

Main St. & More

Marseilles - 2010



1835 - 2010

Marseilles, Illinois



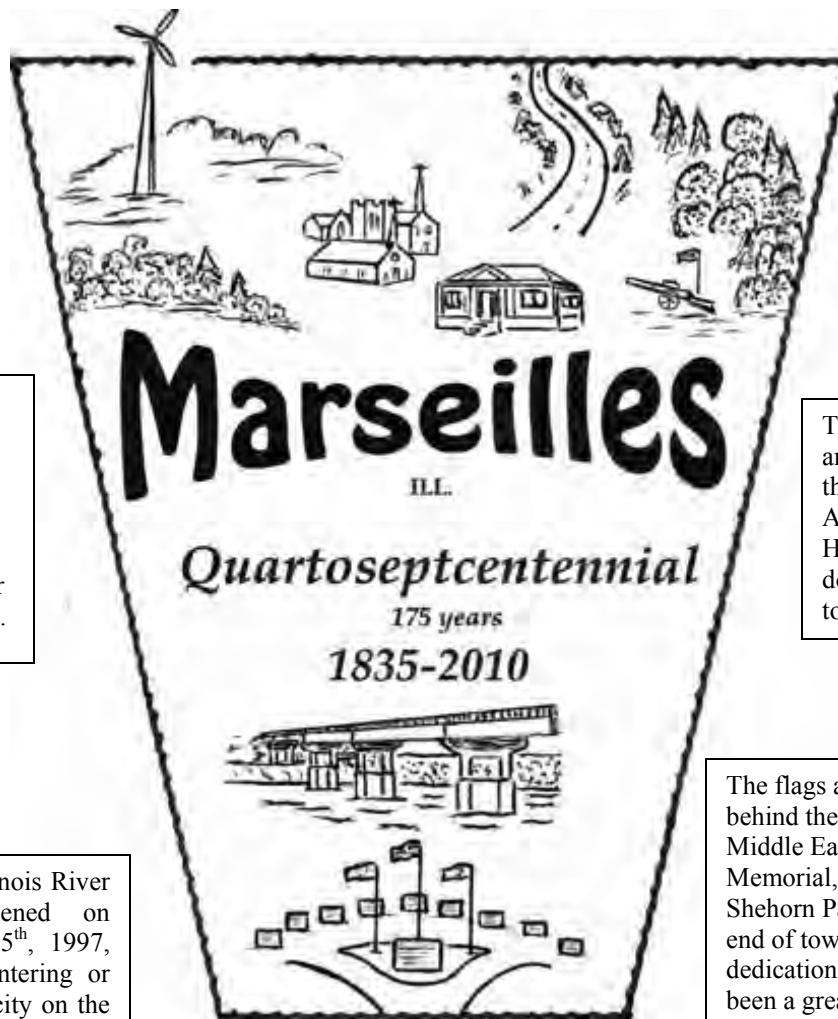
MAIN ST. & MORE – MARSEILLES 2010 BOOKLET COMMITTEE LOGO

The windmill is a representative of the view seen on the south horizon as you are coming into town from the north.

The group of churches represents all the various denominations in our town. A good sign of freedom of religion in this country.

The winding road represents the road entering, or exiting, Marseilles on the north side of town.

Groups of trees are shown to represent the timber you see as you enter the town and the valley area from the east and west.



The Marseilles Public Library represents one of the longer public services that has been available in our city since 1905.

The cannon and flag are representative of those items by the American Legion Hall, as you come down the hill into town.

The new Illinois River Bridge, opened on December 15th, 1997, represents entering or leaving the city on the south edge of town.

The flags and monuments behind them represent the Middle East Conflicts Wall Memorial, located in Larry Shehorn Park, at the south end of town. Since its dedication in 2004, it has been a great attraction for visitors and a site for which we can all be proud.

Committee Logo created by Brad Cresto.

MAIN ST. & MORE – MARSEILLES 2010
DEDICATED TO OUR SERVICEMEN AND WOMEN AND
THE CITIZENS OF MARSEILLES – PAST, PRESENT & FUTURE



Soldier's jacket placed in wreath at Memorial Wall in Shehorn Park. near the Illinois River Bridge.

This book is dedicated to every serviceman and servicewoman of all the branches of our military who have served, are serving now, or will serve in the future, in the cause of freedom for our country.

Past, present, or future, they are the mainstay by which we all are allowed our freedoms.

And, it is also dedicated to the citizens of Marseilles, whether they be current friends, neighbors, relatives, or a friendship waiting to happen.

God bless each and every one of them.



Merchant Marines



Coast Guard



Marine Corps



Navy



Army



Air Force

MAIN ST. & MORE – MARSEILLES 2010
DEDICATED TO OUR SERVICEMEN AND WOMEN AND
THE CITIZENS OF MARSEILLES – PAST, PRESENT & FUTURE



Pictured above: Middle East Conflicts Wall dedication in June 2004.

Pictured top left: Monument at entrance to Shehorn Park – 2009.

Pictured below: Some of the crowd attending the dedication June 19, 2004.



Pictured above:
Veterans memorial –Washington & Main.

Pictured below:
Unknown Servicemen's Memorial at
Riverview Cemetery.



Pictured at right:
Larry Shehorn Memorial next to
the Middle East Conflicts Wall.
Inset shows close up of stone.

Pictured below: (2009)
First Division Marine plaque,
arranged by former Marine Glen
Borvansky, presented to the city.



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Main contributors will be found on bottom of each page

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The Committee requests that when you see the sponsors, or advertisers, in this book, that you mention you saw their name, their ad, or their business card.

They were very important to us, and without their support, you would not be reading this message.

MAIN ST. & MORE – MARSEILLES 2010 BOOKLET COMMITTEE ACKNOWLEDGEMENTS

Thanks to everyone who shared their memories, photos and information – no matter how teeny they might have thought their contribution was, it made this book just a little bit better. It was a cumulative effort by a caring community and it enabled this committee to produce a one-of-a-kind history book.

To the business and professional people and the many volunteers who have lent their assistance in making this publication possible, we offer our sincere appreciation. It would not have reached its final destiny without you.

Special recognition must be paid to: The Marseilles Telephone Company, Illinois Valley Cellular, The Marseilles Fire Department, and The First Baptist Church for the use of their conference rooms over the course of this event.

The Nitty Gritty Committee is especially thankful to Jim Buckingham for his efforts in carting the telephone books, back and forth, no matter where we were meeting. No easy load – as they started with the year 1910, and except for a few gaps, ran through the 2009-2010 year.

Getting access to the Sanborn Maps of 1929, via internet, was made possible by the Illinois Valley Community College Library. We were happy to see the huge book of 1913 Sanborn Marseilles maps, in full color, loaned to us by Jim Bailey, as it showed the exact location of streets, stores, factories, and the two raceways.

In particular, we must not forget Gloria Votava, at the Marseilles Public Library, and Dorothy Gemberling, our Guardian Angel of the History Room. Whatever information could be found on any floor of this historic building, they were ready and willing to share. We never stumped them – and they never disappointed us.

We wish to thank the media community:

- Chuck Stanley, for the many articles that were published in the *My Web Times* newspaper.
- Jo Ann Hustis, for the loan of three years of *The World* newspapers
- WCMY Radio Trader Program for allowing us to reach out to their listening audience for information.
- Mediacom for running the Main St. & More – Marseilles 2010 announcements for their viewing audience.

Photo Credits: Don Lyon Photography, Morris, Illinois, took the aerial photos used for the inside and outside covers of this book. The buildings on Main Street, as well as many more photos in this book are presented through the courtesy of our own committee member, Brad Cresto. We thank both Don & Brad for their professionalism in this undertaking.

We must thank Deb Ruetz and Mitch Bailey, of Bailey Printing, Coal City, for their suggestions and fast turnaround time.

Six of us entered into this endeavor, knowing that even with our best intentions, and a thorough checking and rechecking of dates, information and spelling, that, undoubtedly, something would slip through the cracks. The committee would like to think that any error you might come upon, during your tour through this book, was put there – just to see if you could find it. That being said, tongue in cheek, the committee cannot assume any liability, whatsoever, for errors or omissions. We did the best we could. However, should you find any discrepancy, we ask you bring it to the attention of the Librarians at the Marseilles Public Library, so it can be corrected in any future history that may be written.

We would be remiss if we didn't acknowledge the support of our spouses who basically had their lives put on hold while we spent at least a zillion hours over the past 2+ years, gathering, grouping, and setting into motion the information necessary to produce the following pages. They, undoubtedly, could write a book of their own. Thank you, Rita. Thank you, Jerry. Thank you, Frank. Thank you, Linda. Thank you, Tom.

Main Street & More – Marseilles 2010 Book Committee
Leo, Marianne, Sharon, Brad, Patti and Carol

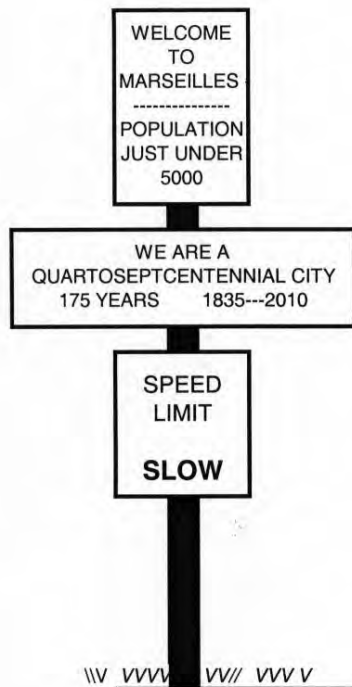
MAIN ST. & MORE – MARSEILLES 2010 BOOKLET COMMITTEE

HOW IT ALL CAME TO BE

The history of Marseilles has always been interesting – stories told over the years (some embellished – some downplayed), but ever fascinating, make up the basis of how and when things happened in our little town.

Starting in 2007, the main group of six talked about their vision, laid out their plans, set some goals, crossed their fingers and went to work – their purpose being to see just how many businesses that operated in Marseilles, from the beginning (1835) to the present day, could be found and verified.

The yearly phone directory was a main stay in gleaning dates and places. The newspaper trail was another great source of events of the past. And, let's not leave out the store operators themselves – they can spin it with the best of them.



Meeting at least twice a week (Wednesday's at the library) and (Friday's at the phone companies), thousands of hours were spent scouring old records, newspapers, phone books, personal diaries and whatever else the committee could lay their hands on.

As the months went by, little by little, about 75 volunteers joined in to aid the cause. More and more photos and data began to appear. So much information – so little time.

Never letting conflicting information get in the way – the researchers re-traced facts until they made sense, and proudly submitted their work to the publisher in early fall of 2009.

Along the way, the City of Marseilles set up their own committees for the 2010 Quartoseptcentennial that would honor the town's 175th Anniversary. More than once, Mayor Trager, Jim Hovious, and Laurie Trager could be heard saying they were committed to making this 'the best celebration ever'.

The Main St. & More Committee is pleased to have been asked to assist in this cause by sponsoring the city's Beautification Committee for the 2010 event. In this we have a common goal – working together for the good of the community.

The Main St. & More – Marseilles 2010 book would not so easily have come to fruition without the many volunteers who so freely gave of their time and information. It's been a great ride and the committee is proud that they could partner with each and every one of them.

Main Street & More – Marseilles 2010 Book Committee

Leo, Marianne, Sharon, Brad, Patti and Carol

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THIS HISTORY OF MARSEILLES PROUDLY SPONSORED BY
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The following is printed with the permission of Charles Stanley and appeared in The Times, June 16, 2008.

THE MARSEILLES FORTRESS

**Indians, French, Traders all Occupied
Strategic Illinois River Location
Near Wall Memorial**

By Charles Stanley

Visitors to the Middle East Conflicts Wall Memorial in Marseilles likely do not realize they have passed through the space where once there was an ancient fortification.

The memorial, erected on the north bank of the Illinois River, overlooks rapids that, although scenic, once hindered river commerce and had to be circumvented by creation of the Illinois & Michigan Canal.

But the rapids also proved to be a defense factor for the site, which nature created as an island, only accessible to a now-gone narrow corridor of land running east.

However, even among local residents, the understanding of the site's history is general, rather than specific.

"What I've heard is that many years ago the Indians used to have a campsite there," Abbott Burton of Marseilles, who is familiar with local history, told *The Times*. "Because of the rapids there was good fishing. Then later on, when the white people came along, they decided that was a good place to put a fortification."

According to a 1985 history of Marseilles, "It was theorized that the French, probably under the direction of Henry de Tonti, built a fort at Marseilles to protect their settlement at Starved Rock."

The Italian-born de Tonti traveled with the French explorer La Salle and spent the years 1683 to 1686 at Fort St. Louis - today's Starved Rock.

Leo Ingmanson of Marseilles, is helping to write a new history of Marseilles for the city's 175th anniversary in 2010.

"I don't know if this is really true or not, but after the French came here the Illini Indians were defending this area - not from the French, but from other Indians - and at the rapids they built up kind of an earth fort. You see, if anybody was coming on the river toward their village at Starved Rock, they usually had to get out of the water there at the rapids."

"La Salle County Lore" published in 1991 by the La Salle County Historical Society, says in 1817 there was a fort on the site. "In 1886 evidence of a still-visible earthworks was reported."

This fortification against Indian attack was built by the American Fur Company, according to the book.

"Archaeologists have found an 18th century metal buckle, a double barrel cross and other silver crosses there."

The American Fur Company, which John Jacob Astor established in 1808, had a series of outposts along the Illinois River. When congress banned foreign traders after the War of 1812, Astor's fiercely competitive company dominated the Great Lakes fur trade and the economy around Chicago. The arrival of settlers and other factors caused Astor to sell his interests in 1834. But his shrewd business abilities helped make him America's first millionaire.

A more detailed description of the site appears in "Pioneers of Illinois" written by N. Matson and published in Chicago in 1882. "On the north side of the Illinois River, about midway of the great rapids, and close to the town of Marseilles, can still be seen an ancient fortification, consisting of low earthworks. These works are located on the river bank fifteen feet above high water mark, and partly surrounded by a slough or bayou, leaving only a narrow tongue of land between the river and pond, which appears to have been the only ingress and egress to the fort."

The "tongue of land," however, was cut through well over a century ago to allow development of waterways to channel river water for hydroelectric power installations.

"The fort is of an elongated shape, three hundred yards in length, and contains within this enclosure two and three-fourths acres. The walls are irregular, running in and out of parallel line, with a ditch on the inside."

Today, that site straddles the Main Street approach to the bridge over the Illinois River. The west section occupies much of the Illinois Cellular building and its parking lot.

"From a military standpoint these works are well located, being situated near the river bank, where the strong current of the rapids is thrown near the shore, and boats could not pass up or down the stream without coming close to the fort."

"Within the old fortification and its surroundings many relics of past ages have been found."

Dr. J. H. Goodell, of Marseilles, evaluated these items. "Among these relics is a sword, two silver crosses bearing the letters 'R C,' and with the word 'Montreal' stamped on them, also pieces of silver plate for ornamenting gun barrels, knife handles, etc., marked in a like manner, all bearing the initials of the great explorer, Robert Cavalier - La Salle being only a title.

THIS HISTORY OF MARSEILLES PROUDLY SPONSORED BY THE MAIN ST. & MORE COMMITTEE

Lovell Kimball

Most of the information about Lovell and the Kimball's early life was taken from research done by Jean B. Huprich about 30 years ago. Jean has since passed away. She was a great, great, great-granddaughter of Woodbury Kimball, brother of Lovell's.

The story of Lovell Kimball begins with his maternal grandparents, Jonathan and Betsy (Woodbury) Massey. Jonathan was born 1747, and Betsy in 1748 in Salem, New Hampshire. The pair married in 1766, and over the next 25 years, raised twelve children, in Salem. In 1792 they, with all their children, moved to Windsor, Vermont.

Their son, Hart, was one of the original founders of Watertown, Jefferson County, New York, arriving there in 1800. His parents, Jonathan and Betsy, and brothers, Dr. Isaiah and Daniel Massey, followed him in 1801. The following year, Daniel, moved to near Grafton, Ontario, Canada, where he eventually opened a small factory that became known as "The Newcastle Foundry and Machine Manufactory". His son continued it, and later a grandson owned the business and it became the Massey-Harris Company. The youngest son, Baker, later, moved to Watertown. It's probable other members of the Massey family, also went to Watertown. We do know some remained in Vermont.

Deborah Massey born in 1773 was one of the families that remained in Windsor. She married Lovell Kimball, Sr. in about 1790. Little is known of this family, except they had five children; Woodbury born about 1791, twins Solon and Lovell, Jr. born about 1792, and daughters; Betsy born June 25, 1793 and Deborah born about 1796. All were born in Windsor. Lovell, Sr. died soon after the birth of their fifth child, leaving Deborah a young and seemingly poor widow with four young children (Solon must have died in infancy).

Deborah, with little or no means of support, allowed her young family to be raised by her brother, Dr. Woodbury Massey, in Windsor. In 1807, Deborah re-married to Truman Hurd. Whether her new husband was not fond of her children, or if she felt they were better off in the care of her brother, the children continued in the household of their uncle.

The children seemed to fit in well with their adopted family and though, I'm sure, no formal adoption was performed they took the name of Massey – later returning to the Kimball name. Betsy married Adam Gregory, by which she had fourteen children born in Clinton and Cayuga Counties, New York. Deborah married Archelaus Putnam and gave birth to twelve children, they lived in Peru, Clinton County, New York.

Studied in Europe

Lovell and Woodbury seemed to have a very well rounded education, and it is believed that the brothers traveled to Europe to study the manufacturing of malleable iron. Possibly they visited Marseille, France, which awed Lovell with it's industry and manufacturing to the extent it inspired him to one day name Marseilles, Illinois after the French city.

Woodbury married Amanda McAllister before 1820. In the 1820 Otsego County, New York census, he was still using the Massey surname. Soon after that he reverted to the Kimball name.

Lovell must have been residing in Jefferson County as early as 1820, as using the name Massey; he purchased land in Jefferson County with his cousin Stillman Massey.

Lovell married Permelia Whipple of Jefferson County, New York, probably, prior to 1825, as in that year; Woodbury named a daughter, Permelia, after Lovell's wife. Permelia Whipple was a native of Jefferson County, although it has not been determined who her parents were, it is known she had a sister Adeline, and a brother William.

Florida Gold Rush

In 1831, with the rumor of gold being discovered in Florida, Lovell, Woodbury and their families traveled to Florida with a group of investors and began looking for a tract of land as speculation for a building boom that would develop with the onset of gold fever. They made Key West their base, maybe as just a place to leave their families while searching for land. They eventually purchased what today is known as Sanibel Island, sight unseen. After viewing the property and finding it mostly swamp land, they deserted the project and returned to New York.

Woodbury's wife died while the group was in Florida, leaving him with five young daughters. He remarried after returning to New York. His new bride had no desire to raise his children so Woodbury placed his daughters in a boarding school.

Woodbury's Death

In 1832 or 1833, Woodbury started a malleable iron foundry in Greene County, New York, possibly the first foundry of its type in the United States. But he didn't stay around long to enjoy the fruits of his labor. He soon left his family and headed west on another business venture and his family never saw him again. He died in Kentucky of cholera in 1848, and his children did not learn of it until two years later, after his business interests had been settled among creditors and partners.

THIS HISTORY OF MARSEILLES PROUDLY SPONSORED BY THE MAIN ST. & MORE COMMITTEE

Founding of Marseilles And the Marseilles Manufacturing Company

After their sojourn in Florida, Lovell and Permelia returned to Jefferson County; but upon hearing of the potential source of waterpower available at the rapids of the Illinois, Lovell and Permelia sold their real estate holdings in Jefferson Co., in 1833. And in 1834, they traveled to Chicago by way of the great lakes and set out immediately for that area along the Illinois River in La Salle County, Illinois, known as the Grand Rapids of the Illinois, the only area of the river that always had to be portaged, even with canoes.

Lovell found the area to his liking; as it was in everyway what he had hoped, except he had one problem. The water power was already being used by a Mr. Ephraim Sprague. It seems that in 1832 after the Indian uprising known as the Blackhawk War had been quelled, and settlers in the area were settling back into the area, Ephraim, who had fought in the war, built a wing dam at the head waters of the rapids, constructed a saw mill, and for more than a year had been doing a brisk lumber business. Lovell obviously made an offer to buy him out, but was turned down. Sprague knew the potential for his business was enormous as more and more settlers were moving into the area. The government plans to build a canal from Chicago to a point below the rapids was reaching the construction stage. The grain, lumber, coal and other commodities that would be moved along this corridor, would effectively unite the great lakes and the Gulf of Mexico and the growth along the canal route would be tremendous.

Lovell was, also, aware of the great potential of the area and had big dreams for a booming industry; and he planned to exploit every means of profit available in the new land. Realizing that Ephraim Sprague did have certain rights to the waterpower, but that he was essentially squatting on land he did not have proper title to, Lovell bought all the land north of the river, on and around which Sprague's mill sat.

Lovell had his newly purchased land surveyed and laid out a plat for a town, six blocks each direction with a town square in the center measuring 300'x 300'. Before entering the plat in the county records, Lovell, set out on a trip back east to secure financing for his planned enterprise. He must have been very persuasive, as he returned the following year with a large sum of money and many backers returning to Marseilles with him, enraptured by the Utopia that Lovell had described to them. This group consisted of William Whipple, Augustus D. Butterfield, Gurdon Hubbard and the brothers Dr. Robert and James H. Woodworth. This group became the board of directors of the newly formed Marseilles Manufacturing Company. (See photo below.) The papers were formally drawn up and signed the following year. Lovell also entered his city plat into the La Salle County records on, June 3, 1835, naming the city Marseilles, after the industrial and manufacturing city of France, which he envisioned his new town would emulate.



Pictured at left:

A depiction of the second Marseilles Mfg. Co. created by Augustus Adams, manufacturer of farm implements.

Built on Commercial Street, the business boomed from 1867 to 1912, when the business was sold to Deere & Company.

Lovell Kimball's dream of a manufacturing Mecca was fulfilled.

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Sprague's Curse

The new company immediately began operating a ferry across the river and opened a line of stagecoaches running north to Chicago and south to St. Louis, with the terminus in Marseilles. The small town prospered and many small businesses sprang up. They also constructed a new dam across the river, below Ephraim Sprague's dam, which effectively put Sprague out of business.

Sprague's curse is recorded in the history of Marseilles, an angry and defeated; Ephraim Sprague raised his arms to the heavens and prayed, "May fire burn and flood wash away everything in Marseilles, as long as the memory of Kimball shall last". Ephraim Sprague left for areas unknown never to be heard of again, so the histories say. However, there was an Ephraim Sprague family living in Will County, now a part of Grundy County, Illinois in the 1840 census.

Lovell now had complete control over the waterpower, but his first dam was washed out with the first high water – the curse perhaps? Undaunted, he rebuilt it and constructed a saw mill, containing two sash saws, one lathe machine and a shingle cutter, and a brisk business ensued. The company then started construction of a grist and flouring mill, containing eight run of 52 inch stone, five stories high with nine waterwheels and built of native black walnut. The new mill was completed and began operation in January 1841, it was claimed to be the best mill west of the Alleghenies.

Clarkson Inn

Lovell began purchasing land around his new town and at one time owned over a thousand acres, extending north into the prairie. Also, as part of his company's enterprises, he purchased land in what is now Grundy County, about eighteen miles east of Marseilles, and built a double log cabin which was called the Clarkson Inn. Its location was on the north side of the I & M Canal, where the Saratoga Road., meets the bottom road. Lovell used the Inn as a stagecoach stop on the M. M. Co., stage lines, with hopes that a village would grow around it, and eventually the community would be appointed county seat of the new county that was planned to be formed from La Salle and Will Counties. It is believed that Augustus David Butterfield, partner of Kimball, was the overseer of the construction of the Inn and was probably the actual owner. A recent settler who arrived in Marseilles in the spring of 1838, Columbus Pinney, was hired to manage the facility, which he did for three years.

In 1841, William Armstrong, built the first buildings, about two miles east of the Clarkson Inn, in what was called Grundy or Grundyville. The new community's name was soon changed to Morris and was appointed the county seat of Grundy County, which was established that year. With that, hopes for Clarkson as a viable village collapsed and the Inn soon became a hangout for highwaymen and horse thieves and was known as "Castle Danger". It soon closed.

Martin Van Buren

One of the big events of that year (1841) was a visit by ex-president Martin Van Buren. Van Buren was defeated for his second term as president and his last day in office was March 3rd, 1841. He then set out on a farewell tour of the western states, Illinois being part of the tour. He stopped in Marseilles, possibly at the urging of his nephew, John V.A. Hoes of Ottawa, who was Lovell's attorney. A large fish fry was held in Marseilles to honor the ex-president. It is said that a crowd of over 800 turned out to greet Van Buren – not a bad turn out for a community that only counted a handful of people in the 1840 census.



Pictured at left:

Presidential dollar depicting Martin Van Buren, the eighth president of the United States, who served as president one term – 1837-1841.

Kimball Destroyed

Even though the Illinois and Michigan Canal, which had started construction in 1836, was shut down in 1837 as the state went bankrupt and no money was available, the M. M. Co. was doing a bustling business. The stockholders knew the canal would be finished eventually and then their company would truly boom. But on April 14, 1842, the grist and flouring mill caught fire and burned to the ground. Nothing was saved, not even a bushel of grain. As recorded in the *Ottawa Free Trader*, the local newspaper of that day; "no lights or fires were used about the property within the previous ten days and unless it originated by friction of the machinery which is not probable, it was the work of some incarnate fiend who lit the incendiary torch to gratify his malignant feelings."

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Lovell blamed Ephraim Sprague, but there was no evidence to prove it. The mill cost \$30,000 to build and was insured for \$10,000. However, the Illinois Mutual Insurance Company refused to pay, as a clause in the contract stated that no owner could make a claim upon the company – it seems that James H. Woodworth owned shares in the insurance company. This destroyed Lovell financially. The other partners were hurt, but all were able to survive and go on to other endeavors, but not Lovell. As if this was not enough, later that year Amasa Cook, the contractor, who had built the mill and the replacement dam for Lovell and the M. M. Co., started a series of mechanic liens against the company, as he had not been paid in full for his work. Lovell asked for a change of venue, as he was afraid he would not get a fair trial in the local courts. This would indicate that maybe some of Lovell's business dealings were as unscrupulous as the histories seemed to insinuate. The trial was held in Yorkville, Kendall County, Illinois and the verdict went against Lovell and his company, to the sum of \$2,400. He appealed, and three years later the Northern District of the Illinois Supreme Court, which met in Ottawa, heard the case. Along with his regular attorney, John V. A. Hoes, Lovell, also hired Justin Butterfield, who may have been his lawyer when he resided in Watertown, as Mr. Butterfield had left Watertown for Chicago in 1840. Amasa Cook hired Abraham Lincoln, considered to be an expert attorney before the Supreme Court, to represent him. The court ruled in Lovell's favor, one of the few times that Lincoln lost a case in front of this court.

From the day his mill burned, Lovell was a defeated man; he was financially ruined, never to see his town become the giant of industry that he dreamed of. In August of 1849 he fell sick with cholera, and died on about the 30th. He was buried in a small burial plot on the bluff. This cemetery was abandoned a few years later and most of the bodies were re-interred in a new cemetery, further east. Lovell's grave, with no family left in Marseilles to authorize moving it, was left in the old forgotten cemetery, until the centennial committee in 1935, located his ancient stone and placed a plaque on it to honor him. The plaque was later stolen and then recovered; and it now hangs in the City Hall. The old cemetery is overgrown and so out of the way that later groups placed a stone in his honor in the town square, which is known as Broadway Park today.



Pictured at left:

Plaque in honor of Lovell Kimball, founder of Marseilles.

Due to vandalism the plaque had to be removed from Kimball's gravesite and is now on display at our City Hall.

Efforts to find the stone placed in Kimball's honor at Broadway Park (the old Town Square) have turned up nothing. Does anyone know it's whereabouts? If so, would they please contact a member of the Main St. & More Committee.

So little is known of Lovell's personal life, in fact no children were ever recorded for him. But a search through his estate papers, found that in August of 1849, when Lovell was sick with cholera, a son, Byron, was writing letters on his behalf to soothe his creditors. Some of the bills that were entered against his estate were small, and indicated he may have been a rather vain man, as one bill was from a doctor in Baltimore for hair dye and dip. His mother had loaned him \$4,000 in 1838 in the form of a bond, which he never repaid. It's believed she died in 1849, also, as the bond listed his brother and sisters as heirs. There was probably not enough money in his estate to pay the debts he owed.

Other than the correspondence he made on his father's behalf or the fact that he bought a couple of items at the estate sale, Bryon Kimball has never been found, not even in the 1850 census, which was taken only months after Lovell's death. Not only did her husband die in August 1849, but Permelia's sister, Adeline, who was married to Orville Cone, baker and newly elected sheriff of Grundy County, and living in Morris, only 18 miles away, passed away from the same disease as Lovell. In 1850, Permelia was living in the household of Orville Cone as housekeeper to his young family. Permelia and Orville were married soon after and Permelia lived the remainder of her life in Morris, dying in 1873. Orville may, also, have been from Jefferson County. He and Adeline were married before coming to Illinois. They were living in La Salle County, most likely, Marseilles, in 1840.

Researcher: Leo Ingmanson

THIS HISTORY OF MARSEILLES PROUDLY SPONSORED THE MAIN ST. & MORE COMMITTEE

Kimball's Partners

William Whipple, brother of Permelia, from Jefferson County New York, came to Marseilles in 1835 and was the first grocer in the town. He also peddled his grocery products to the surrounding farmers by horse and buggy. On February 14, 1839, his brother-in-law, Orville Cone, who was a Justice-of-the-Peace, married him to Basheba Gibson in Marseilles. After the manufacturing partnership was dissolved, he bought a farm in Grundy County and raised his family there. In later years he moved to Indiana for a short time and eventually died in Ford County Illinois.

Gurdon Hubbard, who was employed by the American Fur Company as early as 1818 in Illinois, had traveled up and down the Illinois Valley many times and knew the area well. He was an advocate for the Illinois and Michigan Canal and became one of its first commissioners. Hubbard never resided in Marseilles; he lived mostly in the Chicago area. He delved into many business ventures, one being the insurance business. He left a large track of woodland to Cook County, Illinois upon his death, which is known as Hubbard's Woods Forest Preserve today.

Dr. Robert Woodworth moved to Ottawa and later Peru, Illinois, and a few years later, was accidentally shot in a hunting accident and died from the wounds. An excerpt, from an Ottawa sesquicentennial history book, states that in 1835 the only two houses in North Ottawa (north of the river) was a tavern and the store of Robert P. and James H Woodworth – possibly the brother's never made Marseilles their home. Their Ottawa store probably served as a stagecoach stop for the company's stage line. James H. Woodworth removed to Chicago and was elected mayor for two one-year terms in 1848 and 1849; later serving one term as congressman. He was owner of the Chicago Hydraulic Flouring Mills and died a wealthy man.

Augustus David Butterfield is said to be an uncle to Permelia Kimball. He was a son of Levi and Isabella Butterfield, one of the first landowners in Rutland, Jefferson County, New York. Augustus helped in the construction of the M. M. Co.'s first dam. He also operated a station for the stage lines, which was probably at the hotel he built and operated on the north edge of Marseilles. He also was instrumental in establishing the Inn in Clarkson near Morris as a stage stop. Augustus remained in the Marseilles area the remainder of his life and was a very influential citizen of the area.

Cousins Israel, Jonathan and Christopher Massey, sons of Jonathan and Deborah (Messer) Massey Jr., followed Lovell to Marseilles in 1838. These brothers were born and raised in New Hampshire. After the death of Lovell they moved to Grundy and Will Counties, Illinois.



Pictured above, circa 1883, seated at right; L. Kimball's partner, Augustus David Butterfield. On left, Augustus's son, Philander "Phi" Butterfield. Standing, Fannie Eddy (Phi's daughter). Augustus is holding Fannie's daughter, Josephine.

It's been said:

The state slogan, "Land of Lincoln", was adopted by the General Assembly in 1955.

The state nickname is the "Prairie State".

The state animal is the "White tail deer".

The state tree is the "Native Oak" – later "White Oak".

The state bird is the "Cardinal".

The state flower is the "Violet".

The state insect is the "Butterfly".

The state fish is the "Blue Gill".

The state fossil is the "Tully Monster".

The state song is "Illinois".

The state mineral is "Fluorite".

The state dance is the "Square Dance".



The Tully Monster , a fossil, found in Mazon Creek in Grundy Co. – 1958.

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Marseilles Industry

Next to the people of Marseilles, industry has been the most important factor in the growth of the city. Without sufficient time to do a thorough research of the subject, we are listing the industries we know existed in Marseilles.

The first industry in the present Marseilles was Ephram Sprague's saw mill in 1832, if that can be called an industry. If so, then Lovell Kimball and the Marseilles Manufacturing Company's saw and gristmill would be the second. Richard Hughes mined coal in Gumm's Ravine and shipped it on barges, on the I & M Canal, in 1849. Steven Gumm had a wagon and furniture factory on Morris Road, along Gumm's Creek in 1855. There were also several brickyards, spread throughout and around Marseilles. In the 1800's, into 1900's, many cigar factories flourished in the city. The first real large industry began at the foot of Main Street and the river, in 1867, when Roderic Clark, Isaac Underhill and O. W. Young organized the Marseilles Land & Power Company. They built a dam across the river and excavated millraces to furnish waterpower for industry they hoped to entice to Marseilles. This company still exists today, after 142 years.

Marseilles Industries

Becker Industries
 Black, J. B., Paper Mill, John F. Clark, owner
 Boyce, W. D., Paper Mill Co.
 Brown & Norton Paper Co
 Concrete Brick & Hollow Stone Works
 Ceric USA, Inc.
 CertainTeed Roofing
 Chicago Fire Brick Co.
 Columbia Cigar Factory, H. J. Evans, prop.
 Crescent Paper Company
 Dan-Jac
 Diamond Match Co.,
 Drake & Company Mill.
 General Railroad Equipment & Service, Inc.
 General Roofing Co.
 Glen-Gery Corp.
 Global Clay Marseilles, LLC.
 Goodell Model Shop
 The G. R. Group, Inc.
 Gumm, Steven, Wagon & Furniture Factory
 Hawks, W. E., Cotton Mill,
 Hooker Chemical
 Howe & Davidson Paper Co. (Big Jerusalem Mill)
 Hubbard Manufacturing Co., furniture factory
 Oakley Hubbard, owner
 Hubbard's Wagon Shop, Frank Hubbard, owner
 Hughes, Richard, Coal Mine
 Illinois Nitrogen Corporation
 Illinois River Mill (Big Jerusalem),
 IMC Agri Business, Inc.
 Independent Tube Corp.
 Jennings Saw Mill, (built on south side of river.)
 Joint Field Service Machine Tech, Inc.
 Jones, F. L., & Co. manufacturer of elastic goods
 Kaiser Agricultural Chemicals
 Marseilles Brick Factory

Continued next column...

Marseilles Industries

Marseilles Brick Venture, Ltd. Part.
 Marseilles Coal Mining Co.
 Marseilles Electric Light Power Company.
 Marseilles Harrow Mfg. Co
 Marseilles Hydro-Electric Plant (Illinois Power Company)
 Marseilles Land & Power Co.
 Roderic Clark, Isaac Underhill & O.W. Young.
 Marseilles Manufacturing Co., Augustus Adams and Sons
 Marseilles Manufacturing Co., Lovell Kimball & partners.
 Marseilles Match Factory
 Marseilles Roller Mills
 Marseilles Wrapping Paper Co., J. F. Clark, owner;
 Modern Forge Manufacturing Co.
 Moore, Abel & Joshua, Nail Factory
 National Biscuit Co.
 National Phosphate Corp.
 Occidental Chemical Co.
 O'Neal Implement Co.
 Paragon Pearl Barley Mills
 P & H Pattern Shop
 Pittsburgh-Des Moines Steel Plant
 Pitts, H. A. & Sons Manufacturing Co.
 Plastic Capacitors
 Richey's Wagon Shop
 Rickard, William, & Co. Oatmeal Mill
 River Redi-Mix, Inc.
 Royster-Clark,
 The Standard Foundry Products Inc.
 Standard Silicate Div., Diamond Alkali Co.
 also called National Silicate & Chemical Co.
 Spicer Gravel Co. Inc.
 Sprague's Saw Mill, Ephriam Sprague, prop.
 Stickles Cigar Factory, Oscar and Charles Stickles, props.
 Thiry, C. W., Cigar Maker
 Vegors Industries, Inc.
 Western Egg Case Company
 Williams Paper Mill

THIS HISTORY OF MARSEILLES PROUDLY SPONSORED BY MAIN ST. & MORE BOOK COMMITTEE

The Interurban and the Marseilles Hydro-Electric Power Plant

In the 1880s many of the larger cities were building trolley lines to transport people within their boundaries. They began mostly as horse drawn trolleys, but with the advent of the electric motor, they were turning to motor driven streetcars.

An enterprising young man, from Champaign, Illinois, William B. McKinley, (not our president, but he did serve Illinois as Congressman from 1905 to 1920, and as Senator from 1920, until his death in 1926, began purchasing streetcar lines in many central Illinois cities. He hoped to combine the individual lines and form a network of interurban lines to connect many of the larger cities of Illinois. The major problem was that electricity is generated as DC, or direct current, which quickly loses its power when transmitted, even for short distances. It would be necessary to build a generating plant every few miles to operate a successful electric railroad. By 1894 Nickola Testa had invented the electric transformer that could transform DC current into AC or alternating current, and vice-versa. Also, George Westinghouse had perfected AC current, which did not lose power during transmission. The problem was solved and electric train lines were allowed to expand over unlimited distances.

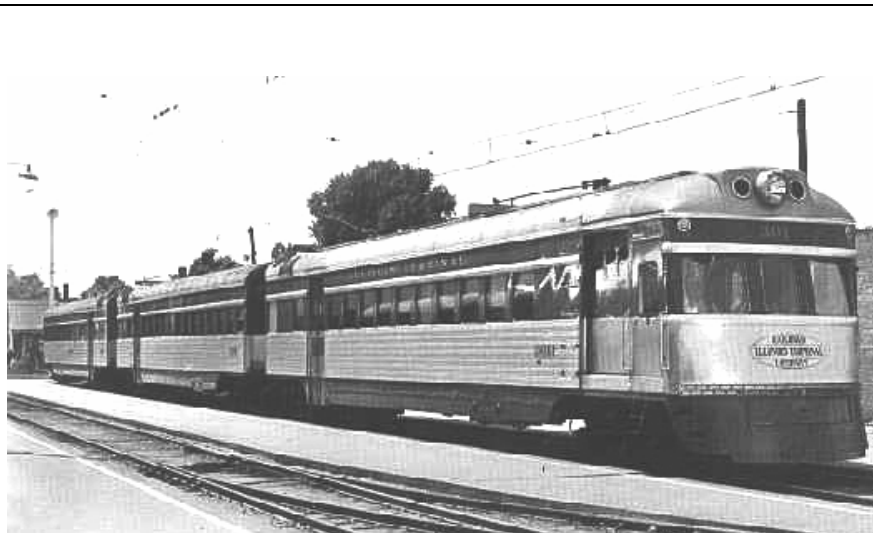
The Peoria, Ottawa and Chicago Interurban

By 1903 McKinley's plan was initiated as he created the Illinois Traction System and began connecting urban streetcar lines to form interurban lines in many of the major downstate cities. By 1910 the Illinois Traction System was the economic and social lifeline of over one hundred Illinois cities and towns. With headquarters in Decatur, the lines stretched east to west from Danville, to Champaign and Decatur to Springfield. A line extended north from Decatur to Clinton and onto Bloomington. Another line extended north from Springfield to Lincoln. The branches joined at Mackinaw and continued to Peoria. From Springfield the line traveled south through many small towns to Granite City and continued on to cross the Mississippi River into St. Louis.

The Peoria, Ottawa and Chicago Interurban Line was begun, in 1903, by connecting Ladd, Spring Valley, La Salle, Ottawa and Marseilles, and was known as the Illini Trail Line and, also the Illinois Valley Railway Company.

The tracks reached Marseilles from the west in January 1904 and ended on Commercial Street at the Rock Islands spur tracks that went to the Howe and Davidson Paper Factory, about one block from Main Street, and remained here until a crossing over the Rock Island tracks could be completed. During this time the confectionery in the Shelton Building, now Sheila's Copper Penny Pub, was designated as a temporary depot. Passengers waited for the trains here and then walked about a block to board the train. A permanent depot was built on the southeast corner of Main and Broadway Streets in 1907.

Later in 1904 the line was completed to Main Street; and in 1905 it reached Morris, and soon after, as far as Joliet. It was also extended west to Princeton, with a branch from Ottawa to Streator. The line had 127 miles of track through the scenic Illinois Valley, much of it along the, almost, obsolete I & M Canal. McKinley's plan to connect to Chicago and Peoria never reached fruition, as Commonwealth Edison's president, Samuel Insull, prevented his transit line from entering Chicago.



Commonwealth Edison had a contract, selling electricity to virtually every electric railroad in Chicago; he did not want a competitor to take business from his customers, which in turn, took some of his profits. However, passengers could change trains in Joliet and ride into Chicago on the Chicago and Joliet Line. By the time plans were in place to extend the line to Peoria, profits were on the decline, and this extension plan was dropped.

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Marseilles and the Interurban

In 1907 a new depot was built on the southeast corner of Main and Broadway Streets. In its heyday, it is said that a late afternoon stop by a train from either direction would leave in its wake a line of passengers heading up Main Street, stretching from the depot to the canal. As well as this main depot, there were also shelters for passengers along Broadway, at Pearl (now Water Street) and Chicago Streets. The Interurban, as it was commonly called, ran a train each direction virtually once an hour from 6:00 a.m. to 12:00 midnight every day. Thirty-six cars passed through Marseilles each day, eighteen in each direction.

With the interurban stretching from Princeton to Chicago, the economic and social life of the towns along the Illinois Valley were greatly enhanced. Although the steam railroads offered quick service to Chicago and other communities, they were no matches for the convenience of the electric roads. For as little as a dime, a Marseilles resident could hop on the Interurban and go shopping in downtown Ottawa, or Morris, in fifteen or twenty minutes, and return home a few hours later. He or she might spend a day in Chicago, shopping or sight seeing, and return to Marseilles in the evening. Social events, such as Saturday night dances in a nearby town, were a short ride away. A Sunday afternoon visit to see a relative in La Salle, or maybe Joliet, was not a problem. Employee's were not tied to the community his, or her, employer was located in; a Marseilles resident could work in Ottawa, or vice-versa, and would have little problem commuting back and forth to work. Passengers in the rural areas along the route would wait along the tracks and wave down the motorman of the approaching train and catch a ride into town. This is exemplified in the small natural stone train stop two miles west of Marseilles. Recreational areas sprang up along the route, such as Illini Beach Park along Covell Creek, south of Ottawa, on the Ottawa to Streator branch of the Interurban. This was a popular place to hold a family outing on a hot summer afternoon. Other recreation areas along the Interurban route were the Chautauqua Pavilion west of Ottawa, and Starved Rock, near Utica.

Perishable goods, such as eggs, milk and butter, and even fresh meats, fruits and vegetables, were easily and quickly sent to market, in neighboring towns, and kept fresh in the Interurban's refrigerated cars. In many towns these goods were delivered right to the door of the businesses buying and selling the products, as the interurban trains ran through the heart of the business districts of most towns.

Demise of the Interurban

With the increased popularity of the automobile, improved roads and the low price of petroleum products, the popularity of the Interurban was in decline by 1920. By the start of the next decade the Interurban had lost its profitability, and in May 1934, the Interurban made its last stop in Marseilles, with its last run through the Illinois Valley. The interurban was the link between the horse and buggy and the automobile eras. It made its niche in the history of Marseilles and the Illinois Valley; and as Thomas Middleton wrote, in his book *The Interurban Era*, "*The interurban bridged the gap between a horse and buggy nation and a modern America*".

Even today the interurban has its lasting effects on Marseilles. If you search the entire length of the track bed of the Peoria, Ottawa and Chicago Interurban Line, you would be hard pressed to find any tracks remaining. Most of the tracks were removed during the World War II years of the early 1940's to be recycled for the war effort. In Marseilles, the tracks that ran down the middle of Broadway and Commercial Streets were not removed because of the difficulty and the cost. The streets would have to be torn out and then repaved, as oil and chips, the paving of choice of the time, was already covering much of the tracks. Sometime around 1960, Commercial Street was completely rebuilt. The tar and chip paving material was replaced with asphalt and any remaining interurban tracks were removed at that time.

When a better paving was deemed necessary for Broadway Street, it was decided by the city father's to cover the tracks with a layer of asphalt to see how well it would hold up. Because the steel tracks and the paving materials contract and expand at different rates, with-in a year or two, a pair of parallel cracks appear in the blacktop down the center of the street. Probably every City Council for the last seventy-five years has had to deal with this dilemma. Just recently the City Council, yet again, decided to cover the tracks on Broadway Street with asphalt. Marseilles probably has the last remaining vestiges of the Interurban tracks still in existence.

In 1949, William "Pee Wee" Verona purchased the Interurban Depot on Main Street, to build a new service station across Broadway Street from his old station. He sold the building and it was moved to Aurora Street at the west end of Illinois Street, along the North Raceway, and was incorporated into a home at that site.



Marseilles Hydro Elec. Station Mug

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The Marseilles Hydro-Plant

At the onset, in 1904, of the P.O.&C. Interurban Line, power was furnished from a small coal fired generating plant in La Salle. The Illinois Traction System deemed it necessary to build a larger generating plant to furnish electricity for its growing enterprise. The search for a location to build a large and more efficient power plant was found on the banks of the Illinois River at Marseilles. Many business men, had seen the desirability of the water resources at Marseilles for their business ventures, the last being William D. Boyce, best known as the founder of the Boy Scouts of America. Boyce, a part time resident of Ottawa, Illinois, had built a pulp paper mill along the river to use the waterpower to produce newsprint for his publishing house in Chicago. He had also improved the power canals or raceways that furnished water to the various industries in the business district. He created, and was president of, the Marseilles Land and Water Power Co., which is still in existence today.

The Illinois Traction System purchased 7.6 acres of river front property from William Boyce. The property was 1600 feet below the Marseilles Dam and at the lower end of the north power canal or raceway.

McKinley envisioned the design for the new Hydro-Plant in a dream. He described his vision to Mr. C.W. Humphrey a noted consulting and designing engineer with offices in Chicago. Mr. Humphrey was hired to design and supervise its construction. The L.E. Myers Construction Company of Chicago did the actual construction. McKinley liked the design so much that many depots on the system's rail lines were styled after the Hydro-Plant.

Mr. H. Eugene Chubbuck, vice-president of the Illinois Traction System, was considered a worldwide expert in technology and design of electric railway systems. He provided technical and engineering expertise for the traction company. His grandfather, before him, had been a pioneer in traction technology. Mr. Chubbuck was to oversee the construction of the plant and assure that McKinley's design would not be deviated from.

Work began in 1906 and was completed in October 1911. The generating building is about 230 foot long by 40 foot wide and 26 feet high. It housed seven water driven generators, four were built by Westinghouse, the other three by General Electric, combined they had the ability to produce 2,000,000 watts or 2 Megawatts of electricity.



A twenty-ton electric overhead crane ran on a track the length of the building, it was used to move machinery in need of repair to machine shop at the far east end of the building. The interurban tracks entered the west end of the generating building, where the crane could, also, lift individual cars over the generators and carry them to the machine shop for repairs.

The annex, which extends from the north façade of the generator building, is 77 feet long and 28 feet wide and 26 feet high. It housed the switchboards and the transformer room.

Pictured at left: Generating Plant and Northern Illinois Traction System Power House. Circa 1912.

Water to turn the turbines was introduced through head gates above the dam and traveled approximately 2700 feet through the north headrace to a fore-bay, or holding pond, above the Hydro-Plant. From here the water was routed through a basement area under the main floor, where it turned the large turbines (water wheels) that in turn, turned the generators. The water continued into a tailrace, which led directly back to the river. The maximum head or drop from the fore bay to the tailrace was fifteen feet.

In 1912 a coal-fired generating plant was built to the west, to be used in the winter when ice would force the shut down of the Hydro-Plant. This facility was closed down in 1927, and all that remains is crumbling sections of its foundation. A railroad bridge or trestle was built across the fore-bay, north of the generating building, to facilitate the delivery of coal from the coal mine, south of Marseilles, to the coal fired generating plant when it was needed.

The supporting structure for this bridge was used to hold the grillwork, or trash rack, that was used to catch debris that might clog the turbines and slow down, or stop, the generators. A gondola car was parked on the bridge and workmen, with grappling hooks on long poles, would reach down and snag the debris, and pull it up, and place it in the rail car. It is said that in autumn, when leaves falling into the water would plug the trash rack faster then the regular crew could keep them cleaned, the foreman would make a trip to the local taverns to recruit laborers to help clean the grillwork. Over time, plant personnel devised a machine to aid in the trash cleaning.

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They built a metal framework on a set of railroad wheels, which could run along the railroad trestle. The framework supported a lever, which a long pole was attached to, with a pin that allowed the pole to be run up and down the trash rack. When the basket at the bottom of the pole had accumulated enough trash, it was raised up with the lever and dumped into a gondola car. A part of this contraption is still in the transformer yard west of the building.

In 1913 a team of engineers led by Mr. Humphrey and Daniel H. Burnham, a noted architect and urban designer, conducted a week of performance tests at the Marseilles Station. He is well known for designing the park system that makes up Chicago's beautiful lakefront. He also designed many famous Chicago landmarks; such as The Wrigley Building, The Marshall Fields Store, The Fields Museum, The Museum of Science and Industry, The Civic Opera House, Union Station, The Merchandise Mart and The Rookery Building, in which he had his offices, just to mention a few.

Marseilles Ushered into the Electric Age

With the introduction of the Marseilles Hydro-Plant, this segment of the Illinois Traction System became the Northern Illinois Light and Transit branch. The word "Light" must have been added, as the power plant not only delivered power for the Interurban, but it furnished electricity to Marseilles and other communities. The following is from a small souvenir booklet, *Marseilles, Illinois, A Live Manufacturing City*; compiled and published by Terry Simmons, publisher of the *Marseilles Plaindealer*; printed about 1913. "Hydro-Electric Plant of Northern Illinois Light and Traction Co.----- Furnishes current to Morris, Seneca, Marseilles, Ottawa, Utica, LaSalle and Spring Valley; also to run interurban cars from Princeton to Joliet, and from Ottawa to Streator.----- Auxiliary steam plant in adjoining building producing 3,000 h. p., also one in Ottawa of 2,000 and at LaSalle of 3,000."

Although many factories and businesses in Marseilles had their own generating plants, and the city of Marseilles had electric street lights as early as 1891, this may be the first commercial electricity sold to business and private homes in Marseilles. The Hydro-Plant ushered Marseilles into the Electric Age in 1911.

Classical Revival Style

The architecture is considered to be of the Classical Revival style. The following description of the building was printed in the February 1990 issue of *Historic Illinois*:

"A four feet high base course of red-brown fired brick surrounds the building up to the base of the windows. From there up, the masonry is blond sandstone brick made from locally abundant quartz sands of the St. Peter Sandstone Formation, which forms many of the striking rock formations in the river valley-Starved Rock, Eagle Cliff, Split Rock, and Council Cave. At certain times of the day the building's walls seem to have a luminous quality. The blond brick is fixed with red mortar, the red brick with white. The rest of the structure completes a classic architectural project. Twenty-two triple hung sash windows, crowned by pediment shaped concrete lintels, surround the building. The hip roof, finished with red, French A-style terra cotta tile, includes decorative ridge flashing and hip knobs. Wood modillions adorn the eave. Architects disguised the unattractive electrical conduit by surrounding it with architectural decorations. Four Groups of three circular ports, 2-feet 4-inches in diameter, contain the ceramic insulators that provided conduit for the three-phase power cables. They are situated in the decorative belt course below the cornice lines on the north façade of the annex."



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National Register of Historic Places

With the closing of the Interurban, the hydro-plant continued to operate and furnish electric power for Marseilles and other communities, for many years, after the 1934 demise of the Interurban. The Northern Illinois Light and Traction Company became known as the Illinois and Iowa Power Company and later the Illinois Power and Light Company, then Illinois Power Company, and today it is know as Ameren. Its headquarters have remained in Decatur, Illinois.

Over the years changes were made; between 1938 and 1943, three of the original Westinghouse units were replaced with General Electric generators. With newer and better designed equipment, the power plant had increased its production to 3.5 Megawatts of electricity before it was taken off line. The transformers were moved from the annex to an outside transformer and transmission yard, west of the fore bay in 1956. Illinois Power Company, closed the plant down in 1988 – it had served its customers with an inexpensive pollution free source of electrical power for seventy-seven years.

The following year, 1989, it was placed on the National Register of Historic Places. But for the next ten years the building suffered from neglect and vandalism, as attempts to find funding to turn the building into a museum were unsuccessful.

In 1999 Marseilles Hydro Power LLC, purchased the property, which in turn retained North American Hydro Incorporated (NAHI), of Neshkoro, Wisconsin, to restore the facility and re-establish clean efficient, hydroelectric power for area distribution. Plans were to begin generating power in the summer of 2001.

However, in April of 2000, as the north head race sat empty of water, a portion of a retaining wall, up stream from the plant collapsed, preventing the canal's use until the wall is repaired. The first estimate of repair costs was a half million dollars. North American Hydro Incorporated requested that Marseilles Water and Power Company (MWPC), repair the wall, but MWPC, claimed that NAHI was at fault for leaving the canal empty of water for such a long period of time. The two litigants went to court, and after a lengthy and bitter trial, the court found in favor of NAHI. The MWPC appealed and in 2008 the courts final ruling still favored NAHI. Because of the extended length of the court proceedings, NAHI lost it's license to operate the plant, and legally cannot re-apply for a new license. They requested the City of Marseilles to apply and allow them to use it, with the stipulation that they pay Marseilles a percentage of their profits. Marseilles agreed to the proposal, but only if the citizenry preferred NAHI to operate the facilities rather than the MWPC. In the November election of 2008, the people of Marseilles voted on a referendum as to who they would want to have the right to re-burnish and operate the old Hydro-Plant. NAHI won by a landslide.

As of this writing both the City of Marseilles and the Marseilles Water and Power Company have applied for an operating license to the Federal Energy Regulatory Commission (FERC). The license has still not been issued. Until it is, work on repairing the raceway will not begin. Hopefully, the issuance of a license will soon be forthcoming and repairs to the raceway will be done, the channel will again be filled with water, and the Hydro-Plant will be put back into operation.

Benefits of Hydroelectric Power

With the refurbished machinery, if and when the plant goes into full production, it will be capable of producing 4 Megawatts of electricity – enough power for four thousand homes or over 10,000 people.

Hydroelectric power is a renewable, clean, energy resource. Water is taken from the river and used to turn the turbines that turn the generators, which produce electricity. The water is then returned to the river, without adding toxic pollutants or chemical wastes. If this amount of electricity were produced with fossil fuel, which is virtually non-renewable, it would be necessary to burn 45,000 barrels of oil or 10,500 tons of coal annually. Burning this amount of fuel would also add 205 tons of sulfur dioxide, 94 tons of nitrogen oxides, 4.8 tons of carbon monoxide, 24,000 tons of carbon dioxide as pollutants into our atmosphere each year.

It's a little bitty town in it's own right, that was once a booming town by a Dam site.
There is so much that is no more, but so much that was never before.

The looks have changed and the people have changed, but the spirit will never die.
To see the way it really looks, you can now see it from the sky.

This town has an awful lot of history that still, today, remains a mystery.
But, if you just like a small town to boast, this little bitty town is a good one for the most.

Brad Cresto

**THIS HISTORY OF MARSEILLES PROUDLY SPONSORED BY
THE MAIN ST. & MORE COMMITTEE**

The Illinois & Michigan Canal

In 1673, Louis Jolliet, a visionary and explorer, arrived in this area and foresaw the potential for a canal to connect the Great Lakes and the Gulf of Mexico. Not until the War of 1812, with the massacre at the mouth of the Chicago River and the retreat of the savages westward, was national attention first directed to the importance of opening a canal from Lake Michigan and extending it to the Illinois River for both military and commercial purposes. This would create an all-water route between the Great Lakes and the Mississippi River Valley. There was great interest in plans made in the early 1830's to cut a canal 100 miles in length from Chicago to LaSalle - the headwaters of steamboat navigation on the Illinois River.



CANAL BOATS LOADING AT DOUGLASS' ELEVATOR.

Pictured above: C. L. Douglass elevator that was south of the canal on east side of Main Street. He owned it 1896-1898. The elevator burned in 1925.

Illinois politicians realized that the canal could bring great prosperity and pushed the local leaders to secure an Act of Congress to move the Illinois boundaries north to include the canal. Over a century later, Louis Jolliet's vision would become a reality.

The fact that plans for the canal were reaching fruition must have been foremost in Lovell Kimball's plans when he sought backing for his Manufacturing Co. in 1834 and submitted the plat for the industrial city of Marseilles in 1835.

A federal grant of land extended the length of the canal, from the new settlement of Chicago on Lake Michigan to LaSalle-Peru on the Illinois River. The sale of this land was expected to bring sufficient funds to meet the costs of construction of the 97-mile canal. The canal was to be 60 feet wide at the surface, 30 feet across at the bottom, and 6 feet deep. Work was begun at both ends of the canal in 1836. A frenzy of speculation in land values pushed prices so high that there were few sales. Work on the canal was halted, hard times for merchants and farmers resulted, and suffering was widespread.

When conditions finally improved, work began again. Contractors employed farmers and their teams for local hauling, but most of the excavating was pick and shovel work. Agents for the contractors met ships arriving at New York and Canadian ports, and induced Irish immigrants to join work crews along the canal.

Irish immigrants arrived in this area to build the canal and many choose to stay in the area, once the canal was completed. There was work in coalmines, grain elevators, many-purchased property to build homes, and many others farmed or established shops and businesses. Several families continue to reside in this area.

Some of the contractors grew wealthy through unscrupulous cheating of the Irish laborers who had no choice but to submit. There is a tale that in the neighborhood around Folk Valley, located north of Route 6 and about two miles east of Marseilles, that a stagecoach bringing gold coins from Chicago to pay the canal workers was held up and robbed. Farmers nearby pursued and captured two of the robbers, but the man who was carrying the money got away. No one seemed to know whether the workers were finally paid or had to stand the loss. In similar incidents elsewhere, it was suspected that the contractor had been in connivance with the bandits.

The contractors also told their workmen that they were being made fun of and humiliated by the group of Irish workmen working from the other end of the canal. Every sort of insult was told them. This was an effort by the contractor to stimulate the workman to work harder and show up the other work group, thereby saving the contractor labor costs. It is said that this psychology was also used on the workmen building the Erie Canal. As a result of this propaganda, trouble between the "Corkonians" and the "Fairdowns" erupted in 1837. Continued next page...

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The two groups clashed and the Sheriff of LaSalle County was obliged to call out the militia who finally subdued the riot, not, however, until some lives had been lost.

The canal was completed in 1848. The total cost of this project was \$6.5 million and almost single-handedly spurred the economic development of Northern Illinois. One of the canal's greatest legacies is the string of agricultural trade centers and small industrial towns that quickly filled the corridor. The canal boats replaced the stagecoach and passengers enjoyed the pleasant ride throughout the 97-mile trip. Boats pulled by mules also provided transportation of coal, gravel, sand, and farm products to Chicago and onto the Mississippi River. Four years later the railroads were built to parallel the canal route and by 1854 shipping on the canal began to decrease.

As soon as the canal was completed, long narrow barges began to carry great loads of lumber, coal, and grain to Chicago or LaSalle where the freight was transferred to lake vessels or river steamboats. It was said that as many as 100 river steamboats at a time might be tied up in the basin near Peru awaiting shipments on the canal.

Passenger barges and packet boats with upper and lower decks could carry as many as ninety passengers. Their sleeping quarters and dining halls were furnished and carpeted with a luxury that could not be matched anywhere else on the frontier. Passengers paid six cents per mile to make the journey from Chicago to LaSalle. Excursions on the canal boats were a popular social event. Less luxurious accommodations were also available sleeping in uncomfortable bunks resembling dresser drawers. The trip was sometimes made in twenty-two hours. The charge, which included sleeping quarters and three meals, was \$6.

The first boat to arrive from LaSalle, Illinois, the eastern terminus of the canal, came in to Marseilles on April 24, 1848. This was the "General Thornton" named for a canal commissioner, was loaded with produce from New Orleans.

There were seventeen regular locks on the canal, not counting the extra two at Chicago, and each of the locks had a tender who lived in houses by the locks. There are the remnants of two of these locks in the City of Marseilles, one at Chicago Street and the other at Pearl Street. The tender of each lock had to open the gates to let boats enter, raise or lower the water level, depending on the direction of travel, and then open the gates to let the boats out of the lock. He was paid \$300 a year and had to be continuously available, even in the winter when the Canal was closed.



Pictured above and in center: Chicago St. I&M Canal Lock No. 9 – (then and now).



At right: Bev Morral being held by her Aunt Ollie in 1934. Raised lift bridge shows in back.



The towpath or footage roadway for animals extended 90 feet from each bank. Teams of horses, or mules, moved along the towpath beside the canal and pulled the vessels at a pace of four or five miles an hour. The animals would be replaced with fresh teams as the barge moved up and down the canal. Barns were situated for the care of the teams along the canal, one such barn was located south of the Chicago Street locks. Canal walkers were hired to walk the banks of the canal, daily, to plug holes made by ground hogs, which sometimes allowed the water to escape the canal.

Feeder canals fed the canal at a number of locations. A discharge dam to maintain the correct canal water level was near the lock at Chicago Street, and spilled into Gumm Creek, which flowed under the canal just east of the lock. These water sources and discharges kept the water fresh and good fishing was had, many years after the canal was no longer used. A very high bridge was located over the canal at Chicago Street. The bridge at Main Street was built to open by rising to let boat traffic through. A footbridge was built at the east end of Matchtown. After the canal was closed this bridge was replaced with an automobile bridge. A footbridge was, also, built at Pearl Street after the canal was closed.

About 1½ block west of Main Street, the Manufacturing Bridge Company built a unique railroad bridge over the canal. The bridge was built to serve the industrial area along the river, south of the canal. The construction of the bridge was such that a man standing at the center could, by the use of a "tee" wrench, cause the bridge to turn on a pivot opening the canal for the passage of boat traffic.

THIS HISTORY OF MARSEILLES PROUDLY SPONSORED BY THE MAIN ST. & MORE COMMITTEE

Much rail traffic used this bridge and the company charged \$1 for every railroad car passing over it. A small house was situated on the south side of the canal to accommodate the bridge tender, who was said to also be a towpath walker. In recent years efforts have been made to put the rusted mechanism into working order for historical purposes. Although it has been cleaned up it still is not operational.

Skating on the canal was popular and bonfires were always lit along the banks in the winter. In the summer fishing, building tree forts and rafts were great for adventurers along the canal. Icehouses were built east and west of Marseilles, as well as on Lincoln Street near Main, where large cakes of ice were cut in the winter and stored in sawdust until summer. This ice would be sold to butchers as well as residents to preserve their perishable goods in the summer time.

Even with stiff competition from the railroad, the canal remained profitable into the late nineteenth century – it had more than paid for itself. At that time the decline came rather rapidly. The last six ships to navigate the length of the canal were a flotilla of government launches carrying sailors heading west, in 1931. In 1933, the Illinois Waterway was completed and the Illinois and Michigan Canal was officially closed to navigation.

The canal route was abandoned and left in disrepair, until 1984, when the state and federal policymakers along with the support of citizens and organizations, recognized the value of the canal. At that time The Illinois & Michigan National Heritage Corridor was created, the first heritage corridor in the nation. Visitors can follow the I & M Canal State Trail beginning at Rockdale, along the old towpath, to LaSalle, and experience 61.5 miles of scenic views of the canal and the Des Plaines and Illinois rivers. Interpretive programs and information centers are located at various locations along the trail. Shelters and picnic areas have been added and the towpath has been renovated, which attracts thousands of hikers, bikers, snowmobilers and cross-country skiers yearly. These visitors often exit the trail and come into Marseilles to eat or just enjoy riding around the town. Many bikers and hikers come prepared to camp and continue their ride out to Illini State park to do so.

Once again, the vision seen by Louis Jolliet, in 1643, is serving a great purpose and attracting outdoor adventurers into the beautiful Illinois River Valley.



Pictured above:

Co-Chairs, Mike Crawshaw (left) and Dee Crawshaw (behind banner) along with about 50 representatives from the City of Marseilles (founded 1835), attending the 150th I&M Canal celebration at Gateway Park (Navy Pier) in 1998. The canal was finished in 1948.



Pictured above:

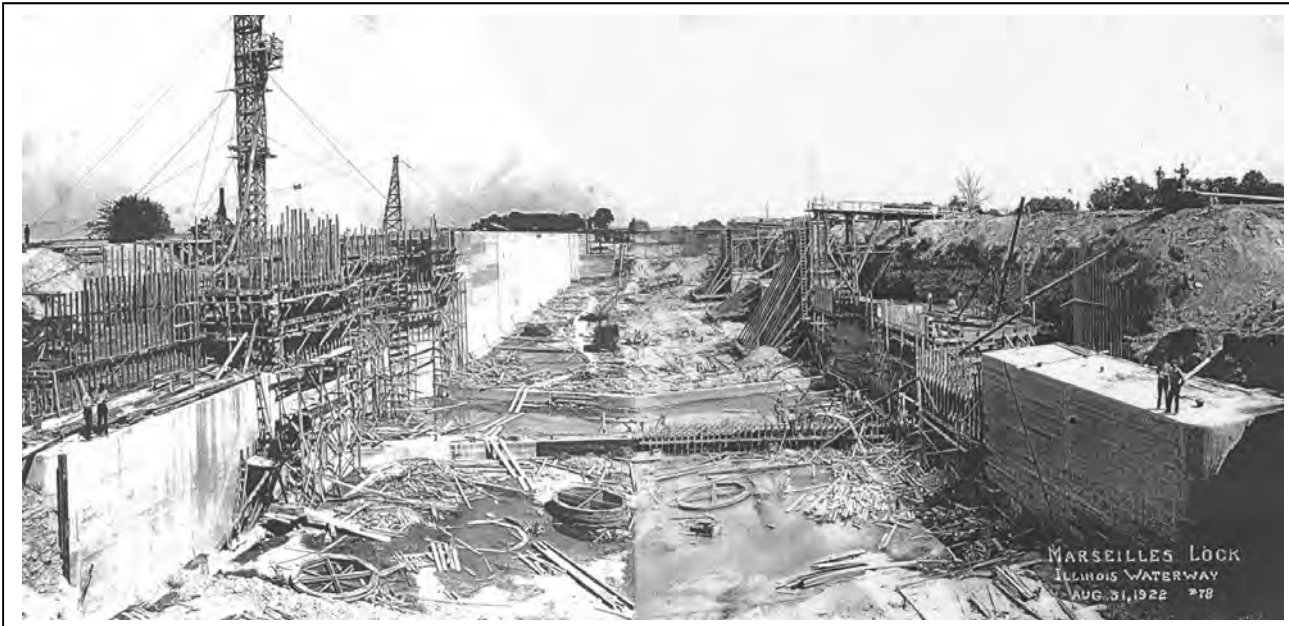
Ice skaters on the Illinois & Michigan Canal – always great fun.

THIS HISTORY OF MARSEILLES PROUDLY SPONSORED BY WILLIAM PITTSBARGER

Marseilles Lock and Dam

Since the 1985 Sesquicentennial and the bombing of The World Trade Center there have been some major safety, security and efficient operational additions to both the Marseilles Lock and Dam. Starting with the Dam, there were three new piers added since 1985, in front of the Dam, for protection from Barges losing power or breaking their moorings and running into the Dam. Also, there is a floating cable from shore to south pier, with floatation devices to keep pleasure craft out of the Dam in case of lost power; this is to protect lives and property.

Since 1985 all eight gates have been replaced. The old gates would only go up with the water flowing underneath, but now the gates can be lowered and raised to allow water to go over and under the gates. This helps in the process of eliminating ice in the upper pool of the Dam and also, eliminating debris during high water conditions. In order for the new gates to be installed, the whole structure bull noses (protection devices) were replaced. Also, the steel catwalks and walkways were replaced. Plus, there are cameras strategically placed for security purposes at the Dam. This was done between the years 1986 and 1988.



Pictured above: Construction of the Marseilles Locks – early 1920's

Now the Lock is another story, the work started July 8th, 1985 and some 60 days later was finished. During this period:

- There was a bubbler system installed in the recess, behind the gates, to help move ice and debris from behind the gates to get them to recess.
- New piers were added to the upper and lower approaches.
- A traveling cavil was installed on the lower wall to assist up bound and down bound tows to stay on wall.
- Floating timberheads were installed, which go up and down with the Barges keeping the Barges more secure during the locking process.
- Replaced two new lower gates that are wider than the old gates. You can drive a pick-up truck across the gates now. These two gates weigh about 144,000 pounds apiece, compared to the old gates, which weighed 72,000 pounds apiece.

A new lock house was installed on the south side of the Lock with fiber optic controls connecting the Lock and Dam, and two smaller compressors were replaced with a larger unit.

Since 911, security has been enhanced. The four-foot fence, that separated the Lock from visitors, is now twenty foot high. Today you cannot just walk onto the Lock; you have to go through new security procedures.

THIS HISTORY OF MARSEILLES PROUDLY SPONSORED BY NORTH BLUFF MINI STORAGE

Marseilles Bridge Across Illinois River Since 1985

In order to build the new Marseilles River Bridge, first the old bridge had to be removed. The way this was done was by implosion into the Illinois River onto a barge, and, also into the river, where a road was built and a hydraulic shear was used to cut the old bridge. It was then loaded onto trucks and hauled out of the river. When the old bridge was removed, the new and present bridge was built.

The designer of the bridge was Clark Dietz, Inc.

Contractors were Edward Kramer & Sons, Inc., Plain, Wisconsin. Their responsibilities were substructure and superstructure-piers, abutments, and steel beams. They started in March, 1996 and finished August, 1997 at a cost of \$6,233,417.

Halverson Construction Company, Springfield, Illinois was responsible for the deck, approach pavements, and demolition of the old bridge. Halverson started July, 1997 and finished November, 1998 at a cost of \$2,965,193.

Grayfield Construction Company, Ottawa, Illinois was responsible for the approaches. They started March, 1997 and finished October, 1997 at a cost \$592,742.

Length of the bridge: 1,667 feet
Deck width: 40 feet
Roadway width: 30 feet (including shoulders)
Sidewalk: 6 feet

The bridge is made up of nine span, continuous steel plate girder and concrete.

This bridge was one of the first in the state to use drilled shafts for the pier columns.

View of the old and the new bridges, side by side, before they took down the one on the left – 1997.



THIS HISTORY OF MARSEILLES PROUDLY SPONSORED BY MAIN ST. & MORE BOOK COMMITTEE

Some Marseilles History

Talk given by John E. Armstrong to the Professional Women's Club at the Illini Lounge on November 2, 1976. As you read this narrative, keep in mind the date and location. The Illini Lounge is still at the corner of Main and Young Streets at the time of this publication.

I don't intend to dispute any of the written history of the town, but am only going to try and tell you some of the interesting happenings before World War I – or about 1916, 17 and 18.

The town was intended to be a manufacturing center, the power was to be waterpower from the natural setup in the river. However, the water power wasn't a year-round deal on account of the ice that formed in the river, so the power had to be supplanted by steam, and they looked for coal and found it. I can remember three operating deep mines and two drift mines. Earlier there was a deep mine on Washington Street and one at the foot of Bratton Avenue, but both have been abandoned.

So, the town became a mining town, as well as a manufacturing town. It also was a grain-shipping center with elevators on the canal and on the railroad.

I can remember boats loading grain on the elevator that is still standing on Main Street (*was destroyed by fire in 1994*). In fact I remember the last boatload of grain that was shipped out on the canal. Frank McCormick loaded it, and some say that it was the last load that went out on the canal; I can find no proof of this. The barges were pulled by mules and were driven by a "Mule Skinner". A towpath was maintained along the south bank of the canal and the last load I referred to was about 1917.

Livestock was driven to the local stockyards and loaded into railroad stock cars for Chicago. The Rock Island had regular stock trains, solid trains of stock cars loaded with sheep, cattle or hogs. On Sunday evenings the traffic was heavy and as many as five trains, about ten minutes apart, would go thru town. In hot weather these trains didn't smell too good, and then a few days later we got another whiff of it when the residue from the Chicago Yards came down the Illinois River, especially on a good hot summer night.

A fellow, who originally came from a farm, run a grocery store and on Sunday nights he would go down by the railroad and watch the stock trains go through. He would stand there and say "Boy don't that smell good." I know he meant it because he sold out and went farming the rest of his life.

Much livestock was shipped into Marseilles, from the far west, to be fattened and then loaded in cars and shipped on into the Chicago Yards. I remember one incident when Ray Hinch shipped in several cars of sheep (about 1200). Six or seven of us fellows would help him drive them up to his farm. He and a couple of others would be on horseback and we were the runners. This shipment had been on the road about the limit of time without being fed and they were pretty hungry. We couldn't control them and they cleaned out everything green from the railroad tracks to the canal all the way up Lincoln Street. Ray was a little worried about this, but he was a good diplomat, and spent the next two days talking his way out.

We had a good supply of Saloons in those days. Some of them were known by nicknames, such as; the Ark, Red Onion, Bucket of Blood, and Boars Nest, and in later years there was one called the 101 Ranch. I can't remember the other nicknames, but do remember a fellow by the name of Boodle Bungart who operated in this building. O. J. Stickle had a saloon in the building west of here, which he built just before the country went dry. I remember him as always wearing a clean heavily starched apron. He had the only bar that had a brass rail and a trough between it and the bar that continually had a stream of water flowing thru it. You probably wondered what I was doing in saloons when I was only 12 years old; I peddled timetables, ads and telegrams for the railroad. (See story 'Early Saloons' elsewhere in the book.)

I mentioned the canal a while ago and that makes me think of the lift bridge on Main Street. It operated by waterpower and was built in 1904. Hiram Collier, who had a tobacco store just north of the Elevator, was bridge tender and he had to raise and lower the bridge every time a boat went thru. Every so often the bridge would raise and stick. Sometimes it would be half an hour before they could get it back down. They would call on a group of bystanders to walk up the bridge to get it over center and start down.

What is now Wallace Street was formerly a slough and was used for a dump ground. It was eventually filled up and now is built up. The riverbank from Aurora Street east to Liberty, a distance of about five blocks, was a built up levee and was lined with trees. This made a good place for a cool walk on Sunday afternoons, and on Sunday evenings it was taken over by the young folks for a moonlight stroll, and it got the name Lover's Lane. When Henry Ford came out with the Model T Touring Car, Lover's Lane went out of business, both the matinee and evening sessions.

Continued on next page...

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At the east end of Lover's Lane, George Campbell operated a boat rental business. The spot being known as Campbell's landing. A local minister was a pretty good customer and frequently took a couple High School teachers for a boat ride. One day they came over for a boat and Uncle George said it would be a little dangerous today as the wind was a little strong. The Reverend said he didn't think it looked too bad and, anyhow, the Lord would look after him. He returned safely in an hour or so. A couple of weeks later he went out again. He either lost his oars, or lost control of the boat, and was heading for the dam. They began to holler for help and Uncle George went to their rescue, threw them a line and towed them to the dock. When he tied up he leaned over and said, "Well, Reverend, the Lord didn't take care of you today, you had to call on old Uncle George."

There is also another story about a fellow who was boat riding with his wife, got mad at her, put her out on the island and rowed away. When it came evening she began to holler for help and Uncle George rowed across and rescued her. I know a lot of fellows who have the same idea, but their wives are afraid of water and won't go boat riding.

When we were kids before the city water was in, it was a big deal to go downtown on Saturday night. We got our Saturday night scrubbing in the washtub, got all prettied up in clean clothes, and the folks took us to town. They stopped in and paid the grocery bill and the storekeeper gave us kids a small sack of candy. That was about all we knew about candy, except at Xmas time. We would turn the wheel on Baldy Tummell's big coffee grinder, stop in at John Lords Shoe Store and ride the ladder that run on a track the length of the store, then go down by Smith's Furniture & Undertaking Parlor and listen to the records played on a little Victrola that they had out in front. Remember now, there were no jukeboxes, radios, or other means of entertainment, except an occasional Street or Medicine Show.

From Aurora Street east, on the south side of Lincoln Street, there were no houses for a good half block. About once a year a Medicine Man would come here and set up a show. He would stay for several days and had a banjo player and other entertainment, but his Medicine specialty was tapeworms. He had a jar of tapeworms that he displayed and tried to convince everyone that they had tape worms. On the last night he had a big jar and he used a yard stick to lift out a big worm about three feet long, which he claimed someone had passed after taking a bottle of his cure all. You should have seen the hands go up holding dollar bills to get a bottle. Next morning he was gone.

Getting back to the canal, there was a lumberyard east of Main Street, along the canal, extending east to Minden Street. All their lumber came by canal. We had many skating parties in the canal. We would go to the second wide waters and back, and sometimes go to Ottawa, get a hot beef sandwich at the Andan (sic) for 15 cents, and ride the Interurban home for a dime. If you lost the quarter on the way down, you skated home. There was no hitchhiking, nothing to hitchhike on, very few autos and no paved roads. However, there was the four a.m. passenger train out of Ottawa, and if the fellows missed the last interurban car, they would ride the "blinds" to Marseilles. They would hop on between cars after the train pulled out from Ottawa. Certain conductors delighted in stopping their train a mile or so east of the Fox River and chase the fellows off. They had to walk either on to Marseilles or back to Ottawa. This was before my time, say back in 1910 or 11.

I remember the first auto; it was a two cylinder Queen and had high wheels, no top and a handle for a steering wheel. A fellow up the street bought it for his son, his son died and he run it in the barn and left it there. We kids would peek thru the cracks in the barn and admire it. I believe Doctor Blanchard had the second car in town.

There were three livery barns in town and they advertised fancy driving horses. They rented a horse and buggy for Sunday driving, and I recall one lady in particular, who would have a horse and buggy delivered to her house, and she would take her mother for a Sunday afternoon drive in good weather.

Many people had their own outfits and those that did had a barn. Every barn had a manure pile along side the barn and the usual million flies. Fisherman would come along and dig down deep in the manure pile for grubs, and big white worms, for bait. Many of these barns were later made into houses and some are still standing.

At this point John discussed some highlights of the business district during this time period. Information he has elsewhere in his notes have been added.

Be aware the following is taken from J. E. Armstrong's notes and combined to let the reader know his remembrances and information he researched and compiled during his lifetime. Also, remember he was writing these memoirs in the 1970's and 80's. In most cases he was referring to the time of his youth early in the twentieth century. Information in italics and in parenthesis is to clarify or to bring the reader up to date. His narrative starts...

Continued on next 3 pages...

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More Marseilles History

Characters

We had the usual amount of characters in Marseilles. One fellow lived out north in the woods and drove a team of donkeys to town. It took him over an hour to get from the bottom of Cemetery Hill to Main Street. (*See John the Bee Man, elsewhere in this publication.*)

Buck Kidney was another character about which little was known. He got a monthly check thought to be a pension from the war of 1898. He always ran out of money about the last of the month and would borrow three or four dollars from various ones, and occasionally from my dad. On payday he dressed in a swallowtail coat, a clean white shirt with a big flowing black tie, stiff hat, shoes well shined and a walking stick, resembling a ringmaster in Barnum & Bailey's Circus. He would cash his check, pay his loans and get drunk.

There was a fellow who used to come to town every once in a while and get pretty well loaded and he would lay around for a couple of days till he sobered up then go home. One day he got all corned up and fell asleep in the Red Onion, which was directly back of Smith's Undertaking Parlor. Some of the fellows got an old casket, put him in it and carried him over to the casket storage room. It is said that when he came to he was a like a mad bull in a china closet, tore out of the place and never took another drink. Also, it is said that is when his hair turned snow white, but this is doubtful.

A sure sign of spring in the twenties and thirties in Marseilles was when "Umbrella Slim" came to town with his repair kit strapped on his back loaded with umbrella repair parts. He would announce his arrival with a hand bell. When you heard this you knew it was time to get your umbrellas in shape for the spring rains. In the later years he wintered here and set up a camp along the canal on Lincoln Street. (*See "Nicknames", elsewhere in this publication.*)

The Old City Jail

The old city jail was a cement block building situated on Aurora Street, just south of the railroad tracks a little ways north of Lincoln Street, back of auto parts store (in 1986). After the City Hall was purchased in 1903, and a jail cell was put in the building, the old calaboose was deserted by the city. It became known as the "Hotel De Beau" and many a hobo spent a night there. A frequent occupant of this establishment was a hobo known as "Old Moscow," he usually spent the winter months here where he would build a fire to keep warm. One night he set the place afire, about 1925, and burned to death.

Depots

One of the depots served the Interurban line and sat where the Texaco Station is now. There was an electric car that ran every hour each way during the day. This line did a good business until autos became popular and it ceased operating in May of 34.

The Rock Island depot set south of the new depot and was a wooden structure with many windows. One time the agent gave me a job to wash the windows and made me do them over before he would pay me my dime. (*The present depot was built in 1917*)

Electric Power House

The electric light office and generating plant was first in the building now used by Nabisco as a garage. (*This building still stands today, just north of the south millrace on the west side of Main Street.*) When electricity was first used the charge was \$1.00 per month. There were no appliances of any kind, and for lights only, the bill never exceeded the minimum. Every one kept a few candles and a couple kerosene lamps on hand for power failures. Only 23 Arc lights were in service, four of them at the head of Main Street. Elsewhere in his notes John, mentions that the above generating plant was put into service in October 1890 and that three water wheels ran the generator. Originally there were 20 Arc lights on the Marseilles streets and they cost the city \$40.00 per year. By 1895, there were 23 lights. Of the original 20, four were near the head of Main Street, one of those on Rutland Street across from the present site of the American Legion/VFW building. Of the other 16, he knew of the following: Lincoln & Aurora Streets, Lincoln & Pearl Streets, Chicago & Union Streets, Union & Sherman Streets, East Bluff & Indiana Streets, and the top of Chicago Street hill, overlooking the Tonelli house. He did not know where the other ten were located. (*One would think that there were lights at Main & Clark, Main & Washington, Main & Lincoln, Main & Broadway and also, some in the west end of the city.*)

Flag Shanty (Railroad)

The flag shanty set between Pacific Street and the tracks and housed a gate tender who lowered and raised the gates by hand. Johnny Doyle was the first one I remember and they tell a story about him preventing a catastrophe. A team of horses were running away, coming down Main Street, heading for the South Prairie. A train was approaching and the gates

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were down. Johnny sensed a possible disaster if the team run thru the gates and tipped the wagon over, so he raised the gates just enough for them to pass under as the train shot by.

Garage (Auto Dealer)

The first garage was located in the old opera house building and was run by O. A. Latimer. He sold Cadillacs and they were side cranked. At that time Cadillacs were considered the most expensive thing on wheels. Now, the most expensive thing on wheels is the "grocery cart".

Grain Elevators

During corn husking time, teams and wagons of grain would be lined up from the river bridge and from the head of Main Street, a solid line waiting to weigh and unload their grain.

Grocery Stores

They opened at seven and closed at six, except Saturday night, they closed about 11 p.m. They were always down at 6:30, and the first job in the morning, was to sweep the sidewalk, and in winter to clean off the snow. They piled the snow in a neat pile leaving plenty of room for people to get out of their buggies. There is not much snow cleaning now days, guess they figure the lord put it there and he will take it away. Back in 1915, and before, there were not many phones and more people didn't have phones, than had them. Certain boys would go around before school and take grocery orders and then deliver them after school. Each one had his own customers and the merchant paid the boy.

Hotels

There were three during the 1914-15 era. Timmons hotel on Young Street, Grand View at the head of Main Street, and it had a large lobby with a big open stairway. Also, a hotel where Gaddis parking lot is (a large white wood building on corner – later a restaurant). *[This is 101 E. Bluff Street, or the site of Mike Mason's offices today. This was believed to have been a resident home, converted to doctor offices, and later to a retail store with apartments upstairs. It was later torn down, and for many years a gasoline station was located here.]*

Mail Service (Post Office)

Every passenger train that went thru Marseilles had a RPO car in it. You could see five or six men sorting mail and getting pouches ready to throw off at the next stop. There were at least six men from Marseilles in the RPO service and they were considered choice jobs. There was no city delivery until January 1, 1922, and you picked up your mail at the P.O. A first class letter would go across the U.S. or to the next town for 2 cents. Of course, you can still send a first class letter for only 3 cents but you have to put an extra dime on it for storage.

Marsatawa Country Club House

Situated south of the river on the golf course, this was a large clubhouse with a screened in porch and many events such as High School Proms, Junior-Senior Parties, etc. were held there.

It caught fire afternoon of July 22, 1924 and burned to the ground. There was no insurance on the building but had \$500 on a large player piano, which was only thing saved. Pianos (players were selling for 500 to 700 dollars at that time) so the \$500 figure is not out of line. *(See Marsatawa, elsewhere in this publication.)*

Meat Markets

There were three in 1914-15 and they were strictly meat markets – sold only meat. Slaughtering was done in a slaughterhouse set back in the ravine above Bruno's. Half a beef would hang on hooks out in front, along with half a hog, and at holiday season there would be much fowl lined up. They made sausage and bologna and weenies in the back room; and each butcher boasted his own special recipe. No mechanical refrigeration, and ice was hoisted in the attic of the walk-in cooler. Bologna sold for a dime a ring and people usually ordered a 50 or 75cent steak. A 50cent steak would feed five people and have enough left over for supper. Nothing was wrapped or pre-cut.

Overall Girls

In 1917 there was a shortage of help and a lot of girls came up here to work in the roofing plant. Some of them left for more money and went to work on the railroad section. Seven girls and one man, the boss, made up the crew. If they had only five girls they never filled out the crew with men, and at no time was there more than one man, the boss. They raised track, tamped ties, drove spikes and did all the work necessary or required. Pay was 30 cents an hour or about \$2.40 per day with no deductions. They were called overall girls. *(These girls were usually from southern states)*

Researcher: Leo Ingmanson – gleaned from information found among John Armstrong's notes.

THIS HISTORY OF MARSEILLES PROUDLY SPONSORED BY MAIN ST. & MORE BOOK COMMITTEE

Pest House

From John's notes: In early days victims of small pox, etc., were taken here. It was located near Bob Wright's place on Glen Avenue (now Sycamore Avenue) near the Rock Island tracks. I remember it was there when I was in first grade in school, about 1911. (*Has anyone else ever heard of the **Pest House**? Was it short for Pestilence House?*)

Picture Shows

There were three, one called the **Airdome** with no roof, down on the corner of Main and Commercial. The **Star** owned by a man named Atwater, was located where Sylvia's Golden Door is, and the **Ruby Palace** was the first door south of Chandler's Hardware Store. The Coliseum had not been built.

Elsewhere John gives this description of the **Airdome**: Built about 1916 it was constructed with corrugated iron sides, had wooden benches, about 3 inches of pea gravel for a floor and no roof, and admission was 5cents. Kids would run along the outside with a stick held against the wall, which would transmit a thunderous noise inside. It lasted only a part of one summer. (*It must have been built in 1913, not 1916, as it is shown on the Sanborn Fire Insurance Map for that year. It was at the corner of Main and Commercial Streets. The Golden Door is where Victoria Grace Catering is today, at 442 Main Street. Chandler's Hardware, became Rhines Hardware and later Gleason's, and was destroyed in a fire. Gleason's furniture showroom now sits on this site, at 385 Main Street. Movie theaters, not mentioned by John: before 1910 the **Orpheum** was located in the hotel at the head of Main Street; in 1919 the **Coliseum** opened on Pacific Street; in 1924 the **Kozy Theater** was in the second building south of Chandler's Hardware, it also was destroyed by fire; in 1935 the **Ritz Theater** in the building that is now the entrance to Gleason & Co. store; the last was the **Mars Theater** built in 1936.)*

Rooming Houses

Two Rooming Houses were on south Main Street between the river and the south millrace. One is still standing, the red vacant brick building. (*John noted elsewhere that this building was later torn down, and that the room numbers were still visible above the doors. It had been called the Island House when built in the 1860s. Today they both are long gone and a car wash now stands at the site of both buildings.*)

Schools

The High School was what is now the McKinley School. They had a couple of lower grade rooms in there also. In 1916, there were 28 graduates, 20 girls and 8 boys. Only three are living in this area at this time and at least 15 have passed away. Location of the other ten is unknown. Our group started first grade in McKinley, then second grade, and so on up at Lincoln, till they finally burned the school down to get rid of us. We were a very happy bunch the night it burned; but our joy only lasted a couple of days, till they sent us down to Washington School. Then they rigged up some rooms in the Poole Block at the head of Main Street, where we finished out the year. In September of 1919 we started to High School in the McKinley School.

Stable

The stable was the last building on the west side of Main Street, before crossing the river, and was owned by the Howe & Davidson Company. The stable was kept very clean and it had an apartment on the second floor. Every morning the team and surrey would go up to the Boulders, to pick up Mr. Davidson, and then take him home about 5:30 in the afternoon. It was discontinued about 1921 when they bought an automobile.

Twilight Toilers

During the war a group of Main Street businessmen organized a group to go out in the country and help the farmers get their crops in. (*With many family members serving in WWI, there was a shortage of farm hands*). Mainly they shocked oats. Sometimes as many as 20 men went out to a farm and worked four hours, which was equal to 80 hours, or as much as one man could do in 80 hours. The farmer had a good country dinner ready at dusk. Most all of these fellows were ex-farmers, or had worked on the farm, and they seemed to enjoy it. I went out once with them, only once, I was 13 years old and had never lived on a farm and was far from enjoying it.

Undertaker

During the flu epidemic of 1917, people were directed to pick up a little vial of formaldehyde and take an occasional sniff to ward off the flu. This was free, and I don't know if it worked or not. I got a flu shot the other day, it worked on my pocket book for seven bucks.

**THIS HISTORY OF MARSEILLES PROUDLY SPONSORED BY
FIRST STATE BANK - OTTAWA www.firststatebank.biz**

Marseilles Stories from John E. Armstrong's notes

Marseilles "Boat Yard"

At one time Marseilles had its own boat yard, known, as the Dubuque Boat & Boiler Co., owned by John I. Hay. During the years of 1928 and 1929, the boat yard was located in the area behind the present grade school gymnasium, where the tennis courts were located. This area was part of the DeFilippi Addition.

Before the completion of the deep waterway in 1933 the river above Marseilles was navigable, but had not been used to its fullest potential. With the deep waterway nearing completion John I. Hay saw the need for new and stronger barges to ply the new waterway. The boat yard was set-up and new steel barges were produced at the site.

Little information remains about the business – it's unknown how many barges were built or how many men were employed. Our information doesn't indicate how long it was in operation, it might have been there later than 1929. We know that the Interurban ran tracks from Broadway Street to the site to deliver material for its operation.

Mule Barn

In its early years, before barges on the Illinois & Michigan Canal were powered by steam and later by gasoline engines, mules were the power source. Of course the mules grew tired from towing the barges the many miles from Chicago, or La Salle, and needed to be rested at intervals along the route. A mule barn stood on the site adjacent to the Chicago Street locks, where the north parking lot for the Marseilles Elementary School is today. As the barges were being locked through, the weary mules would be replaced with freshly rested mules that would continue to tow the barges on to their destinations.



The Last Boats on the I & M Canal

The Illinois & Michigan Canal served as an economical means of shipping large amounts of non-perishable goods around the grand rapids of the Illinois River. The completion of the deep waterway in the 1933 was the death knell for the small channel that carried wooden barges from Chicago to La Salle, and back, for nearly a century.

Although the deep waterway was not completed for two more years, the last boats to traverse the full length of the canal was a fleet of six government launches in 1931. The boats manned by the Navy, traveled from Lake Michigan and entered the Illinois River at La Salle. John E. Armstrong mentions in his notes that the six ships were moored for a few hours east of Main Street in Marseilles on August 17, 1931. Thus ended 83 years of commerce on the outdated I & M Canal.

Researcher: Leo Ingmanson – gleaned from information found among John Armstrong's notes.

THIS HISTORY OF MARSEILLES PROUDLY SPONSORED BY
THE MAIN ST. & MORE COMMITTEE

DOWN TO ASHES

“About 6 A. M. Tuesday.

What’s that? Whistle and bell sound it, the people shout it. Fire! Fire!! Fire!!! Always terrible, the usual is multiplied many fold, for in every mind is the thought of two months of drought, extreme heat and a consequent dryness like unto powder for inflammableness. To this anxiety is the still greater fear, the water is out of the race because of necessary work being done, our fire protection is for the time utterly useless; we can only stand and await any and all destruction possible. A great crowd gathered as by magic, the very air seemed to quiver with the excitement of the moment.

Henry Butzow, at his bakery and restaurant, accidentally set fire to some gasoline, the flames flashed through, he had barely time to escape from the smoke and flames. Oh, for a few moments work of our firemen and the fire could have been stayed right then and there. But no, it went on and on, stopping on the south when it had no more to burn within reach, and on the north stayed by N. J. Rulison’s two-story brick building, occupied by Henry Wehrhane as a barber shop, and the Bell club upstairs.

A line of hose was stretched from the Illinois River Paper Co. mill, operated by a steam pump, the first water from which was turned on the fire at 7:10 A. M. Although, but one stream, there was a faint hope that it might do some good. It worked for a while, then the pressure burst two sections of hose. About fifty men, in the race near Samuel’s residence, threw up two coffer dams; here was another hope, the water was turned on, the pump at the hose house set in motion, hose rushed to the hydrants and several streams were playing on the fire. Alas, one temporary dam gave way, and, anyhow, the belt operating the pump burned in two, and, again, help there was none. At the beginning of the fire not a leaf stirred; here was a possible solution from a destruction that even now, just to think appalls the stoutest heart. But, as the flames rose higher, heat increased, a breeze grew apace and at its height pieces of shingles were carried a mile or more to the north, a rain of those on some of the bluff house roofs caused much fright. It became evident, early, that at least all of the business places in the block, as far north as the brick building mentioned above, must go, and beyond that, safety was no means sure. Attention was, therefore, turned to the removal of stocks as follows:

J. H. Allen, drugs, and H. J. Crawford, jeweler, who had just moved in from Utica, stock carried to street and then moved to room in Columbia block.

H. Butzow, bakery and restaurant nothing saved.

John Lord, boots and shoes stock and fixtures carried into street and afterwards to room in Columbia block; overhead furniture of Mr. Woodward taken to residence of J. M. Ferrel.

J. W. Widney, grocery removed to street and back into Rulison building, which he now occupies.

C. M. Benson, tailor, stock removed and now occupying the rear of Watterich’s barbershop.

F. E. Daley, candies, now in with F. E. Vincent, jeweler.

C. E. Heuerman, stock stored in rink, on Washington street.

Beyond the fire line Henry Wehrhane, barber, and Bell club overhead removed all, as did Dr. J. Montgomery, C. F. Johnson, druggist, and some furniture was taken from the Beckwith house.

At our office we gathered important books, papers, etc, and planned otherwise for flight, while next north Dr. J. H. Goodell and Mrs. Wm. Porter expected trouble.

Helpless, Ottawa and Seneca were asked for aid. Already tired out from attending two fires, the former rushed an engine and hose cart onto a flat car in hopes to be pulled up by the accommodation, but no orders to that effect were obtained and it was finally eight o’clock before the outfit arrived and was unloaded. Although so late, the engine was taken across the canal and located on the bank just west of Schroeder and Son’s warehouse, from which point it did good work in wetting down what was left of the fire.

Seneca responded promptly with her engine and hose and the switch engine got the outfit here at 7:30. But for this aid, the south side of Clark street might have gone with the general ruin, as the fences and a barn in the rear of the store buildings was blazing. Too much credit cannot be given Seneca for the important aid she gave us at a trying moment.

While the fire was at its height, the heat became such that the front of Trowbridge’s drug store, began to smoke, and from there to Brodbeck’s. Only prompt and thorough drenching prevented that side of the street from going with the other stores.

In the removal of goods, everybody apparently took a hand, and while the confusion was great, the losing merchants were surprised to find things in as good shape as they were.

We obtained a list of the insured, but as it must prove a very unsatisfactory showing, owing to so much being saved, we omit publication of it. The amounts allowed by the adjusters will be something like a satisfactory report, and these can be given next week.

THIS HISTORY OF MARSEILLES PROUDLY SPONSORED BY THE MAIN ST. & MORE COMMITTEE

There is strong talk of a new two story brick block going right up and all hope the matter will take definite shape yet this fall.

Marseilles is not encouraged, in a time like this, by such a great loss. It will be felt, and seriously, for quite a period; but all realize that the fire is only one of those steps nearly every growing city has to take. It is simply an impetus to find progress; structures more substantial will arise from the ashes. Our firms had outgrown in importance the buildings they occupied.

The reports telegraphed to the Chicago dailies, from Ottawa, were largely a series of gross mis-statements, and it hardly seems possible that anyone of sense would send such rubbish as appeared.

By an explanation elsewhere, it will be seen that we are unable to give as full an account of the fire as we had would hope to have done. It is difficult to do two things at one time."

The above, written by Terry Simmons, is an account of the Main Street fire of August 8, 1893, which appeared in *The Marseilles Plaindealer*, Friday, August 11, 1893.

Details of the Fire

It was a blistering hot summer, the daytime temperatures had reached the 100⁰ mark on several occasions and it had not rained since early June. Conditions were ripe for a disaster, and on that hot Tuesday morning in August, it happened. Henry Butzow arose early and at about 6 o'clock reached his bakery on Main Street to light his oven in preparation for his daily batch of bakery products. Before he could light the flame, he realized that during the night gasoline had leaked from a can and ran out on the floor and through the floorboards into the basement below. While investigating the incident, he stepped on a match and it ignited, which in turn ignited the gasoline. From his own story, he remembers nothing until he recovered consciousness on the outside of the building. The door to the oven room was open and the gasoline explosion blew him through it, into the street. He escaped with minor burns to his arms and neck.

He immediately turned in the alarm and the firemen were there in quick order. But, to make matters worse, the north millrace had been drained as one of the paper mills needed to do maintenance on some of its water wheels. The Alert Fire Company, as the Volunteer Fire Department of that time was called, had a permanently mounted steam-driven water pump, set up on this waterway at Commercial Street, just west of Main Street – but no water was to be had. Immediately fifty men began building a dam of sand bags to hold back the small amount of water that leaked through the gates, to create a source of water for the pump. But, no sooner had the dam accumulated enough water and the pump was started, did the dam break and the belt on the pump burned in two. Another crew set up a line from a factory pump from the south millrace, and finally one hose was capable of spewing a stream of water on the blaze.

The Butzow bakery was already engulfed in flame and the fire was spreading both north and south on the west side of Main Street. Volunteers were moving stock out of the six frame buildings that were under the most threat, from Pacific Street on the south, to the brick Ruilson building on the north, where Ben's Electric Machine Works is today. This building was the only brick building on west Main Street, from the railroad tracks north to Clark Street. It had just been completed in 1892.

In the meantime a call for help was put into Seneca and Ottawa. Seneca was first to arrive and, at about 7:30, set up their pump and hose on the north side of the canal; but somehow they had lost their intake screen to keep debris out of the pump and soon their pump was plugged with mud and vegetation from the canal bottom. They eventually solved the problem and were able to extinguish the fires that had spread to the sheds and fences behind the stores, keeping the huge conflagration from spreading into the residential area along Clark Street.

The Ottawa department was quick to respond and had their steam engine loaded on a flatbed car at the Ottawa depot by 7 o'clock, but the railroad would not pull the car to Marseilles, without clearance from their head office, which was late in coming. Finally, the accommodation, the morning train that made every stop along the route, brought the Ottawa department to the fire scene at about 8 o'clock. They set their pump up on the south side of the canal, east of Main Street, and soon had several hoses trained on the blaze.

The heat was so intense that the windows, in the buildings on the east side of the street, were breaking and it was feared that these buildings may ignite, so it was necessary to wet them down, also.

The fire was brought under control soon after 10 a.m. – but not until six buildings and eight retail establishments, along with a residence above one of the stores, plus several professional offices on the upper levels, and the Odd Fellows Hall on the third floor of the building, where the fire originated, were all destroyed. It's amazing that no one was killed or seriously injured on that day.

THIS HISTORY OF MARSEILLES PROUDLY SPONSORED BY THE MAIN ST. & MORE COMMITTEE

The idea that a new brick block would replace this rubble, with some as early as that fall, as stated in Simmons article seems preposterous. But four new brick buildings were occupied that same year, and one as early as November 15th. The other two buildings were completed the following year, the last being the three-story William Peace or Masonic Temple Building, which was the site of the fires origin.

Other Fires on that Block

The four frame structures that remained north of the Ruilson building after the 1893 blaze were all destroyed by fires within the next five years; and, by 1899, the entire block had been replaced with new brick buildings.

In 1897, a fire starting in the back area of the C. F. Johnson's Drug Store, destroyed the drug store, along with a millinery shop, just to the south, and the landmark Beckwith House, which had recently been renamed the Thompson House, at the corner of Main and Clark Streets. The three buildings were quickly replaced with the two brick buildings that today house Country at Heart Antiques and the Victory Life Outreach Church.

On October 17, 1898, the final frame structure on this block, that housed H. J. Crawford Jewelry and Osgood Brothers Real Estate office was destroyed by a fire; and by the spring of 1899, had been replaced with the last brick structure on this block. Today this building is occupied by Curves. All these buildings are still in use today.

There have been many fires on Main Street since that fateful August morning in 1893, but none as devastating.

Other Marseilles Fires

Apr. 14, 1842 Marseilles Manufacturing Co. Saw & Grist Mill, destroyed, Lovell Kimball, owner	Nov. 30, 1932 Marseilles Department Store 485 Main St. damaged
Dec. 1869 Black Brothers Paper Mill, damaged.	Feb. 14, 1943 St Joseph's Catholic Church, State St., destroyed upper portion.
Apr. 6, 1884 Clark's Paper Mill, damaged.	Feb. 1945 Timmons Store, 473 Main St. \$10,000 damaged.
1888 Marseilles Hotel, 158 Washington St., destroyed. O.D. Walbridge, owner	Aug. 17, 1945 Louis Gleason residence, Clark St., two deaths
Feb. 7, 1893 Carr Brother's Flour & Feed Store, Lincoln St. destroyed.	May 28, 1946 F & M Food Market, damaged
May 26, 1893 Commercial Hotel, Head of Main, damage.	Mar. 15, 1947 St. Joseph's Catholic Church, State St., basement destroyed
Aug. 8, 1893 Eight businesses on west side of Main St. from 448 to 558 destroyed.	Jan. 17, 1948 CertainTeed Roofing Co. Commercial St. Hydro-Power Plant, destroyed
1897 Johnson's Drug Store & Thompson House, at 470 & 482 Main St., destroyed.	Feb. 2, 1948 CertainTeed Roofing Co. Commercial St. Paper Warehouse, destroyed.
Dec. 4, 1896 Tummel & Smith Barbershop, 483 Main St destroyed.	Sept. 23, 1951 CertainTeed Roofing Co. Commercial St. heavily damaged.
Oct. 17, 1898 Crawford Jewelry & Osgood Brothers, Insurance Office, 566 Main St. destroyed.	1957 A & P Store 530 Main St., destroyed.
Nov. 30, 1898 Messenie's Billiard Hall, damaged, arson 398 Main St.	1963 Denen's Clothing Store, 487 Main St. wooden section destroyed.
Feb. 1899 Thomas Lyle's Barbershop, 483 Main St. damaged	Mar. 16, 1969 Nabisco Warehouse, Commercial St. destroyed.
Feb. 1901 Crescent Paper Co. at riverfront, damaged.	Mar. 25, 1973 Gleason & Co. 385 Main St. three store fronts destroyed.
Mar. 1901 Nelson Millinery Shop, destroyed	Nov. 1973 At 466 Main St. damaged.
Dec. 30, 1904 Columbia Opera House, Washington St. destroyed.	June 5, 1994 M & M Grain Co., Elevator destroyed.
Jan. 11, 1923 Giannoni Confectionery, 278 Main St. damaged.	1998 Granulated rubber fire, two miles of city destroyed
Oct. 11, 1923 Anderson's Schumacher St. two killed, home destroyed.	Nov. 2004 Tackle Shack & Bait Shop, damaged.
July 22, 1924 Marsatawa Country Club House, destroyed	2004 Chris' Flowers N Things, 1165 E. Bluff St. destroyed.
July 3, 1925 Grain Elevator, Main St. destroyed.	2008 Apartment at 405 Main St. damaged.
Jan. 8, 1926 Kozy Theater, 385 Main St. damaged.	
Dec. 8, 1926 Verona & Terando Ice Cream Parlor.	
Dec. 9, 1926 Verona & Terando Ice Cream Parlor, 278 Main St. damaged both occurrences.	

See Photos next page...

THIS HISTORY OF MARSEILLES PROUDLY SPONSORED BY
THE MAIN ST. & MORE COMMITTEE



Pictured at left: 2004 Fire at Tackle & Bait Shop on Main Street.

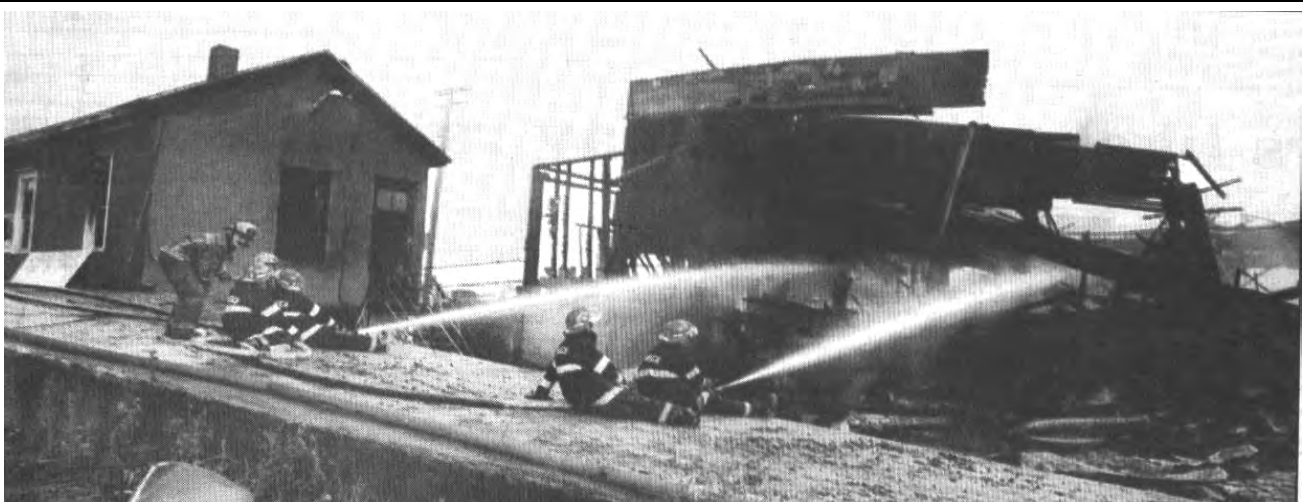
Pictured left center: Marseilles' newest fire truck – a 2009 Alexis Water Tender with a Peterbuilt chassis. They used to be called tankers and hold 2000 gallons.

Pictured below: Steam fire engine in a 1945 parade at Main & Washington Streets.



Pictured below: 1994

Firefighters keep flames from flaring up during a fire that destroyed the M&M Grain Company.



THIS HISTORY OF MARSEILLES PROUDLY SPONSORED BY SUPER STORAGE

Fifty Years Ago Tonight

The following story, was written by John E. Armstrong and published in The Daily-Times, Ottawa, Ill; Focus On LaSalle County Column by Joan Hustis, on July 2, 1975:

The skyrocket came down midway between the canal bank and the north side of the Elevator and about fifty feet east of the canal bridge landing in tall dry grass, which immediately ignited.

Another fellow and myself had just left the corner of Young and Main Streets where we and three others had been shooting fireworks from in front of Chum Bateman's cigar store. Two of us, anticipating the possible danger, had decided to move to a more favorable spot and were on our way to Main and commercial Streets where we intended to send a few up the "thirty foot strip" between the two races from in front of Mrs. Terando's ice cream parlor.

We were on the canal bridge when the rocket came down and saw it land in the powder dry grass, fire spreading immediately heading right for the bottom of the large grain elevator. I ran into Matt Wolfe's poolroom, which was the first door north of the canal bridge and asked Matt to call the fire department. Matt, who was up in years, shuffled to the front door to have a look, then shuffled back to the phone and turned in the alarm. In a few minutes the three-year-old pumper rolled down the street with Budge Farrell, Dan Becker and the Chief, Cushie Phillimore aboard. By now the fire had got under the Elevator, and was heading up a chute with smoke pouring out the west cupola, which was acting as a chimney.

The truck went to Main and commercial, turned around, dropped a line of hose at the hydrant and laid a line up Main Street to the west end of the Elevator, where several other firemen were waiting.

The resulting stream was not too effective as the fire was in the center of the building and could not be reached. The pumper was set up just off the bridge taking suction from the canal where two more streams were put into action. This was the very spot where the LaVerne Pumper was set up three years previous and demonstrated to the members of the council, and water was pumped from the canal and thrown to the top of the elevator. This demonstration prompted the council to purchase the first piece of motorized apparatus as an addition to the horse drawn equipment.

Joe Hougas, who lived north east of Marseilles out in Miller Township, raised fine work horses and owned a team of blacks which the city desired to buy to use on their horse drawn fire wagon. Any purchase for municipalities of \$500.00 or more had to be advertised for bid. Joe wanted \$500.00 for the team and would not take a penny less. The council offered him a check for \$499.00, which he flatly refused. This went on for several council sessions, and after much haggling, one of the commissioners said "Let make out a check for \$499.00" and he reached in his pocket and took out a one dollar bill, "and we will pin this to the check and get that team."

Dude and Dan was as fine a team as ever hit Main Street – they were coal black and each had one white foot. There was an old saying around livery barns, which went something like this: "One white foot, buy them; two white feet try them; three white feet look about them, and four white feet, do without them." After a few weeks of training, when the bell sounded it was all one man could do to hold them.

About ten minutes after the first alarm, Cushie sent word for additional hose, which was carried on the horse drawn wagon. Arb Sandusky wheeled on to Main Street, the back of the wagon skidding when he turned south, then he went on down Broadway, where another spectacular turn was made, as he headed east to the hydrant at Minden and Broadway.

A line was laid in a northwesterly direction to get a stream on the east exposure also to protect the lumber sheds, which were directly east of the elevator along the canal. When this line was put into action, the team and wagon was sent back to the station and this was the last fire run, or the GRANDE FINALE of the horse drawn fire equipment in Marseilles.

A little later "Cap McBride", who was Chief of the National Biscuit's own fire department, sent a hand drawn hose cart and several men to handle the additional stream.

The fire burned out of control until about nine p.m., when it reached its peak, and was easily seen in downtown Ottawa and some folks who came in on the 10:15 interurban said it was visible in LaSalle.

Water was poured on the ruins all night and a couple of protective lines were in operation all next day, the fourth of July.

Next morning while passing the fire station I recall six or seven men, still on duty, sorting hose and putting equipment back in shape. The men were wet, mud covered and tired and after visiting with them for a few minutes, I left, with my mind made up that any one who became involved with a Fire Department could not possibly be in their right mind.

Two and a half years later, Cushie signed me up on the Fire Department.

See the Illinois & Michigan Canal story for picture of C. I. Douglas Elevator.

THIS HISTORY OF MARSEILLES PROUDLY SPONSORED BY INDEPENDENCE TUBE CORPORATION

DUTY HONOR COUNTRY

Mexican War

Since the Blackhawk War, the men and women of Marseilles have answered the call to duty. In 1848 the United States and Mexico went to war. Joseph Woodruff and Daniel Rood volunteer to serve in the Illinois First Foot Regiment as Privates. Daniel Rood is wounded in both thighs and abdomen. Rood survives his wounds and lives to a ripe old age. In the next war Joseph Woodruff will command troops.

Civil War

In 1861, Fort Sumter is fired upon, and American Civil War begins. In Marseilles, Joseph Woodruff raises a company of infantry for the new 39th Ill. Volunteer Regiment and is elected their Captain. Captain Woodruff dies of wounds September 23, 1863, after being struck by shellfire at Charleston Harbor, South Carolina. Sgt. James Sanborn escorts the body back to Marseilles. After the war, survivors of Company K erect a monument at the Woodruff gravesite.



Sergeant James Sanborn is killed at Deep Run Virginia August 16, 1864, his body is never recovered.

Corporal John Kipp is wounded October 13, 1864 east of Richmond, Virginia and dies November 5, 1864. Kipp is credited with naming the famous "Swamp Angel" cannon at Charleston Harbor in 1863.

Private John Lewis, is taken prisoner May 16, 1864 at the battle of Drury's Bluff, Virginia. He dies at Andersonville Prison, in June 1864.

Private John Caddigan, is wounded east of Richmond at the battle of Weir Bottom Church May 20, 1864. Pvt. Caddigan dies of his wounds November 14, 1864.

Cicero Barber is killed May 20, 1864 at the battle of Weir Bottom Church. His brother, Alden Barber, is wounded and taken prisoner May 15, 1864 at the battle of Drury's Bluff, Virginia. He died in 1865 at Libby Prison, Richmond, Virginia.

Joseph Nichols dies of wounds received at the battle of Ft. Gregg, Petersburg, Virginia, on April 2, 1865. The capture of Ft. Gregg sealed the fate of General Robert E. Lee and his Army of Northern Virginia.

Private Ely Sparks is taken prisoner; he is later paroled and mustered out. He re-enlisted in another unit and dies at Williamsport, Maryland.

The Illinois 39th fought battles in the Shenandoah Valley, Northern Virginia, Charleston Harbor, South Carolina, Richmond-Petersburg, Virginia, and took part in the defeat and surrender of Robert E Lee's Army at Appomattox Court House, Virginia.

Pvt. Asbury Smith, First Illinois Artillery was killed in action December 31, 1862 at the battle of Stone River, Tennessee. It was the artillery that stopped the Confederate Army of General Braxton Bragg on the third day of fighting. This action saved the Army of the Cumberland from certain defeat.

Private James Anderson and Corporal George Oldfield, 11th Illinois Infantry, were killed in action at the siege of Fort Donelson Tennessee, February 15, 1862. They were the first from the Marseilles area to die in combat. Historian Kendall Gott believes this is where the south lost the war. Col W.H.L. Wallace, commander of the 11th Illinois. will be promoted to command the 2nd Brigade of the First Division. The First Division will take the most casualties during the battle.

General Grant will promote Wallace to Brigadier General. Wallace will lead the 2nd Division in Grant's Army of the Tennessee at Shiloh where it stops the Confederate Army from over running Grant's Army. General W.H.L. Wallace dies of wounds received during the battle.

The Illinois 11th Infantry fought at the battles of Ft. Henry, Ft. Donelson, Shiloh, Vicksburg and Mobil Bay, and Mobil, Alabama.

Pvt. Franklin Reed, 53rd Illinois Infantry Regiment, died of wounds received at Jackson, Mississippi.

The 53rd was part of General Sherman's Army and took part in the battles of Corinth, Mississippi; Jackson, Mississippi; and Atlanta, Georgia, and were with Sherman on his march to the sea.

THIS HISTORY OF MARSEILLES PROUDLY SPONSORED BY INDEPENDENCE TUBE CORPORATION

Corporal William Owens, and Corporal Samuel H. Mick of the 88th Illinois Infantry Regiment were killed at the Battle of Stones River, December 31st, 1862. Pvt. Clark O. Wickwire was wounded at Stones River and died of his wounds January 11, 1863.

The victory at Stones River opened the way to Chattanooga, Tennessee.

Pvt. Lee G. Marshall of the Illinois 88th Infantry Regiment was killed near Dallas, Georgia in bitter fighting north of Atlanta, Georgia at New Hope Church.

The Illinois 88th Infantry Regiment fought battles at Perryville, Kentucky; Stones River, Tennessee; Chattanooga, Tennessee; Chickamauga, Georgia; Missionary Ridge, Tennessee; Resaca, Georgia; Rocky Face Ridge, Georgia; Kennesaw Mountain, Georgia; Atlanta, Georgia; Franklin and Nashville, Tennessee where the Army of Braxton Bragg was finally destroyed. Few other regiments saw as much action as the Illinois 88th.

Musician and Medic Otho Hobart, Illinois 104th Infantry Regiment was killed at Peach Tree Creek, Georgia; during a fierce firefight north of Atlanta, Georgia.

The Illinois 104th fought in battles at Hartsville, Tennessee; Chickamauga, Georgia; Lookout Mountain, Tennessee; Missionary Ridge, Tennessee; Resaca, Georgia; Peach Tree Creek, Georgia; Utoy Creek, Georgia; Bentsonville, Georgia; and Atlanta, Georgia; The 104th then joined General Sherman on his march to the sea. In 1865 the 104th took part in the grand victory parade at Washington, D.C.

Thanks to historian Charles Stanley of the Ottawa Times, we know of five soldiers in the Illinois 104th Infantry Regiment from the Marseilles area who were awarded the Medal of Honor for heroism at the assault of the rebel stockade at Elk River, Tennessee, July 2, 1863.

The recipients were, Pvt. Richard Gage, Pvt. George L. Houghton, Pvt. George Marsh, Pvt. Oskar "The Devil of Company D" Slagel, and Pvt. Reuben Smalley. Pvt. Gage was discharged Feb 6, 1865 for wounds received in action.

Marseilles men who died of disease during the Civil War:

- Private Allen Seaman, June 1862
- Private Peter Parley Bedford, April 9, 1864
- Private George Drake, July 20, 1864
- Private James F. Bess, September 18, 1865
- Private Francis Kockinkiniper, July 8, 1865



Pictured at right:

Medal of Honor for the Army, Navy and Air Force

World War I

In 1917 after German submarine attacks on American flagged ships and German pressure on Mexico to enter the war against the United States, President Woodrow Wilson asked congress for a declaration of war against Imperial Germany. The first troops arrived in France in 1917.

Corporal Edwin Prichard, Co A, 15th Field Artillery died of wounds received in combat. His body was buried in a temporary grave on the battlefield. After the war the body was raised and returned to Marseilles for a hero's funeral Sunday, September 4, 1921 at the Universalist Church.

Pvt. George Adler arrived in France May 21, 1918 with Company C, 129th Inf. Regt. 33rd Illinois National Guard. By September the German Army was poised for victory. The Illinois 33rd Inf., along with the rest of the First American Expeditionary Army, attacked in the Muese-Argonne sector. After six weeks of constant battle and 26,000 American dead, the fighting stopped. George was wounded in a mustard gas attack but refused treatment and stayed with his Regiment. The 129th marched to the German border to guard against further German attacks. As the influenza pandemic swept though Europe, troops whose lungs were weakened by gas quickly succumbed. Pvt. George Adler died February 24, 1919. His body was returned to Marseilles and lay in state at his parent's home. The newly formed American Legion held the funeral at the Methodist Church. An airplane from Ottawa dropped flowers over the gravesite. According to news stories of the day, the funeral was the largest ever held in Marseilles. Veterans of the Spanish-American War established a post and named it in honor of Pvt. George Adler.

THIS HISTORY OF MARSEILLES PROUDLY SPONSORED BY INDEPENDENCE TUBE CORPORATION

The most highly decorated Marseilles veteran in WWI was Pvt. Nellie "Spamp" Spampanatto, 357th Inf. Regiment, 90th Infantry Division, "The Tough Hombres". The Division was so named because of the large number of cowboys who served with the Division.

Collier's Magazine told the story of Nellie who in broad daylight crawled one half mile through no mans land, and captured the German machine gun nest that had been firing on his unit. Nellie, at only a little over five feet tall volunteered and to the amazement of his fellow comrades performed this feat with only a rifle and a few grenades. He killed three of the enemy and captured four other Germans.

Nellie received the Distinguished Service Cross, America's second highest award, along with medals from France, England and Italy.

General John Pershing personally presented Nellie with his medals.

Pictured on right: The Distinguished Service Cross



Pictured above:
The Purple Heart
Pictured below:
The Silver Star



World War II

December 7, 1941, America is attacked at Pearl Harbor. The men and women of Marseilles march off to war, not all of them will return.

The first to die in WWII from Marseilles was fighter pilot, Captain Harold Lewis. Lewis took part in the invasion of North Africa. Captain Lewis was shot down on his tenth mission, December 5, 1942, in North West Africa. Captain Lewis received the Air Medal, the Distinguished Flying Cross and the Purple Heart.

Sergeant Harold Hetelle, a Fifth Air Force gunner on a B-24 bomber, took part in an attack January 8, 1943, on the Japanese stronghold at Huan Gulf, New Guinea. Sergeant Hetelle's plane was raked by gunfire from ten Japanese fighter planes. His bomber also received intense fire from four Japanese warships and supporting ground batteries. The three-bomber formation downed two of the enemy fighters, and completed their mission.

On April 16, 1943, Japanese gunfire knocked his B-24 from the sky. It crashed in the mountains of New Guinea with the loss of all lives. Sergeant Hetelle received the Air Medal and the Purple Heart.

Lieutenant Wayne Berta's B-25 went down in flames at Victoria Bay New Guinea, on September 27, 1943 during an attack on Japanese shipping and shore batteries. Lieutenant Berta was awarded the Silver Star for gallantry in action and the Purple Heart. While in training, Lt. Berta flew his bomber over Marseilles.

Army Private Raleigh Farmer was cut down by Japanese machine gun fire on Guadalcanal, Solomon Islands, January 10, 1943. For gallantry under fire Private Farmer was awarded our nations 2nd highest honor, the Distinguished Service Cross and the Purple Heart.

Of all the deaths of our fighting men in WWII, that of Seaman First Class Ernest Atchley was one of the most heart wrenching. Seaman Atchley enlisted June 17, 1943 and received training as a Navel Armed Guard. The Armed Guard was assigned to merchant ships to man the deck and anti-aircraft guns. This was considered to be a suicide mission. If the ship you were on was sinking, the Armed Guard was ordered to man the guns until seawater covered them. Only then were the sailors allowed to leave the doomed ship.

THIS HISTORY OF MARSEILLES PROUDLY SPONSORED BY INDEPENDENCE TUBE CORPORATION

The following report is from the Daily Republican Times, Aug 7, 1945. From a telegram received by the family:

"Your son Ernest Atchley, Seaman First Class, United States Navel Reserve, has been carried on the official records of the Navy Department as missing in action since July 2, 1944. He was a member of the Armed Guard serving aboard the USS Jean Nicolet, when that vessel, proceeding from Fremantle, Australia to Colombo, Ceylon was struck by two enemy torpedoes"

As the Jean Nicolet went down, the Captain ordered "abandon ship". All onboard made it safely to rafts and lifeboats. The men settled down awaiting rescue. Normally Japanese submarines quickly leave the area after an attack. To the surprise and consternation of all, the Japanese sub surfaced an hour after the attack. The Japanese sub captain ordered his men to bring all the survivors on board. As the sailors and merchant seamen were hauled up to the submarines deck, their boots and life jackets were taken from them. Their hands were tied behind their backs with either rope or wire and they were forced to sit in rows upon the sub's deck. The sub captain ordered his men to begin lowering the captives down the conning tower into the submarine. After the first few POW's were lowered a warning whistle sounded indicating an allied airplane was approaching the area. The sub captain ordered the hatch closed, and the submarine crashed dived. The hapless prisoners on the deck were washed over board to begin their last desperate struggle to live. A few seamen were able to free themselves from their bonds; probably those tied with rope. One by one the rest slipped beneath the waves. The next day a rescue vessel arrived and picked up the survivors. Seaman First Class Ernest Atchley was not among them. In writing the story of Ernest Atchley the words of an old hymn come to mind. "Eternal father, strong to save, O hear us when we cry to thee, for those who peril on the sea".

Anlie Einhart, U.S. Army served with the 379th Inf. Regiment, 95th "Victory", Inf. Division. Anlie was killed during the battle of the fortified City of Metz, France, on November 21, 1944. The city fell the next day and opened the way into Germany for General Patton's Third Army.

Private First Class Savina "Pete" Serena, Company 1, 133rd Infantry Regiment, 34th Infantry Division, "The Red Bull Division," Fifth Army, fought in Africa, Sicily and Italy. Pete was wounded on October 22, 1943 crossing the Volturno River at the Salerno Beachhead and was killed in action February 15, 1944 during the battle of Monte Cassino. This was one of the largest battles of World War II, causing over 600,000 Axis and Allied casualties. The 34th Infantry Division was nearly destroyed. After Pete's death the 34th Infantry Division was pulled from the front line and rebuilt. The 34th Infantry Division spent more days in combat than any other American division during WWII.

Private First Class Leo Downey, U.S. Army died of wounds July 1944 in France. PFC. Downey was also in combat in Africa and Sicily.

Private Joseph Micor was killed in action June 16th in Normandy, France. Micor was an expert rifleman.

Private Phil Spampanatto, U.S. Army, the son of WWI hero Nellie Spampanotto, was killed in action September 25, 1944 in France.

Second Lieutenant Eloise Richardson, an army flight nurse, was killed May 18, 1944 when the Marine medical transport she was on went down during a flight from Bougainville to Guadalcanal. It is believed that enemy fire downed the airplane. Lt. Richardson lived with her parents at 491 Lincoln St, attended Marseilles schools and was a graduate of the Ryburn-King School of Nursing in Ottawa, Ill. She was awarded the Purple Heart posthumously.

Private Denny Gash was killed on duty May 17, 1944 in Southern England. Denny was a motorcycle dispatch rider. Prior to D-Day radio and phone use was cut to a minimum. Denny's four-man squad was on duty around the clock. Maintenance of the Harley-Davidson bikes was postponed. When another rider's bike broke down Denny's bike was used. When Denny received the motorcycle back it was caked with mud. The mud locked up the front wheel at high speed and Denny was thrown to the pavement breaking his skull. His body was carried to a local undertaker, embalmed, placed in a British military casket and buried in a local cemetery. After the war, graves registration units raised all the American dead and moved them to American Military Cemeteries in Europe and England. In 1948 Denny's body was reburied in an American casket at the beautiful cemetery at Cambridge, England.

Private First Class Charles Brown was killed in action July 9, 1944 in heavy combat east of St. Lo, France. Charles served with the 23rd Armored Engineers, 3rd Armored Division, the famous, "Spearhead Division". This was the beginning of the breakout from Normandy.

Fireman 3rd Class Eugene Malosti died of wounds received in action in the Pacific war zone. His parents were told that the body was either buried at sea or on a Pacific Island. No other information could be given.

Staff Sergeant Walter R. Tauchert was killed in action September 27, 1944 while helping his wounded comrades during a fierce firefight with the Germans. In June Sgt. Tauchert exposed himself to German fire to save his men. He single-handedly took out two machine guns, snipers and an armored vehicle. Sgt. Tauchert was awarded the Distinguished Service Cross for this action and the Silver Star for the September action.

THIS HISTORY OF MARSEILLES PROUDLY SPONSORED BY INDEPENDENCE TUBE CORPORATION

Marine Private First Class Charles Brinkman, Marseilles High School graduate and captain and forward of the Marseilles Panthers basketball team was killed in action on Iwo Jima March 4, 1945. PFC Brinkman served with the Fifth Marine Division, one of "The Devil Dogs".

Second Lieutenant Charles Arnold, B-17 Flying Fortress bombardier, 8th Air Force was killed in action August 8, 1944 when he went down with his plane in German territory. According to surviving crewmembers, Lt. Arnold was wounded by enemy fire before the plane crashed. On right: B-17 Flying Fortress Bomber



Private John Rath, 19, Marseilles High School Salutatorian, was killed in action January 18, 1945 in France. Private Rath served with the Infantry.

Captain Vernon C. Rexroat, 129th Infantry Regiment, attached to the 33rd "Golden Cross" Infantry Division, was killed in action, April 2, 1945, leading his infantry rifle company against the Japanese on Luzon, Philippine Islands. Captain Rexroat was awarded, posthumously, the Silver Star for gallantry in action.

Private Maurice Christensen was killed in action in eastern France. His widow received a letter from the War Department that her husband was buried on the battlefield and that a Catholic Chaplain officiated. Mrs. Christensen was presented a Purple Heart for her husband's valor.

Second Lieutenant Armen R. Manougian, 417th Infantry Regiment, 76th Infantry Division, 3rd Army, was killed in action, March 30, 1945, in house to house fighting at Kamburg, Germany. Lt. Manougian was wounded March 11th at the Ruwer River Bridgehead, and had just returned to his unit. His son Bobbie was 18 months old at his father's death.

Boatswain Mate First Class, Vernon H. Twait, U.S. Coast Guard was killed when a Japanese submarine torpedoed his ship, the USS Sepens, on January 29, 1945. All 200 crewmen lost their lives. A memorial service was held at sea February 1st off the Island of Guadalcanal.

Private Bernard Glazier, 40th Tank Battalion, 7th Armored Division, was killed in action September 9, 1944 when his tank was hit by enemy shellfire and burned. His death occurred during the battle for Metz, near Malencourt, France. The fight for Metz continued until November 22, 1944.

Marine Paratrooper, PFC. Fred Hanny Jr., Fifth Marine Division, died of wounds received during the battle of Iwo Jima. His death occurred sometime after March 11th when he wrote his last letter home. PFC. Hanny also participated in battles at Guadalcanal, New Caledonia, and Bougainville.

Fireman First Class, David Churchill, was killed Christmas Day 1944, on Saipan Island in the South Pacific, by a bomb burst. He was buried on Saipan with full military honors. His son was born December 20, 1944.

Private First Class Elwood Simpson, with the 2nd Corps, 5th Army in Italy was killed in action June 19, 1944, when his platoon came under fire PFC. Simpson refused to take cover. PFC. Simpson stayed with his jeep-mounted machine gun, returning fire until he was cut down by German machine gun fire. He died beside his weapon. PFC. Elwood Simpson was awarded the Silver Star posthumously for gallantry in action.

Private Edwin H. Carlson, Enlisted in the U.S. Army December 5, 1942. He was killed in Germany.

Glen Viano, enlisted in the U.S. Army November 20, 1939, and was killed in the South Pacific.

James Wylie was killed in Germany.

Sam Milikin, was killed in New Guinea.

The Japanese captured Lawrence Vallero, a civilian, on January 2, 1942 in Manila. Vallero was interred in Cabanatuan Camp #1 north of Manila. In 1944 he was moved with 1775 other prisoners to a ship that sailed toward a prison camp in China. On October 19, 1944 the ship was bombed and sank 200 miles from the China coast. Only five prisoners survived. Lawrence Vallero was not one of them. US Army Rangers liberated Cabanatuan on January 30, 1945.

The following died in service during WW II:

Lloyd Breese, died in Indiana.

Frank E. Shelton, died at Granite City, Ill.

James A. Farrell, died in Kansas.

Joseph Thomas, died in Colorado.

Prisoners of War, World War II:

George Chapman, South Pacific.

Joe Dekreon, South Pacific.

Nevelle Farmer, Germany.

Homer Hammond, South Pacific.

William Lamb, Germany.

James Osborne, Germany.

Glen Rafferty, North Africa.

Mario Vangelisti, Germany.

Warren Connor, South Pacific.

Leonard Dumke, Germany.

James Gabehart, Germany.

Harold Jones, South Pacific.

Merle Morine, Italy.

Alfred Pellegrini, Wake Island and
Shanghai, China.

Robert Wright, Germany.

THIS HISTORY OF MARSEILLES PROUDLY SPONSORED BY INDEPENDENCE TUBE CORPORATION

During WWII, Marseilles sent a band of brothers to war who were real brothers. They were the Dumke's, Robert, Leonard, and Fred.

Robert and Leonard served with the 82nd "All American" Airborne division. Fred served with the famous 2nd "Indian Head" Infantry Division. The Dumke brothers fought in most of the major battles of Europe, from Italy, through France, Belgium, Holland, and Germany. Robert was wounded in Italy September 15, 1943. Leonard was captured after parachuting into Normandy, June 6, 1944. His squad landed 25 miles east of the intended landing zone. Just as their captors were about to execute them, a German officer intervened and ordered them sent to the nearest rail line for transport to a prison camp in Germany. Robert also jumped on D-Day and on September 17th in the Market Garden attack into Holland. The 82nd fought in the Battle of the Bulge, stopping the Germans at St Vith. The German 21st Army surrendered to the 82nd Airborne on May 2, 1945.

Fred's 2nd Infantry Division landed on Omaha Beach June 7, 1944, and fought its way across France, Belgium, and into Germany where it took part in the terrible Huertgen Forest battle. In December the 2nd Infantry Division was sent to a quiet area of the Ardennes Forest to rest and rearm. On the 16th of December, 15 full strength German Divisions hit the lightly defended Ardennes area. Thanks to the 2nd Division the attack was blunted, giving the Allies time to mount the counterattack that stopped the German Army. WWII ended with the surrender of Japan in August 1945.

Korean War

In June 1950, at the urging of Joseph Stalin, the Soviet armed North Korean Army invaded South Korea. The outnumbered South Koreans and the small American contingent were nearly pushed into the sea.

The first to die from Marseilles was Corporal Carl W Pitts, U.S. Army, killed in action on July 20, 1950. His body wasn't recovered until the end of the war.

Private Floyd Knutson, U.S. Army, killed in action, April 25, 1951.

First Lieutenant Amos Jackson enlisted in the U.S. Navy during WWII and served in the South Pacific. After the war Jackson joined the National Guard and was promoted to First Lieutenant in the 40th Infantry Division. He was killed in action by a land mine April 19, 1951.

Sergeant James E Costello, 160th Infantry Regiment, 40th Infantry Division killed January 2, 1953 on Heartbreak Ridge, near Mungdung, North Korea.

Died in service during the Korean War: Linwood England, April 1954 - Raymond Littlefair, January 1953 - Donald Grosso, May 1953. In August 1953 an armistice ended combat operations. A peace treaty has never been signed.

Vietnam Conflict

In the early 1960's, with arms supplied by their friends in the Soviet Union and Red China, the Army of The Peoples Republic of North Vietnam invaded South Vietnam, an ally of the United States.

The first to die from Marseilles was Specialist 4th Class Norman Treest, 1st. Battalion, 8th Cavalry Regiment of the famous First Cavalry Division. Norman was killed in action July 5, 1967. Spec. Treest's body suffered multiple wounds. Combat veterans will tell you the bravest men on the battlefield are the medics. On that day Norman Treest was the bravest. He was a medic.

When Michael Vangelisti told his father Mario he wanted to join the army, Mario talked him into joining the Air Force where he thought Michael would not likely be placed in harms way, as was Mario during WW II. In the weeks before shipping out, Michael and Mario worked on restoring a vintage Harley-Davidson motorcycle. Michael promised his dad they would finish the bike when he returned. That day would never come. After joining the Air Force, Michael volunteered for duty on a Shadow Gun Ship, one of the most dangerous duties in the Air Force. Aerial gunner, Michael Vangelisti was killed April 28, 1970 when his "Puff the Magic Dragon" gun ship went down with the loss of all crewmembers. There were six-gun ships operating in Vietnam in 1970.

That morning, Mario heard on the radio that one of the Shadows had gone down with the loss of all lives. Mario had a premonition that it was his son's plane. That afternoon the arrival of Air Force officers confirmed the worse. His only son was gone.

The WWII hero and former prisoner of war was devastated. When the company Mario worked for was sold to a German firm he learned that his new supervisor was a former U-Boat commander. Unable to continue in this veil of tears, Mario joined his son in that house not made with hands, eternal in the heavens.

During the Vietnam War, American forces never lost a battle. (The end of 1972 forced the North Vietnam Army out of South Vietnam.) A peace treaty was signed in January 1973 between the North and the South. American troops returned home. In June 1973, over the objections of President Nixon, congress cut off all military aid to South Vietnam. The North Vietnamese, equipped with the latest Soviet weaponry, re-invaded and defeated the helpless South Vietnamese in 1975.

The young men of Marseilles who gave their lives during the Korean and Vietnam wars did not die in vain. In 1989 the Soviet Union collapsed. The Cold War was over.

THIS HISTORY OF MARSEILLES PROUDLY SPONSORED BY
TINO'S SHOE REPAIR – Ottawa

Jail Break

John E. Armstrong, wrote this article for the Daily-Times in 1979, the incident took place about 1914.

Three local lads about 13 or 14 years old were making a practice of stealing copper bonds from the rails of the local interurban line and selling them to the old junk dealer who lived west of town in a house boat on the canal.

One afternoon the freight car of the interurban was parked on the siding by the Power House and the crew of three took after the three boys who they saw chopping bonds from the rails.

Two of the boys ran north and went under the culvert where the creek comes under the canal and both escaped. The third boy ran down the Matchtown road with all three of the crew in pursuit and was captured. He was brought to town and locked in a cell of the city jail. The jail was in the back room of the City Hall and the cells set along the east wall. A few feet north of the cells was a barred window and just outside was a wagon shed and hay barn, which made good cover for any activity.

The Barker brothers plumbing shop was directly north of the wagon shed and was well stocked with long lengths of water pipe, tools and hacksaw blades.

Late that night the two boys who had escaped came down and broke into the plumbing shop, took a long piece of pipe and tied a hacksaw blade on the end of it. They poked it thru the window to the prisoner who removed the saw and the pipe was returned to the original rack and the two boys went home.

The apartment on the second floor of the city hall housed the city teamster whose duties in addition to taking care of the city team, driving the fire wagon, keeping seven stoves fired up in the winter, plowing snow off sidewalks, also included feeding the prisoners. You can imagine the uproar created when the teamster brought the breakfast down to the prisoner and found the cell properly locked and no prisoner.

One of the fellows who supplied the hacksaw blade has passed on several years ago. The other is retired and is now almost 80 years old. He is a respected citizen, owns and maintains a well kept home. When he told me the details of this story made me promise never to reveal his name. He also told me that as far as he knows, no one else ever found out how or who supplied the tools for the escape and further more that I was the only one to whom he had confided in, 65 years later.

The bars were welded back in place and the repair job is quite visible today and one wonders how any one got thru such a small opening.

To the best of my knowledge the escapee never returned to Marseilles, but a few years later a box car came from St. Louis consigned to one of the local factories with a message in big white chalk letters printed on the side of the car telling the people of Marseilles "where they could go", and had his name signed under the message.

Letter written by J. E. Armstrong October 16, 1986:

Jerry Stevenson,
Chief of Police,
Marseilles, Ill.

Dear Jerry;

Enclosed is a copy of the story I wrote which was in the *Daily-Times*, September 20, 1979 with the names of the three boys withheld. The story reads that I was never to reveal his name. However the real promise was that I was never to reveal his name as long as he was alive.

Charles "Buster" LeRette passed away October 11 and was one of the two boys mentioned who escaped. The other one who escaped was, to the best of my memory, a Babcock boy. These are the two boys who used the 20-foot piece of pipe to reach into the jail with hacksaw blades attached.

The boy who sawed his way out of jail, left town and never returned was "Slick" Churchill. He had an older brother, Willard, who was also known as "Slick".

While going thru some old papers I found the following information which might be of interest to you:
The jail cells were purchased July 2, 1899. The big fire bell was purchased November 7, 1899 from Chicago House Wrecking Co. for \$100, and a man named Churchill was alderman during 1899. I understand he was the father of the two Churchill boys, quite a coincidence. *John*

Researcher: Leo Ingmanson – gleaned from information found among John Armstrong's notes.

THIS HISTORY OF MARSEILLES PROUDLY SPONSORED BY TWIN OAKS SAVINGS BANK

The Civilian Conservation Corps

Accepting the Presidential nomination on July 1, 1932, New York Governor Franklin Delano Roosevelt planned a fight against soil erosion and declining timber resources, utilizing the unemployed of large urban areas.

In what would later be called "The Hundred Days", President Roosevelt revitalized the faith of the nation with several measures one of which was the Emergency Conservation Work (ECW) Act, more commonly known as the Civilian Conservation Corps (CCC). With this action, he brought together two wasted resources, the young men and the land, in an effort to save both.

Camp 613 was designated June 6, 1933. The 613th CCC-Camp Illini Marseilles was located three miles southwest of Marseilles. Camp 2610 was started September 26, 1934.

The average CCC enrollee was between 18 and 19 years of age, had completed grammar school and had been without a job about seven months before entering the CCC. He was approximately 147 lbs., 5'8 1/4" tall and had a chest expansion of three inches. He was allotted \$25.00 for a monthly allowance, \$20.00 of which went to dependents, leaving only \$5.00 for him to live on. He would serve in the CCC from nine to twelve months.

In the CCC you would do your own laundry, or pay to have it done, if you wanted to spend part of the \$5.00 per month that way. You would be issued a cake of laundry soap. It would be best to inquire about how to wash your woolen garments or they may come out several sizes too small.

Upon entering the CCC, men were issued clothing, toilet articles and other equipment as was necessary. When they wore out, through usage while in the camp, they would be replaced. The Army knew, through experience, how long such clothing should last. If, through neglect, or you allowed it to be lost or damaged, it was deducted from the \$5.00 on payday.

These men were credited with renewing the nation's decimated forests planting billions of trees from 1933-1942. They also built roads, shelters, dams, bridges and canals.

During 1938-1939, the men of Camp 613 built the locks on the Illinois River in Marseilles.

These young men worked hard to feed family members while helping themselves to find jobs in some trade after leaving the CCCs. The country was in economic stress.

Every camp had a building for recreation to read books, newspapers, write letters and study educational classes. Some had a pool table or ping pong.



Pictured above:
Civilian Conservation Corps Camp 613



Pictured above:
Construction of the locks during the late 1930's.

THIS HISTORY OF MARSEILLES PROUDLY SPONSORED BY TWIN OAKS SAVINGS BANK

Many of the men came to Marseilles from nearby towns and married local girls and stayed in Marseilles. They had families and some of their families are still here.

Most met their girlfriends at the park but were not allowed at the camp itself. Some met on the bridge and it was called the Courting Bridge.

When we go to Illini Park and see the shelters, the woodwork and hard work the CCCs have done, it makes us appreciate it a lot more.

Some of the men that were at Camp Illini were:

- Shorty Angel
- John Basluck
- John Bolatto
- John Cunningham
- Tommy Dillon
- Bob Dumke
- Eldon Hayes
- Clem Hicks
- Mike Keegy
- Mike Landsau
- Howard Lowe
- Keith Lowery
- William Martin
- Jeff Miller
- Jim Mooneyham
- Clyde Moss
- Leland Mueller
- Lawrence Norsen
- John Prysbuski
- Tom Redshaw
- Walt Rhines
- Everett Shehorn
- Kenny Smith
- Robert Smith
- Bump Williams
- Wilbur Wessin
- Buzz Winsebedski (married Ida Thomas)
- Bob Wright



Inside one of the barracks at the CCC Camp.

One of the CCC boys, Sam Maggio, met his girlfriend during his stay at Camp Illini 613.

He married Bernice Jones of Marseilles after he finished his time at the camp. Sam said Bernice was the love of his life.

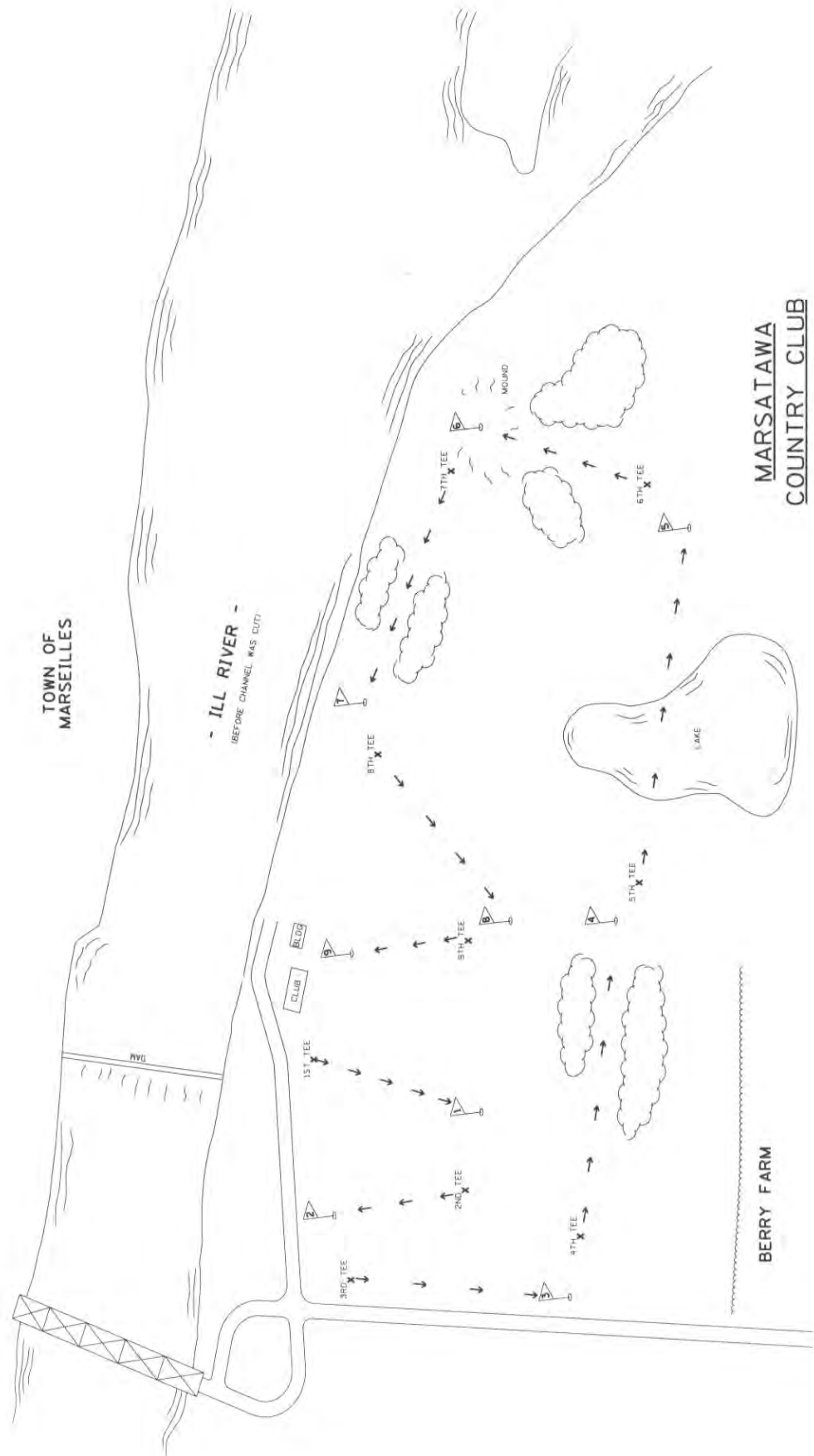
Their four children have the legacy of Camp 613.

See photo of Sam and Bernice at right.



Researcher: Nadine Morello

MARSATAWA GOLF COURSE & COUNTRY CLUB
Drawing by Brad Cresto from information supplied by Charles Calligaris & Ennis Mooneyham



THIS HISTORY OF MARSEILLES PROUDLY SPONSORED BY
MARK & DR. ELIZABETH M. ELLIOTT – Ottawa, IL

MARSATAWA COUNTY CLUB – ONCE OCCUPIED THE EAST END OF ILLINI PARK

The Marsatawa Country Club / Golf Course was located on the south bank of the Illinois River, just east of the river bridge. (See map on opposite page for layout of grounds.)

Organized April 30, 1907, by Ottawa resident W. D. Boyce, it comprised of members from Marseilles, Ottawa, Morris and the vicinity. The nine-hole course, kept in excellent condition, was one of the premier golf courses of its day. It had a dance floor with open fireplace, kitchen and a screened-in porch used for a dining room. Lockers, shower bath, etc., were available for both gentlemen and ladies. A steward was employed to serve meals from June 1st thru October 15th.

A member of the Western Golf Association and Illinois Valley Golf Association, many tournaments were held here as well as numerous social affairs.

On July 22, 1924 it burned to the ground. There was no insurance on the building. The only thing saved was the player-piano, which ironically had been insured. When the building was rebuilt, the screened-in porch was not replaced.

The former Civilian Conservation Camp (CCC) at the west end of the park was converted into a semi-correctional boy's camp that provided maintenance in the park until it was closed in the late 1960's. (See story about the CCC)

Illini Park entered into the State Park System in 1934 and was dedicated in 1935. (See story about Illini Park)



Pictured above: Marsatawa Country Club as it looked in the early 1900's.



Pictured left: Aerial view of the Illinois River, showing the river bridge featuring the “famous turn in the middle” and the ramp that allowed entrance down to the dam area.

Part of the Marsatawa Golf Course area can be seen just above the road leading to the bridge at the right edge of the photo – round white area) Club House is just across and above the small dark area to the left of the course.

(See drawing on prior page for layout of grounds.)

THIS HISTORY OF MARSEILLES PROUDLY SPONSORED BY
MARK & DR. ELIZABETH M. ELLIOTT – Ottawa, IL



Pictured above: Marsatawa County Club – mid 1920's. (front of building)
Pictured below: Marsatawa County Club – mid 1920's. (rear of building – 19__ automobile)



It's been said:

1st Saw mill was established at the Illinois River rapids at Marseilles in 1832, and three years later entrepreneur Lovell Kimball platted the town.

The first wing dam over the Illinois River was built in 1832.

Researchers: Patti Smith and Brad Cresto