeman" on Engine 1. The foreman of the company was Alexander McMonagle (Badge #1). Butterfield's fellow firefighters were William Flannery (Badge #2), William Hand (Badge #3), George Wagner (Badge #5), Michael Kennedy (Badge #6), John Gleason (Badge #7), Timothy Moynihan (Badge #8), and William Hendrickson (Badge #9.) There is no doubt that the crew gave Frank a rousing party when he married Mary Ellen Holmes on 4 March 1871. The crew of Engine #1 ran with a pumper called the "Pioneer" which was wrecked

only one day before the October 8 Chicago Fire. They were quickly equipped with the famous steam pumper "Long John" when the fire began behind the O'Leary home on De Koven Street.

Following the fire, Butterfield remained as a full-time firefighter. The 1872 Chicago City Directory lists a Frank Butterfield as being a fireman with the "Long John Fire Engine." In September 1875 he was assigned as a lieutenant to Engine 24. Engine 24 was housed at 1004 West Madison. Andreas say that Butterfield was "promoted to the captaincy in 1878." As captain of the house in 1880, he can possibly be seen in a photograph of the company on page 94 in Little and McNalis' book, HISTORY OF CHICAGO FIRE HOUSES OF THE 19TH CENTURY, Vol I. (1996).

An 1886 book, THE POLITICAL HISTORY OF CHICAGO by M. L. Ahern (Chicago: 1886), lists (page 180) the personnel who staffed Engine 24 housed at 1009 West Madison in that year. Frank Butterfield is listed there as being the captain. Thumbnail biographies of the members of that house are listed below.

Frank Butterfield's Gravestone, Concordia Cemetery, Forest Park, IL

Still a fireman, Frank Butterfield died at his home at 6316 South Laflin in Chicago. He is buried with his wife (d. 4/5/1912) in the Concordia Cemetery in Forest Park, Illinois. A carved fire helmet sits atop his grave marker.

Frank's daughter, Frankie, met and fell in love with one of Frank's firefighters, George Henry Myers. They were married on 13 May 1899 and continued to live in the Butterfield home.

A listing of thumbnail biographies of the firemen mentioned above as well as for those who were at Engine 24 in 1886 follows:

DREHER, John Captain (Badge #154) "Winnebago #16 "– John Dreher was born on 13 February 1836 in Saarland, Germany. He came to the United States with his parents in 1848 and settled in Chicago. The 1860 Federal census of Chicago lists him as a crewman on a "Steam Fire Engine." By 1875 he was a captain of Engine 16. His retirement date from the fire department is not known. He died in Chicago at "the home of his daughter Mrs. George Graber at 5537 Indiana Avenue. He is buried in Chicago's St. Boniface Cemetery.

MCMONAGLE, Alexander – "foreman" Engine 1 - Alexander McMonagle is listed in the 1870 Chicago City Directory as being the "Foreman" of Engine 1, the "Long John." He was captain of Engine 18 in 1875. He married Mary Flemming in Chicago on 5 May 1875. All that is known of him after that is that "McMonagle, Mary, w. of Alexander" was listed in the 1892 Chicago City Directory.

FLANNERY, William – Engine 1 - Nothing can be found concerning this person. A William Flannery is listed in both the 1871 and 1875 Chicago City Directories as being a "policeman" but it is not known if this person was also a fireman.

HAND, William E. – Engine 1 - A son of John and Ellen Hand, William Hand was born in Chicago on 11 September 1847. While not listed as being a fireman in either the 1871 or 1875 Chicago City Directories, he is listed in the 1900 Federal census of Chicago as being a "retired fireman." He retired as a "Captain." He had married Mary Mallory and had seven children with her. He died at his home at 840 North 53rd Street in Austin on 18 January 1913 and is buried in the Mt. Carmel Cemetery in Hillside, Illinois.

WAGNER, George – Engine 1 - George W. Wagner is listed in both the 1870 and 1871 Chicago City Directories as being a "pipeman" on Engine 1, the "Long John." The 1870 Federal census of Chicago lists him as having been born in Pennsylvania about 1835. He is listed in the 1875 Chicago City Directory as being a Lieutenant assigned to Engine 12. He is not listed in either the 1880 city directory or Federal census. He may have moved back to Pennsylvania.

KENNEDY, Michael – Engine 1 - Michael Kennedy is listed in both the 1870 and 1871 Chicago City Directories as being an Irish born fireman. He resided on 258 Franklin Street in 1871. The 1870 Federal census of Chicago lists him as having been born about 1842. In that census he is listed with 17 other firemen including Alexander McMonagle ("Monaghan'), Timothy Moynihan ("Monahan"), and William Hendrickson ("Hoisington). Nothing can be found concerning this person after 1871 although a Michael Kennedy was listed in the 1875 Chicago City Directory as being a "insurance patrol, driver." For many years, a semi Chicago Fire Department group called the "Insurance Patrol" worked with the fire department. When a fire was discovered in an insured business, the patrol would race to the fire and attempt to remove as much inventory from the fire site as possible thus lessening the pay outs made by the fire insurance companies.

GLEASON, John – Engine 1 - Nothing can be discovered about a John Gleason as a Chicago fireman.

MOYNIHAN, Timothy – Engine 1 - Timothy Moynihan, born in Rochester, New York, is listed in the 1867 Chicago City Directory as a fireman with the "J. B. Rice engine." He is listed (as "Monahan") in the 1870 Federal census of Chicago with 17 other firemen. In the 1871 city directory, he is with the "Long John." He married Margaret Bush in Chicago on 14 February 1874. He died in Chicago on 24 April 1906 in Chicago and is buried in Chicago's Calvary Cemetery.

HENDRICKSON, William – Engine 1 - Little is known of William Hendrickson. He is listed with 17 other firemen in the 1870 Federal census under the name of "Hoisington." He is listed in the 1871 Chicago City Directory as having been born in New York State, probably about 1846. That listing states that he was a "watchman" at the firehouse where the "Long John" ran from. No other data can be found concerning him.

The men of Engine 24 where Frank Butterfield was Captain in 1886 were (Ahern, 1886, page 180):

LYNCH, Peter A. – Lieutenant - Peter D. Lynch, a son of Timothy and Bridget Head Lynch, was born in Ireland on 1 May 1844. The family came to the United States with his parents in 1849. He served in the Federal navy as a "gunner" during the Civil War. He married Etta Potter in Chicago on 29 July 1879. They had one child, George. Peter Lynch is listed in the 1880 Federal census of Chicago as being a "city fireman." On 1 March 1884, he was appointed as a Captain of Hook and Ladder truck 26. By 1900, he was Captain of Hose 1 (a hose pulled wagon loaded with hose which would accompany the pumper on a run). He died in Chicago on 4 December 1912 and is buried in the Oakridge Cemetery in Hillside, Illinois.

THOMPSON, Charles – Pipeman – Charles Thompson can be seen listed in the Chicago City Directories between 1875 when he was a pipeman for Engine 26 into 1910. No other data can be found for him.

RUDOLPH, Benedict – Pipeman - A Benedict Rudolph is listed in the 1900 Federal census of Chicago. He was born in Baden, Germany in October 1844 and came to the United States in 1850. He married Minerva Houghton in Chicago on 22 January 1879. He is also mentioned in the 1873 Chicago City Directory but is not listed as being a fireman. It is not known if this person is the pipeman for Engine 24.

COLEMAN, Henry V. – Engineer - (An "engineer" maintained the steam boiler of the pumper.) A lengthy obituary for Henry V. Coleman can be found in the paper Downers Grove Reporter newspaper of 27 December 1900 on page 4. It says that Mr. Coleman was a volunteer fireman in Chicago before 1860. He battled the famed Chicago Fire of 1871. Andreas writes that Coleman was an engineer at Engine 5 in October 1871 and was one of the first responders to the alarm. His crew tried to hold the fire at Taylor street but the hose burst under pressure and they had to retreat.

Coleman served as a Chicago fireman for 25 years (Badge #31). He died on 20 December 1900 and is buried in the Algonquin, McHenry County, Illinois cemetery. He may have married into the noted Brink family of McHenry County. His name is also remembered for inventing an early "Coleman heater."

FISHER, George H. - Assistant Engineer - George H. Fisher, a son of Timothy and Achsah Shattuck Fisher, was born in Medway, Massachusetts on 28 February 1844. He is listed in the 1885 through 1910 Chicago City Directories as being a Chicago fireman. He married Mary Crowley in Chicago on 25 June 1874. He died in Chicago on 18 December 1925. His death notice in the Chicago Tribune of 21 December 1925 (page 26) states that he is buried in the Oakridge Cemetery in Hillside, Illinois.

BUNNELL, Reuben – Driver - Reuben Bunnell was born in New York State in January 1839. He seems to have married Dora Hoffmeyer in Chicago in 1865. He is listed in the Chicago City Directories as being a Chicago Fireman from before 1885 to 1903. He died on 15 July 1909 and is buried in the Fullersburg Cemetery in DuPage County.

DROONEY, Lawrence – Driver - Lawrence Drooney (aka- Droney) was born in Ireland about 1850. He is listed as a fireman in the Chicago City Directories from before 1875 to 1900. The 1880

Chicago City Directory lists him as being “hose cart driver” for Engine 24. He died in Chicago on 8 August 1905 and is buried in the Mt. Carmel Cemetery in Hillside, Illinois.

Craig Pfannkuche is the son of Louis Pfannkuche who was a Chicago fireman at Squad 6 and a Lieutenant at Engine 35 in the late 1950s. At his death in 1963, he was a Captain in the CFD. He is buried in Chicago’s Montrose Cemetery

Rebecca Shattuck is Frank Butterfield’s great great granddaughter.

It is hoped that anyone with corrections and/or additional information about the people mentioned above would contact the authors through the Chicago Genealogical Society.

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# Railroad Right of Way Battle: Chicago 1859

By Craig Pfannkuche

The Galena and Chicago Union Railroad was the first railroad to run trains out of Chicago. The first of those trains ran from the Kinzie Street terminal (at Canal Street) to Oak Park in late 1848. The railroad was a great success. The directors of the railroad believed that it could be even more profitable if tracks were run to the east of the terminal all the way east to the city's port area on Lake Michigan. By early 1856, the tracks of that road had crossed the north branch of the Chicago River south of Kinzie Street and traveled along North Water Street along the north side of the main stem of the river to serve numerous warehouses there. The railroad then wanted to lay rails all the way east from Rush Street out onto the artificial jetty which was the city's "Municipal Pier." By early 1859, that work was done.

For some reason, a number of businessmen and land owners along that line decided that the presence of the railroad was causing injury to their property values. In early 1859 they circulated a petition which asked the railroad to remove their track to the Municipal Pier. Their petition, now held at the archives of the Chicago and North Western Railroad, read

> The undersigned would respectfully represent to your honorable Board that they are the owners of property on North Water Street and that they feel aggrieved at the action of your Board in the laying of a track down said street. That while many of us might have been in favor of having such track laid down some three years ago, we all have opposed it for the last six months on the ground of seriously injuring our property, the value of which will be one third less if the said track is allowed to remain.
>
> We therefore respectfully request of your Board to have said track at once removed, and while we urgently ask for its removal, we protest against having it remain.

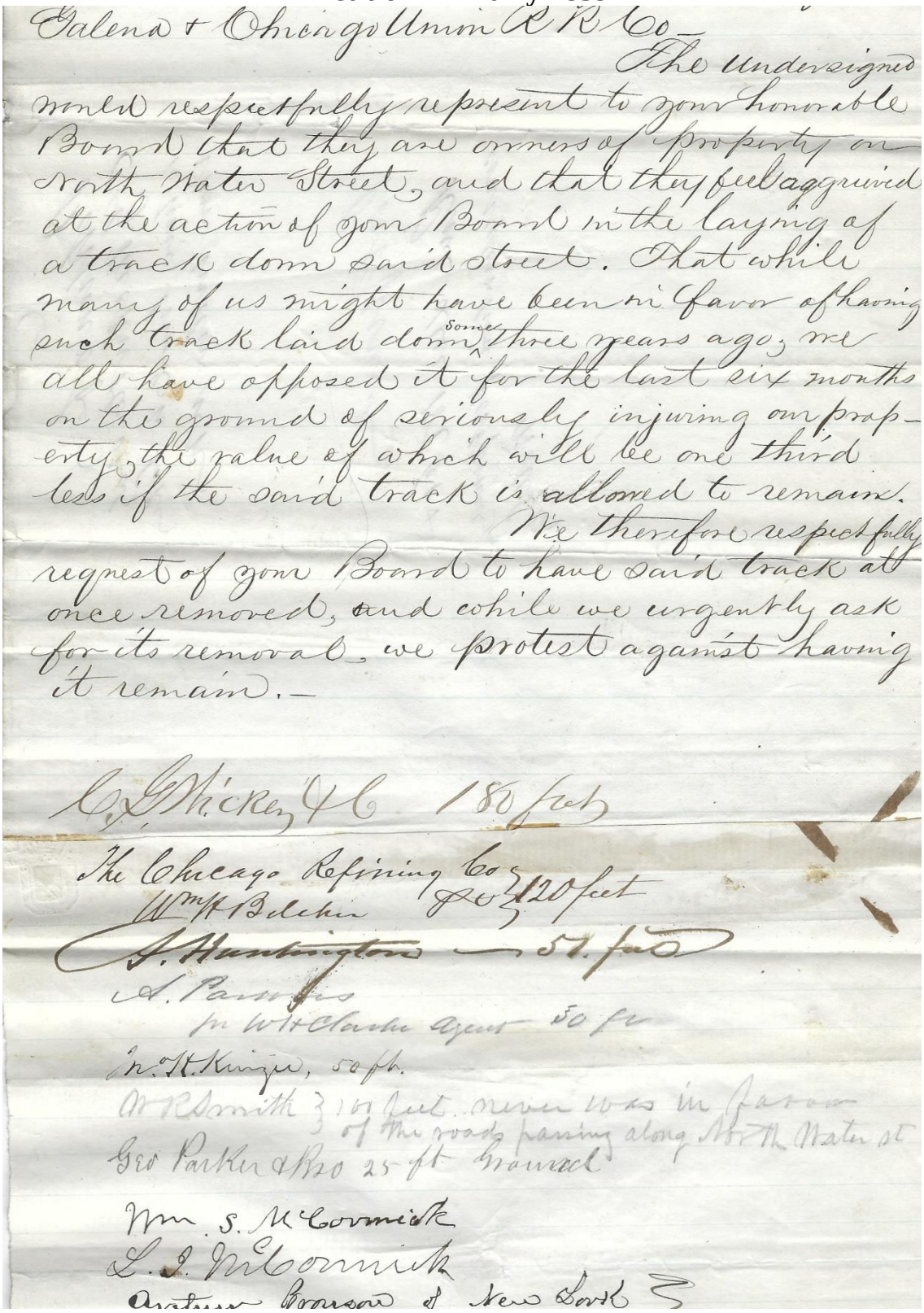
The signatories were:

WICKER, C.G. - Charles G. Wicker was born in Oneida County, New York in 1820. He came to Chicago in 1833 with his brother, Joel, and opened a dry goods store. He prospered greatly and retired in the early 1860s. He then speculated in real estate and was the developer of Chicago's Wicker Park neighborhood. He was also a city alderman and a state legislator. He died in Tallahassee, Florida in December 1889 while on winter vacation there. He is buried in Chicago's Graceland Cemetery.

BELCHER, William H. – President, Chicago Refining Company. The company refined raw sugar into the classic conical blocks so common to that period. Belcher was a St. Louis resident. His other Board members were H. W. and E. S Hunter and R. W. Beader, all of Chicago.

HUNTINGTON, Alonzo – Alonzo Huntington was a noted Chicago attorney. Born in Shaftsbury, Vermont about 1808, he came to Chicago in 1833. Two of his children died of scarlet fever within a day of each other in 1839. He died in Chicago on 17 November 1881.

**Petition 1 – Early 1859**



Galena & Chicago Union R R Co –

The Undersigned would respectfully represent to your honorable Board that they are owners of property on North Water Street, and that they feel aggrieved at the action of your Board in the laying of a track down said street. That while many of us might have been in favor of having such track laid down some three years ago, we all have opposed it for the last six months on the ground of seriously injuring our property, the value of which will be one third less if the said track is allowed to remain.

We therefore respectfully request of your Board to have said track at once removed, and while we urgently ask for its removal, we protest against having it remain. –

C. G. Wickey & Co 180 feet

The Chicago Refining Co
Wm H Belcher & Co } 120 feet

A. Huntington — 51 feet

A. Parsons
per W H Clarke agent 50 ft

Jno H. Kinzie, 50 ft.

W R Smith } 100 feet never was in favor of the roads passing along North Water st

Geo Parker & Bro 25 ft Ground

Wm S. McCormick

L. J. McCormick

Arthur Bronson of New York

PARSONS, A. – Agent for the W. H. Clarke company. Nothing can be found concerning either Mr. Parsons or the W. H. Clarke company.

KINZIE, John H. – John Harris Kinzie, eldest son of John and Eleanor Kinzie, was born on 7 July 1803 in Sandwich, Ontario and came to Chicago with his parents in 1804. He lived through the Fort Dearborn "massacre." He later worked in Chicago as a fur trader for the American Fur Company. He was engaged in various businesses in Chicago including railroads. He died on 21 June 1865 while on a train.

SMITH, W.R. - William R. Smith was born in New York state about 1820. He probably came to Chicago about 1851 with a Kentucky born wife and three Kentucky born children. He was a lawyer in Chicago.

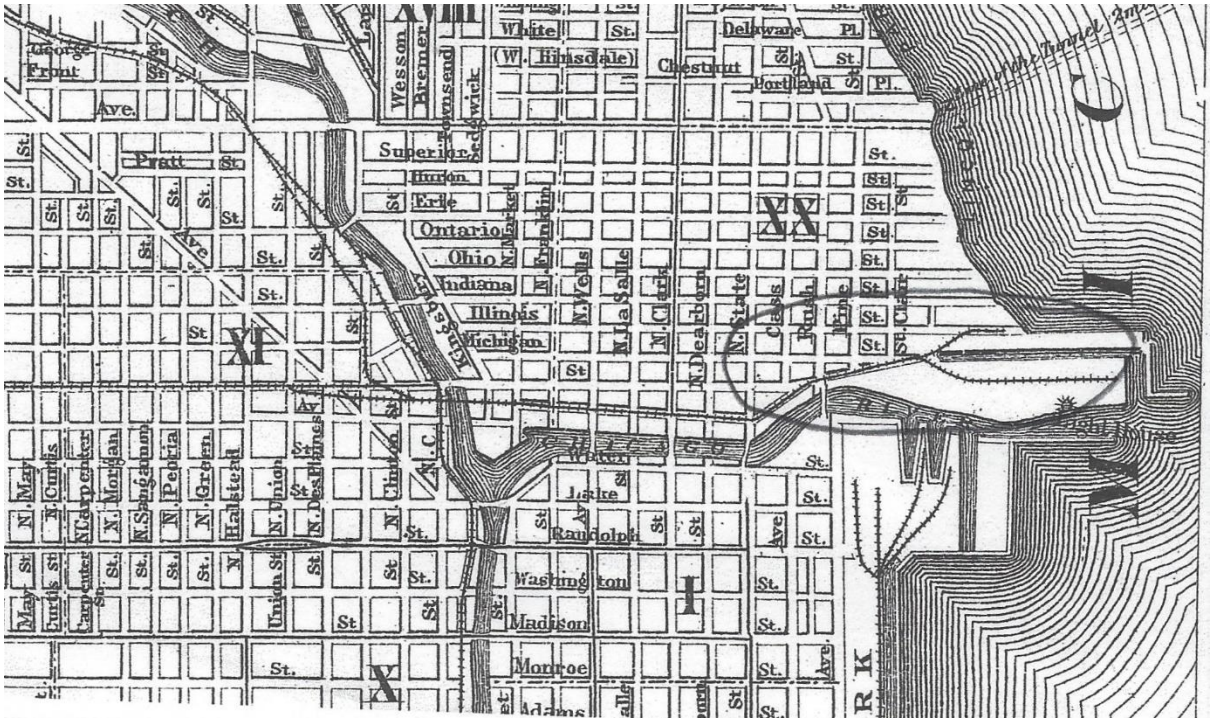
PARKER, George – Nothing can be discovered concerning George Parker.

MCCORMICK, William S. – William S. McCormick, a son of Robert and Mary Ann Hall McCormick, was born in Walnut Grove, Virginia on 2 November 1815. He was a brother to Cyrus and Leander McCormick. He and his two brothers organized and ran the famous McCormick Harvester Company of Chicago. William came to Chicago in 1850 and managed the family business while his brother, Cyrus, travelled as the main company salesman. William S. McCormick died in Jacksonville, Illinois on 27 September 1865. He and his family members are buried in Chicago's Graceland Cemetery.

MCCORMICK, Leander – Leander J. McCormick, a son of Robert and Mary Ann Hall McCormick, was born in Walnut Grove, Virginia on 8 February 1819. He was a brother to Cyrus and William McCormick. He came to Chicago with a wife and child in 1848. He was the McCormick Harvester Company' mechanical specialist at their Chicago factory. Leander McCormick died in Chicago on 20 February 1900 and is buried in Chicago's Graceland Cemetery.

BRONSON, Arthur – Born in New York state in 1800, Arthur Bronson came to Chicago in August 1833 with Charles Butler, brother in law of William B. Ogden. Bronson came to believe that muddy little Chicago would quickly grow into a major city and purchased a great deal of land in the city at bargain prices. His purchases included much of the north shore of the main branch of the Chicago River. He subsequently sold that property and others to Charles Butler and returned to New York. Charles Butler asked William Butler Ogden, his brother in law, to come to Chicago and look after his new purchases. William B. Ogden became the first mayor of Chicago and the founder of what would become the noted Chicago and North Western Railroad. Arthur Bronson visited Chicago in 1844 and there developed consumption. He died in New York City in that same year.

JOHNSON, JR., William S. – Nothing can be found concerning William S. Johnson Jr.




The Railroad Tracks in Question in Petition 1 (Circled)

Interestingly, a second petition dated 19 October 1859 concerning the extension of track owned by the Galena and Chicago Union Railroad to run along North Water Street to the lake came into the hands of the G&CU board. This one was a petition to allow such a line to be laid. Many of the same names which had once oppose the track were now in favor of it. It is not known what it was which caused such a surprising turn around. The names on this petition were:

JOHNSON, JR., William S. – Nothing can be found concerning William S. Johnson Jr.

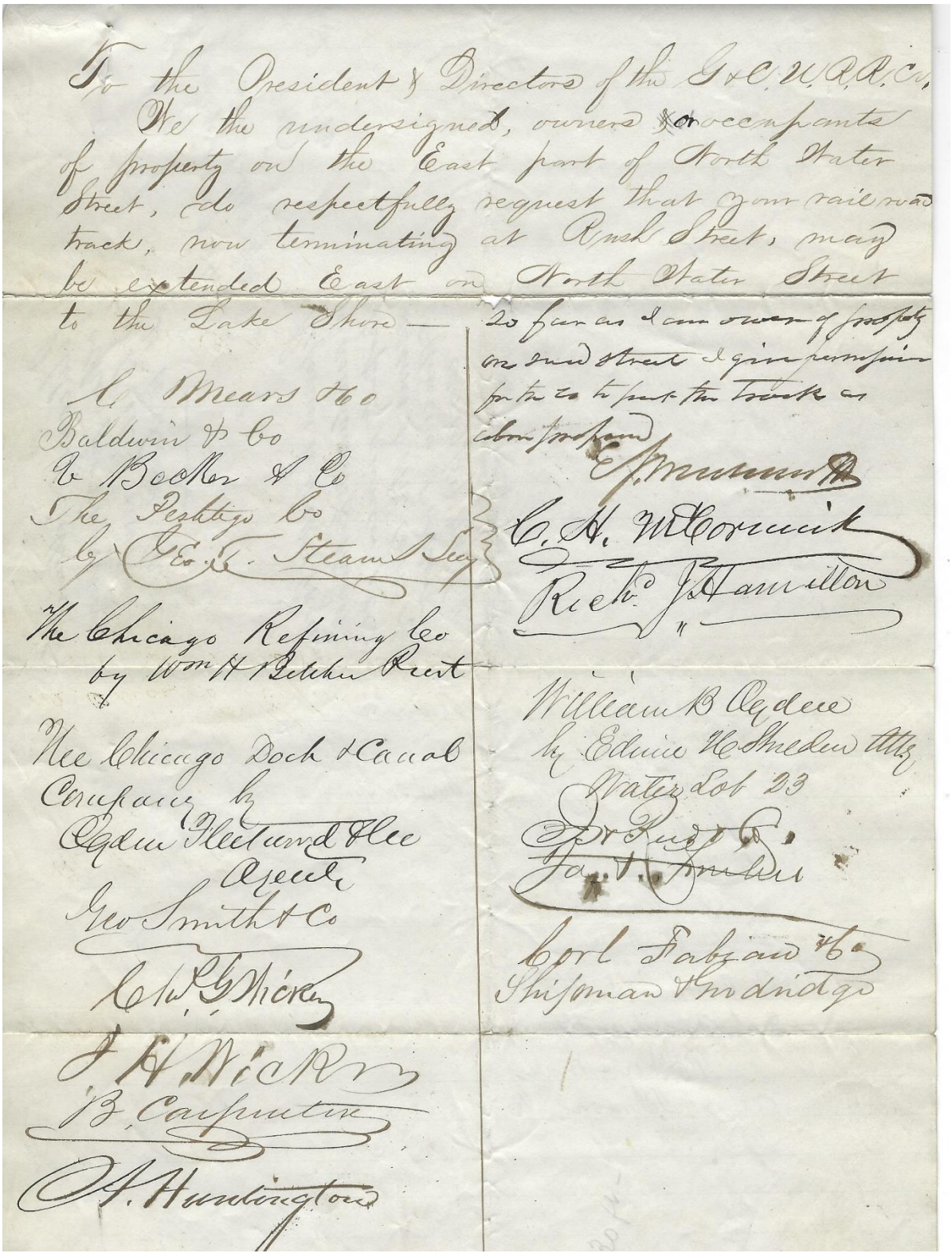
MEARS, C. – Charles Mears was a lumber dealer whose land was located along the main branch of the Chicago River. Born in 1814 he died in 1895. He may have died in Muskegon, Michigan.

BALDWIN & COMPANY
E. BOOKER & COMPANY
THE PESHTIGO COMPANY
CHICAGO REFINING COMPANY – See above
CHICAGO DOCK AND CANAL COMPANY
GEORGE SMITH & COMPANY
CHARLES WICKER - See above

CARPENTER, B. – Benjamin Carpenter, born in New York State about 1810, came to the city in the 1840s. He became a merchant. He may have died in Crystal Lake, Illinois in 1879.

HUNTINGTON, A - See page 89 for Alonzo Huntington.

**Petition 2 – 19 October 1859**



To the President & Directors of the G & C. U. R. R. Co.

We the undersigned, owners or occupants of property on the East part of North Water Street, do respectfully request that your rail road track, now terminating at Rush Street, may be extended East on North Water Street to the Lake Shore —

So far as I am owner of property on said street I give permission for the co to put the track as above proposed

E. J. [illegible]

C. H. McCormick

Richd. J. Hamilton

C. Mears & Co

Baldwin & Co

V. Becker & Co

The Peshtigo Co

by Geo. T. Steam Secy

The Chicago Refining Co

by Wm H Belcher Prest

Nee Chicago Dock & Canal Company by

Ogden Fleetwood & Co Agents

Geo Smith & Co

Chas. G. Wicker

J. H. Wicker

B. Carpenter

A. Huntington

William B Ogden

by Edwin H Sheldon Atty

Water Lot 23

[illegible]

[illegible]

Corl Fabian & Co

Shipman & Goodridge

MCCORMICK, C.H. – Cyrus McCormick, a son of Robert and Mary Ann Hall McCormick was born in Walnut Grove, Virginia on 15 February 1809. With the death of his father, he and his brothers, William and Leander, came to Chicago in 1847. He is remembered as the inventor of the famous McCormick reaper. He died in Chicago on 13 May 1884. He is buried in Chicago's Graceland Cemetery.

HAMILTON, Rich J. – Richard J. Hamilton, born in 1799 in Danville, Kentucky, came to Chicago in 1831. He was the second attorney to be licensed to practice in Chicago. He was also involved in real estate trading. He became involved in early banking in Chicago along with John H. Kinzie. He died in 1860 and is buried in Chicago's Rosehill Cemetery.

OGDEN, William B. – Born in New York State in 1805, William Butler Ogden came to Chicago in 1835 to look after his brother's (William Butler) in law's real estate purchases. He became deeply involved in Chicago real estate dealings. He was the founder of the first railroad in the Midwest, the Galena and Chicago Union Railroad which became active by 1848. He was also the founder of the Chicago, St. Paul and Fond du Lac Railroad which was later combined with the G&CU in the 1860s to become the noted Chicago and North Western Railroad. Ogden was also the first mayor of Chicago. He died in 1877 back in New York.

TWO NAMES UNREADABLE

FABIAN, Carl - Nothing can be discovered concerning Carl Fabian.

The track to Lake Michigan was finally built from Rush Street by 1860. The track was in heavy use when the city built the "Commercial Pier" which is now known as the "Navy Pier." The track to the pier served into the mid-1960s when it's use was discontinued. The track is still in place from the east bank of the north branch of the Chicago River running under the Merchandise Mart going as far as Michigan Avenue.

The author is grateful to the Chicago and North Western Railroad Historical Society for allowing access to the documents mentioned above. They are held at that society's archives (www.cnwhs.org). Also, at that archives are a collection of original correspondence of William Butler Ogden. Numerous records of the earliest railroads which would compose the Chicago and North Western railroad such as the Galena and Chicago Union, the Illinois and Wisconsin and the Chicago St. Paul and Fond du Lac Railroads are also held at that archive. Further, numerous maps of early Chicago dating back to 1841 are held at the archives.

*****

# Chicagoans From the Past

## Sr. Gabriel

This photo was taken by Harvey, 3115 Indiana Ave (now Grand Ave), Chicago. Written on the back "Sr. Gabriel." No information could be found for this person.

## Tabbard

"Tabbard" is written on the back of this photograph of a child sitting on what looks like a covered chair. The child is holding something in their hand. No data has been found.

# Upcoming CGS Programs 2020

**April 4** - ***Finding Hidden Clues in Old Family Photos***

Craig Pfannkuche, the developer of the CGS's family photographs database on the CGS website https://chicagogenealogy.org/Chicago-Family-Photo-Database will be our speaker. This database is a listing of over 1,000 "carte de visite" and "cabinet card" photographs of individuals taken (mostly) in Chicago between 1855 and 1915. Only those with names of individuals written on them have been collected.

Craig will be making a powerpoint illustrated presentation about "Finding Hidden Clues in Old Family Photos." In the presentation, Craig will show how to date when a family photo was taken discussing, for example, the type of photo taken, the type of cardstock on which the photo is pasted, line types and revenue stamps on the card, the types of clothing seen on those pictured as well, even, hairstyles. Also, the material written on the backs of the photos, most often cartes de visite and cabinet cards, can be especially useful in dating photos. He will also show, through the use of actual albums, how the positioning of the photos in albums can disclose family relationships. A number of actual named Chicago photos will also be passed around for inspection.

Craig is an independent research professional and President of Memory Trail Research, Inc. He volunteers for the CGS Board as the Ancestor Certificate Committee Chair and is our awesome bus tour guide for our annual genealogical tours. He is also the archivist for the Chicago & North Western Historical Society. This program will be at the Newberry Library at 1:30pm and free.

**May 2** – **Behind-The-Scene Tour of the Pritzker Military Museum & Library**

The Pritzker Military Museum & Library is a center where citizens and service members come together to learn about military history and affairs. The Museum & Library features an extensive collection of books, programs, artifacts, and rotating exhibits which cover many eras and branches of the military. The tour will focus on military history and research. More information about the Museum & Library at www.pritzkermilitary.org/.

CGS will be given a special in-depth 90-minute tour of the museum and library. Online registration on the CGS website will be required. Registration is open. Free for CGS members and $11.00 for non-members. Registration closes 4/27/20 and no refunds after 4/27/20. Group size is limited.

We will meet at the Pritzker Military Museum & Library, 104 S Michigan Avenue, 2nd Floor, Chicago, at 10:15am.

# Upcoming CGS Programs 2020

**May 9** – Purple Hearts Reunited Chicagoland Returns

Join us for a simply wonderful afternoon when the charitable foundation Purple Hearts Reunited along with volunteer researchers from the Chicago Genealogical Society return lost purple heart medals to Chicagoland families . . . in a group ceremony where you'll hear about the research and be able to see the framed purple heart presentations . . . that honor these veteran heroes . . . that return their valor to the families and communities . . . that thank our volunteer researchers . . . and that shares with you a researchers' account of how each lost purple heart has a journey all its own, often touching the lives of many people on its way back home.

This event's hosting partner, **Chicago's American Legion Post #973 - Tattler Post** in the Lincoln Square neighborhood, is a large group of Chicago veterans from all branches of our Armed Forces. They work to serve our community, state, and nation by being active in our neighborhoods through volunteer programs, social events, and through charitable giving. They support Purple Heart Reunited's mission: "To return lost or stolen military medals of valor to veterans or their families, in order to honor their sacrifice to the nation."

We will meet at the American Legion Post #973-Tattler Post, 4355 N. Western Avenue, Chicago. Look for the American Legion sign on the front door. Attendees please arrive between 12:30-12:45 p.m. Event starts at 1:00pm.

**June 6** - The Irish American Heritage Center Tour

The Irish American Heritage Center (IAHC) is located on the city's northwest side in a renovated, turn-of-the-20th century building that sprawls over a full city block. The IAHC is dedicated to fostering Irish heritage, culture and traditions in America. The Center boasts a 658-seat theatre, library, museum, art gallery and authentic Irish pub. A docent will give our group a tour of the Center, including the museum and library. We will also learn what they offer for genealogy research. More information at https://irish-american.org/

We will meet at the Irish American Heritage Center, 4626 Knox Ave., Chicago, at 1:30pm. We will gather inside the main entrance on the 1st floor which is located on the Knox Ave. side of the building. There is plenty of FREE parking.

Note - This is our CGS Annual General Meeting and Program. At the end of the tour, we will conduct our brief annual meeting and voting of officers for the 2020-2021 fiscal year.

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# CHICAGO GENEALOGICAL SOCIETY
## P.O. BOX 1160, CHICAGO, IL 60690-1160
## MEMBERSHIP FORM

The **best** way to take full advantage of all CGS is to **join us online**!

Join or renew your membership at: www.chicagogenealogy.org. Pay by credit card to have **immediate access** to all we offer, including our "members only" website. Or you can request an invoice to mail in with a check or money order.

No email access? Complete the form below and mail it in with your payment. Make your check payable to the: Chicago Genealogical Society and mail to:

Chicago Genealogical Society, P.O. Box 1160, Chicago, IL 60690-1160.

| | | |
|---|---|---|
| Surname: | Given Name: | |
| Address: | | |
| City: | State: | Zip Code: |
| Telephone Number: | Date: | |
| Email: | | |

My membership is (check one): New ☐ Renewal ☐

_____ Individual, society or library membership ($25.00)
_____ Family membership ($30.00 - all members must reside at same address)
_____ Life membership ($250.00)

The Chicago Genealogical Society has several digitization projects in the works and also contributes to the Newberry Library's Genealogy department projects. Please consider making a donation to support these projects.

$_____ to the Chicago Genealogical Society.
$_____ to the Newberry Library
These amounts are in addition to membership fees.

# CHICAGO AND COOK COUNTY ANCESTOR CERTIFICATES

The Chicago Genealogical Society will issue ancestor certificates to descendants of early residents of Chicago or Cook County. There are three categories of Certificates: (1) Pioneer – an ancestor who settled in Chicago or Cook County from the city's founding in 1833 through 8 October 1871 (Great Chicago Fire), (2) Rebuilder – an ancestor who settled in Chicago or Cook County from October 9, 1871 to the end of December 1893 (World's Columbian Exposition), and (3) Progressive – an ancestor who settled in Chicago or Cook County between January 1894 and the end of March 1933.

In documenting your Pioneer, Rebuilder, and Progressive ancestors, you will be helping to preserve the records of your family and the history of the Chicago area.

Applicants need not be residents of Chicago or Cook County or members of the Society. A certificate will be issued for each ancestor documented, and submitted as follows.

1. Complete the Application Form and Direct Lineage Chart as fully as possible. The Application Form and Direct Lineage Chart can be printed (or downloaded) from our website: http://www.chicagogenealogy.org, and obtained at our meetings. Please use maiden names where applicable. If unsure of any dates or information, place a question mark after them.
2. Submit proper documentation. You may include copies of census records, land records, birth/marriage/death records, church records and/or burial records (cemetery name and location), etc. Do NOT send the original documents. Family Group Sheets will NOT be accepted as proper documentation. All applications and copies of supporting documents become the property of the Chicago Genealogical Society.
3. The first certificate costs $25.00 and each subsequent copy of the same ancestor to various descendants is $15.00. Send your Application Form, Direct Lineage Chart, proper documentation for each Certificate, and a check for the total number of Certificates ordered to:

Chicago Genealogical Society
Attn: Ancestor Certificates
P.O. Box 1160
Chicago, IL 60690-1160

You may submit as much additional information about your ancestor as you wish.

Please consider sending a short narrative of how your ancestor arrived in the Chicago area (by wagon, train, water), first residence, or experiences during and after the Great Fire. We may publish your story in the *Chicago Genealogist*.

Chicago Genealogical Society
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