



POPE PIUS XI.



GEORGE CARDINAL MUNDELEIN  
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AUXILIARY BISHOP



REV. J. MEYER  
PASTOR OF SS. PETER AND PAUL'S CHURCH, PILOT, ILL.  
AND  
SACRED HEART CHURCH, GOODRICH, ILL.  
WHO COMPILED THIS HISTORY.

HISTORY  
of  
SS. PETER AND PAUL'S CHURCH  
Pilot, Illinois

With An Historical Sketch  
of  
SACRED HEART CHURCH  
Goodrich, Illinois  
and  
ST. JAMES CHURCH  
Irwin, Illinois

At One Time Forming One Parish

Prefaced by a General Local History

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APPENDIX

Containing a Synopsis of the Pioneer and Subsequent Parishes of the  
Catholic Parishes in Kankakee County

Pictures  
Photographic Views  
Pioneer Settlers' Map

Now therefore, o my sons . . . call to remembrance the works of the fathers, which  
they have done in their generations.

I Machabees, 11, 50-51

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*DEDICATION.*

*To the members of SS. Peter and Paul's Church, Pilot, of Sacred Heart Church, Goodrich, of St. James Church, Irwin, and to all interested the publication of these Memoirs and Chronicles of old Illinois Parishes is respectfully dedicated by*

*THE AUTHOR.*

Compiled in commemoration of the  
Golden Jubilee of Ss. Peter and Paul's  
Church and the 25th anniversary of  
Sacred Heart Parish.



## PREFACE

**H**ISTORY, a fascinating word, history which brings us in close contact with those who have lived, labored and suffered in the past—a gratifying and most interesting study that can occupy the human mind. And the usefulness of historical knowledge can never be measured in terms of money. As it were, we go before the tomb and cry: "Lazarus, come forth"; the dead arise and one by one they pass before us to tell us the story of their lives. We may or may not share the views, ideas, opinions, sentiments of those who have lived before us, and as a matter of course not their human faults, mistakes, their shortcomings, but we can take advantage of their experience and are so much the richer for it. It is most appropriate that on the occasion of the Fiftieth Anniversary of a Parish we gaze back, turn our thoughts to the happenings of a half century period. Indeed the now living members of the Parish in question and especially the few survivors of those early days will rejoice with grateful hearts at this happy event. At the reaching of the golden milestone in the life of a parish it would not be out of place to compile a short history of its evolution, not an elaborate presentation of facts, but a simple truthful statement of the sequence of events; this is what such an occasion would suggest.

Ever since the early days of our appointment as pastor of the parishes of Sacred Heart, Goodrich, and SS. Peter and Paul's, Pilot, we have entertained the thought, the desire, which grew into the firm purpose of writing an account of their history.

Realizing the arduous task and difficult undertaking, and owing to the multifarious work imposed by the care of two parishes, the work had been somewhat postponed and delayed, although material for this narrative had been collected occasionally here and there until it was possible

to form an image of the character and ethical disposition of the pioneer settlers.

True, we have no great stirring events to relate and did not anticipate finding them, for happy is the institution working silently. It is the slow, silent development of religious life in mission with the civil progress of the community. We present this Parish History that it may be a great emolument for the present, and even more so for future generations. Let it be preserved in the annals of the family as a sacred treasure, as an incitement for the younger generation to produce and cultivate the sterling qualities of those zealous pioneers, who in the days of their own poverty have laid the foundation of wealth and religion for their descendants who stood fast in the days of joy and tribulation. "Ask thy father, and he will declare to thee: thy elders and they will tell thee." Duet. 32.7. The story to be read in the following pages will give a striking illustration of the staunch faith, indomitable will of the first settlers. The time has arrived when it becomes necessary to perpetuate their names and lineaments. We owe this to them as well as to ourselves. We cannot and dare not forget them. Obelisks, masoleums, monuments, carved statues have been the medium to perpetuate the memory of great men, but all these monuments are only objects of curiosity soon to crumble into dust. The tomb-stone in the cemetery erected to the memory of those who have passed to their graves may be destroyed, but not their lives recorded in history.

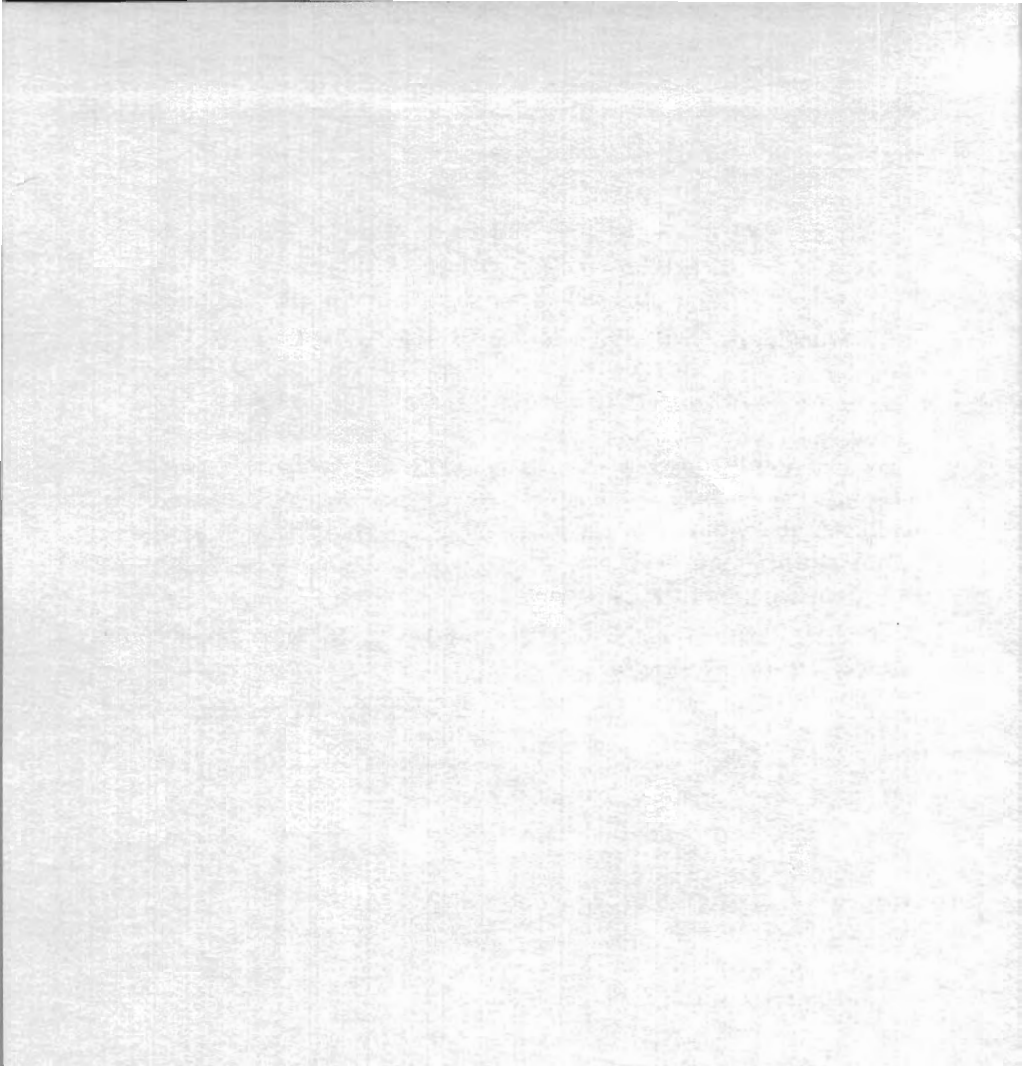
In presenting the Parish History to our readers we wish to express our indebtedness, personal obligations and heartfelt thanks to those who have so generously assisted us in this work by the contribution of valuable information, interesting reminiscences and rare incidents. We likewise wish to extend our sincere thanks to those who by their material assistance have made possible the publication of this historical record. We always met with a uniform kindness and courtesy. The list of the different contributors in these respects is too numerous to mention.

Finally may these few pages, which claim no literary

merit or excellence, be received in a spirit of lenient criticism, mindful that perfection is not of this world. We recognize the fact that we have done poorly and we submit this publication with many misgivings and pray the indulgence of the reader. The collection of material, gathered from different broadcast scattered sources, has been a task requiring patient and laborious research. Some dates and facts had to be omitted owing to insufficiency or total absence of definite and adequate information. We may congratulate ourselves for having been instrumental in preserving interesting facts and dates from utter obliteration.

If the book produces the intended good we consider our work amply repaid.

THE AUTHOR.



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## *General History and Local Description.*

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The happenings related in the following pages took place in the Prairie state—Illinois—in the County of Kankakee—the “wonderful land” set apart from Will and Iroquois counties under the act passed in 1853. Here it was in the townships of Pilot, Norton, Essex, Salina, Limestone and Otto that our first settlers put up their tents. Originally the lands in these townships were prairie, with the exception of some which were covered with an excellent quality of timber. Pilot grove, situated on a hill in the beautiful rolling prairie stretching away in undulating folds as far as the eye could see, was a picture rarely found elsewhere and fully justifying the title of “Grand Prairie.” From a distance this grove loomed up massive and solitary, and in its prominence was a guide by which the early settlers were wont to direct their course over a prairie stretching out to the horizon, limitless as the ocean.

Norton township at the time of organization of Kankakee county in April, 1853, was a part of Vermilion county, but in 1855 it became with the town of Essex a part of Kankakee county, and in 1857 the territory comprising the present township of Norton was separated from Essex and given its present name, this territory also being called “Grand Prairie.”

Salina was a part of Limestone and taken from it by petition to the board of supervisors on April 27, 1854, and included in the town of Pilot. At that time it extended six miles east and west and over fourteen miles north and south.

Limestone is the only township retaining the original name given it by Iroquois county at the organization of the latter. As originally organized it included all the territory of Salina, Pilot and Otto, with the exception of

a small strip of land on the west bank of the Iroquois river and all of that part of Kankakee township lying south of the Kankakee river. The name originated from the fact, that the lands adjoining the river bore frequent outcroppings of limestone. The "barrens," meaning unproductive land, extend into the western portion of the township.

Otto township, formerly Dallas precinct, Iroquois county, was organized in 1856, having been taken off from the original townships of Aroma and Limestone in 1855. It was first named Carthage, but was changed to Otto in 1857, it being suggested that since there was an Aroma there ought to be an Otto township, Otto being a corruption of attar, the aromatic principle of the essential oil of roses. The thought grew from the appreciation of acres of prairie flowers surrounding the homes of the first settlers.

Essex in early days formed—with Norton township, Ash Grove township of Vermilion county (six miles wide and thirty-six miles long), with Danville as county seat. In 1851 the present towns of Norton and Essex were set off, this territory being called Essex and in 1855 Essex was transferred from Vermilion to Kankakee county and in 1857 this district was divided into two townships, the present Essex and Norton.

The first comers settled upon a soil of remarkable fertility. In fact, this part of Kankakee county, including other contiguous stretches of land, may be considered one of the most productive districts in Illinois. The face of the country is generally level. The soil of the townships of Pilot, Limestone, Salina and Norton may be classified into three groups, sand and marsh land, light black soil and heavy black loam. In 1920 and thereabouts land sells at an average of from \$250 to \$300 per acre, and more.

North of the above mentioned counties flows the beautiful Kankakee river. The so-called Horse creek, south of Herscher, flows through the district with different names: West Branch Horse creek, East Branch Horse creek, Granary creek. Horse creek empties into the Kankakee river.

No natural deposits of gold or silver are known to exist in the townships concerning us, yet we find valuable quarries of stone for building and other purposes. Near our district coal beds were discovered. The first coal mine was opened about 1858 near Morris, at a place called Gooseleg, where coal could be taken from near the surface.

When the first settlers arrived here they found a wide stretch of land covered with high prairie grass (4 to 5 feet) as far as the eye could reach, with no trees of any kind, except south in Pilot Grove, and north following the Kankakee river; miles of timberland, tracts of oak, elm, ash, hickory, maple, walnut, with an occasional group of cedar. In early days this timber was a great resource for fuel and building purposes, and while large tracts of this valuable timber have been denuded there still remain some. The main products in the townships which concern us are corn, oats, wheat and rye, with a preference for corn and oats.

The high prairie grass and thick timber were the stronghold of and offered shade for many kinds of animals. Packs of wolves and herds of deers could be seen. The wild deer fed in droves within full view of the parlor window—large flocks of sandhill cranes were numerous. The Kankakee river furnished fish in abundance.

We are told that in early days the children were wont to play with the young wolves which had been whelped in the nearby strawstack. Snakes of all kind—venomous prairie rattlers, coiled to strike, and harmless reptiles like bullsnakes 4 to 6 feet in length—were plentiful.

The prairie was the sportsman's paradise. The sharp crack of the rifle had so seldom been heard that deer were almost fearless and fell an easy prey. The wild prairie chickens rushed by hundreds into the simplest traps.

The climatic conditions were not very favorable to the first settlers, the land being covered with swamps and sloughs which were hotbeds for miasms or germs, the cause of sickness, especially of the so-called ague fever, with an after effect for weeks and months. The water

was unsanitary, taken from ponds and sloughs covered with yellow scum; the land being too wet in some districts, no wells could be dug. Winters were more severe than now, blizzards often lasting for three days and causing high snow drifts.

When our first settlers came to the district west of Kankakee they met an Indian tribe. In Pilot T. S., section 11, there was years ago a deep hole in which were found Indian weapons and arrows. These Indians were hunters and fishermen, and we yet find occasionally arrows along the Kankakee river. They had a reservation at Bourbonnais with Shabona as their chief. They stayed at Bourbonnais during the spring but in the fall moved to a place called Shabona in DeKalb county. They wore buckskin and deerskin and only the younger generation could understand the English language.

A great number of our settlers mentioned herein emigrated from Canada, others came from different European countries, principally from Ireland, and from the southern part of Germany namely from Bavaria and Alsace-Lorraine.



## *Pioneer Days.*

### Humble Beginnings, Facts and Incidents.

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"The chosen people of God are those who till the land."—Thomas Jefferson.

If the law or proverb is true that all beginnings are hard and difficult this is particularly true of our pioneer settlers. A tent, a sod house, or a log cabin was the first home. The log house—maybe—contained two couches superimposed, the forerunner of the Pullman car. The couch was haunted by snakes, which entered through the crevices between the logs. In the evening, at the time of retiring, rattlesnakes would raise their heads through the crevices or knotholes of the floor just enough to be seen. Often in the winter morning a coat of white immaculate snow was laid over the bedcovers. Later a shanty of one—rarely two—small rooms with batting put over cracks to keep from freezing was erected. During the day the small bedstead for the children (trundlebed) was rolled under the larger one for lack of space. Still later we notice a little frame house with poorly fitted doors and windows, open to every draft, possessing hard working but happy and contented occupants. Often it was necessary to open an umbrella and place it over the couch for a protection against the dripping rain during the night, the roof being in such condition that the stars could be seen through openings. Then the stillness and lonesomeness of prairie life, the sense of loss and isolation! For miles no sign of a human habitation, nothing but an unbroken stretch of prairie land. The great distance intervening between the pioneer settlers made each like a little world.

Yet self-esteem, egotism and conventionalities of life were not known among them. They were united, although widely separated, by the bonds of a true, sincere

and genuine friendship and charity. There was no people more hospitable than the pioneer settler. We are told that the first log cabin in Pilot township was built in Pilot Grove by Joel B. Hawkins in 1847. Around their prairie homes the early settlers planted trees that would grow sure and fast to shelter their dwelling place and serve as windbreaks, the only relief in a monotonous, treeless sea of grass. What tales, what history could these venerable trees planted in early times tell us!

Their food consisted mostly of cornmeal ground in a coffee mill, salted pork, corn bread, potatoes, molasses, milk, and during the Civil war, coffee essence and chicory; for tea a herb called "shoestring" was dried and steamed. Thrashing was done by a flail and oats and wheat separated from the chaff with a fan. In order to make corn flour the corn was put in a sack and smashed with a stone. In 1857 the Altorf mill was built (store 1855) on the north side of the Kankakee river, opposite the old creamery building in Limestone township. Previous to this we find a small mill on Davis creek between Altorf and Bourbonnais to grind corn and saw wood. There was also a flour mill at Aroma Park. Some of our first settlers had their wheat ground in one of these mills which are now left to silence and perpetual idleness. They came from twenty to thirty miles.

The only fuel was timber logs, and often cornstalks and even corn was burned. To move away from timber land was considered a foolish and venturesome undertaking, as coal beds had not yet been discovered. Light was effected by flint and tinder. A wick in a small shallow dish overpoured with lard oil was to brighten the house in the evening—the forerunner of the electric light in some farm houses at the present day. Later moulded tallow candles were in use. We are told often the dishes were washed and perhaps other work attended to by moonlight in order to save light. No matches were available. In every shanty was a flint and tinder.

The frequent failure of a crop by the ravages of grass-

hoppers somewhat disheartened the tireless ambitious settlers, but more so the dreaded prairie fires:

The American poet says of it:

Oh, fly to the prairie in wonder and in gaze  
As over the grass sweeps the magnificent blaze.  
The world cannot boast so romantic a sight  
A continent flaming mid oceans of light.

The writer was told by an eye witness that the flames would roll on with incredible velocity and fury, destroying cornfields, buildings and whatever might have been in their path. Suddenly the wind turns to take a new direction and the flames roll on with the same swiftness in their devastation. For miles the heavens were lit with angry crimson, a spectacle of lurid magnificence. In order to halt the fire furrows were plowed about a hundred feet apart and the grass burned between, but sometimes the flames would leap over in derision. Water soaked grain-sacks, bedding and clothing was used in fighting the furious element. Women and children had to help the men in the fierce battle.

In early days prairie farmers had no horses but only a yoke of oxen, and whoever would come to the then small town of Kankakee with the nicest yoke of white longhorns was an object of envy. Later each farmer was the proud possessor of two or more horses. At first the field work had to be done by manual labor, no agricultural implements being available. Corn was planted by making an opening in the soil with an ax. Bundles of wheat were tied with ropes of straw. Utensils like milk pans, etc., were made or carved out of wood.

We cannot speak of laid out wagonroads in those days, only of trails or paths leading in certain directions, winding around the sloughs or ponds. To serve as a sure guide for a returning member of the family or some one expected at night a candle was put in the window or a fire lit in the open. The hauling of products to market—and a market was far away at that time—was connected with great difficulties. To haul grain to one of the nearest

market places would mean to leave early in the morning and return late at night. In the deep mud the wagon often sank to the hub. The only solution left was to carry the sacks of grain to the nearest elevation or sand ridge, to get the wagon loaded again and proceed a little further with perhaps a similar occurrence after some distance.

Some of the pioneers tell us that they often had to go to Chicago with a load of corn, returning with a five dollar bill, or in most cases with no money, but with a few groceries and the mail. Often too they had to camp on the road or sleep in the wagon, as the trip both ways required about five or six days. Later when Kankakee and Wilmington came into existence, the market question was not so much of a problem.

Wheat had to be cut sometimes when standing deep in mud with a sickle or scythe. The value of money was unstable in early days, as it was exposed to depreciation over night. Most of the banks were conducted in the south, cotton being king and not corn. To loan money meant to have 15 or 20 per cent deducted beforehand; a person borrowing **one hundred dollars** in fact received only eighty or eighty-five dollars.

To reach Bourbonnais **some of the first** settlers usually forded the Kankakee River at a place called "Little Canada" the camping place of the Indian.

The sloughs and quicksand were a danger to horses and other animals; when they went to drink, they sank down and perhaps perished, as the white bones in the spring would tell. In the winter of 1866 the cold was so severe that calves and cows had to be covered with quilts or blankets, otherwise they would freeze to death. Some were found next spring in the "barrens" in a standing position. They were frozen and preserved by the snow.

The pitch-like soil in the slough south of Goodrich was burned out in 1891, the fire lasting about three weeks, and holes were found here and there to the depths of about three or four feet. The slough was an excellent hiding place for all kinds of animals and reptiles. Musk rats,

snakes, minks and skunks were rushing away from their former place of safety when the high grass and turf-like soil burned up.

During the whole night the wolves would keep up their concert, consisting of a child-like, whining sound, to stop only at the break of day, when they were driven away from the home premises with a broom-stick. Also the prairie chickens joined the concert by their cooing sounds. Sometimes the settler was short of bullets, but the mere smell of powder would keep the wolves at a respectable distance. Often whole packs of wolves would attack horses when hauling corn or driving through the prairie. In order to save the eatables the wagon box was turned over; then the wolves would dig to get under. This was in the days when ammunition could be procured only from Chicago.

In one particular instance a pack of some fifteen wolves tried to enter a shanty in the vicinity of the present town of Union Hill, through a partly open window, as could be judged from the scratches outside the wall, to get at the corpse of a settler who had died. Often it happened that when the settler opened the door in the morning deer would be seen in the yard and make away at the first noise. Also herds of wild goats could be seen moving towards Pilot Grove.

The corn was husked and thrown on the ground and only afterwards hauled home. The grain was kept in a bin made of rails and lined inside with hay or with corn ears set up to close the openings. In 1870 oats sold at 18 cents per bushel. Prior to the advent of the railroads some farmers fed their corn to cattle as the easier way to market it. Pork sold in those days at 2 or 3 cents per pound. When eggs sold at 12 cents per dozen and less they were not eaten, being too high priced. Women used to knit the stockings, spin the yarn and make their own clothes which were worn until they became unrepresentable, then washed. They worked out of doors, driving oxen and binding grain.

In order to earn \$10 per month the hired man was

sometimes obliged to walk a few miles every day to his place of labor.

On account of lack of room the furniture had to be removed to make room in case unexpected visitors arrived.

In those days a doctor was rarely seen, in fact each settler had to be his own physician, and resorted when sick to some concoction of herbs. If a doctor was at hand he had to be notified by a messenger on horseback, and in the same way the daily reports regarding the condition of the patient had to be made and also medicine taken back. The Civil war added to the hardships of the early beginners and blasted many of their cherished hopes. Nevertheless at their country's call they went forth valiantly "to do or die."

After conditions changed for the better the first settlers engaged anyone—who was to some extent qualified—to teach all the children of the neighborhood, without pay and school was taught when no other work could be done.

The first newspaper the settlers could avail themselves of in early days was the Gazette, established by Augustin Chester, who came to the then small village of Kankakee in 1853. During a few weeks the first numbers were published in Chicago, there being no place yet built in Kankakee where a press could be set up. Later the press and type were sent to Kankakee and for a time the work was done in the open air, under the shade of a friendly tree in the presence of many who gathered to see the work done. We may surmise that not a few of the early settlers saw a printing press work for the first time in their lives on that occasion. During the Civil war the Gazette published extras that sold for 10 cents. The Gazette is still published today as The Kankakee Daily News. All deeds, etc., had to be made out at Danville.

Every other section was railroad land and sold for \$7.50 per acre. Government land sold at \$1 per acre.

## POST OFFICES.

The first post office in Limestone township was established on the Nichols place, near the **LIMESTONE** Kankakee river, in 1849. It was called **1844** "Rinosa," a modification of the Spanish name "Rinoca", on the suggestion of a young man who happened to be spending some time in the neighborhood and who had previously spent several months in a town of that name in Mexico. Roswell Nichols was the first postmaster and served until 1868. The mail was brought once in two weeks or at even longer intervals, if the river could not be forded, coming from Chicago via Joliet and Wilmington by horse. The mail carriers of that time were styled "starriders." The total receipts in a year amounted to about one or one and a half dollars, the postmaster in those days receiving no pay. The cost of sending a letter by mail was 25 cents. In 1868 Franklin Nichols was appointed postmaster, which office he kept till 1875, when it was discontinued, the farmers of that district being obliged to get their mail from Kankakee.

At one time a post office was established on the farm of J. T. Smith, one and a half miles north of **SALINA** Bonfield, called the "Salina" post office, and discontinued about 1865. The mail was brought from Kankakee in a sulky. In 1865 or thereabouts the post office was removed to the poor farm, A. B. Henry being appointed as postmaster until about 1870, the office being then again removed one and a half miles north, with R. H. Hawker as postmaster until 1891. At one time there was also a post office established in the farm of Job Williams, about one and a half miles east of Bonfield.

In 1868 a post office was established on the McDowell farm, the present site of Bonfield. After **BONFIELD** the Big Four railroad, Seneca branch, was constructed in 1882 the office was called "Bonfield" with George M. Walter as postmaster until closed in 1895. George Walter was born in

Steinfurth, duchy of Baden, (Germany). He settled in Bonfield in 1861. Prior to 1882 the mail had been distributed from Salina and taken to Bonfield twice a week.

The first post office in the district of the present town of **Union Hill** was established on August **UNION HILL** 27, 1861, on the farm of John E. Schobey, who was the first postmaster; then **1861** removed to John Pratt's place; from thence to Ed. Alberts' place, and finally to the station of Union Hill, at the completion of the Indiana, Illinois & Iowa railroad in 1883. The postmaster received his pay by the cancellation of stamps. He had to do community work by staying home and neglecting his work in the field.

Prior to 1883 the mail was at first distributed from Kankakee every Saturday, then twice a week, by a mailman of the name of St. Louis, who kept his office for a number of years. The trip was made in a sulky, a light two wheeled carriage for a single person. The mail was carried from Kankakee to Salina post office, then to Chatsfield's post office and from there to Schobey's post office, where the horse was changed. The mailman went then to Pilot Center post office and returned to Kankakee, making a trip of about fifty miles. The mailman's task was somewhat difficult, roads being almost impassable with no bridges or culverts. Often the trip had to be made on horseback and sometimes on foot, at least for a certain distance.

Mr. John E. Schobey was instrumental in originating the name of Union Hill. The country was intensely agitated by the war of Rebellion in 1861. Mr. Schobey was determined to embrace the word "union" in proposing a post office, meaning by it the union of the north and south. Several names were proposed to the post office department at Washington, among them Union Grove, the first grove planted on Mr. Schobey's place, but this was rejected, another office in the state bearing the same name. Finally Union Hill was adopted, alluding to a slight elevation or hill on the farm land.

The mail between Limestone and Essex was carried



by Almont Hawkins. When Horse creek was swollen enough to prevent crossing, a strong cord was fastened to a washtub and a stone to the other end of the cord. The stone was then tossed across and the tub pulled in, the mail being safely landed. The first post office was established at Daniel B. Reed's, section 11, in 1850. Jonas Harper at one time carried the mail from Middleport, Iroquois county, to Joliet once a week, coming down the south bank of the Kankakee river and stopping at Nichols' settlement. The office was afterwards removed to Will county and then back to Foot's Place (Essex). Later on it was discontinued and an office established, as stated above, at Union Hill, with John E. Schobey as postmaster. In March 1880 the first post office was established in the village of Essex with C. A. Albert as first postmaster.

The first post office near the present site of Herscher was established in 1865 on the A. Buck farm, called Pilot Center. As already mentioned the mail was distributed from Kankakee to Salina post office, McDowell's post office, Union Hill post office and thence to Pilot Center. The first settlers southeast of the present Lehigh station went to Bourbonnais after their mail and those south of Irwin to Chebanse.

## RAILROADS.

Although not directly concerned in our historical sketch we mention the **ILLINOIS CENTRAL R. R.** first railroad in Kankakee county which was built in 1852, and known the Illinois Central railroad via Chicago to Kensington, 14.27 miles; in 1853 Kensington to Kankakee, 41.34 miles; and in 1854 Kankakee to Ludlow, 52.38 miles.

In 1878 it was extended from Otto to Chatsworth, 36.70 miles; in 1879-1880 **ILLINOIS CENTRAL CHATSWORTH TO COLFAX** 22.42 miles, and in 1882 **BLOOMINGTON BRANCH** Buckingham to Tracy, 9.51 miles.

## STATIONS.

Dickey's Siding, located in the district of some of our pioneer settlers, was named after **DICKEY'S SIDING** S. B. Dickey, who owned the land where the railroad was built. In 1880 an elevator was built and a small store kept there by his son. S. B. Dickey continued to cultivate his farm (720 acres) until his retirement. Later the elevator was operated by Carrington, Hannah & Co., Inkster Bros., and Albert Siedentop.

The first house in Irwin was built in 1878 by Libert, at present occupied and owned by Jerry Graney. **IRWIN** In 1876 Edward Francoeur opened a blacksmith shop, which he kept until 1886. The first store was built in 1878 by Mary Irwin on Main street, south of the railroad, and later occupied by Ferris. The first elevator was built about 1879 by Marshall & Capen, and afterwards owned by William P. Harvey & Co., Carrington Hannah & Co., Robert S. Cummings and Ferris Bros. The second elevator was built about 1897 by Thomas Ferris, and afterwards owned by Ferris & O'Connor, Ferris & Kern and Ferris Bros.

John Herscher was instrumental in giving his name to the station and is to be considered as **HERSCHER** the real founder and promoter of the town. He was born in Alsace, France, near Colmar in 1842; came to America in 1851, and moved to Pilot township in 1854. In 1878 the first elevator was built by him. Subsequent owners as operators were Burke Bros., Bartley Gulshen, Cooley & James, Rumley & Cooley, Inkster Bros., John Karcher and John Karcher & Son. A second elevator was built in 1878 by Johnson, then owned by Burke Bros. It was afterward taken down and rebuilt by Inkster Bros., and owned by Fred Siedentop. A third elevator was erected in 1878 by Sam Larrigan and afterward owned by Burke Bros. About 1894 it was destroyed by fire.

The first store was moved to Herscher in 1878 from Pilot Center, standing near the "town house" owned by

Buck Bros. For some time it served as a post office. John Herscher built and owned the first store in the town in 1878, now standing on the southeast corner of the intersection of Main and Kankakee streets. In the fall of 1878 John Griffin built the first dwelling house, owned by James Brazier.

In 1868 the American Central railroad was projected to pass through Kankakee, but after repeated failures the project was abandoned. General Cass encouraged Mr. Thomas Bonfield and Mr. James McGrew to organize a new enterprise for a road from Hennepin to the state line to connect with a like enterprise in Indiana, running to Plymouth, Ind. Mr. McGrew became president of the corporation called the Kankakee and Illinois River Railroad company, which was subsequently consolidated with the Indiana road, called the Plymouth, Kankakee and Pacific (P. K. & P.). The road was surveyed in 1870 and graded the same fall. This road was intended to be a belt line, principally for hauling freight. An amount of \$100,000 had been voted.

Limestone township voted \$11,000, Pilot \$12,000, and Norton \$12,000. Mr. McGrew was president of the new company. Grades, culverts, bridges rapidly appeared, but not enough money could be realized to lay the rails. Everything came to a standstill, especially after the Chicago fire and the panic of 1873. Then in about 1874 Dr. C. W. Knott undertook to build an independent road from Kankakee to Gardner, passing through Goodrich. A good share of the grading had already been done when the enterprise failed.

Some years after, about 1881, a new company was organized by F. M. Drake, the founder of Drake college, **Des Moines, Iowa**. He secured the right of way of the Plymouth, Kankakee & Pacific railroad and built the Indiana, Illinois and Iowa railroad. The new company—the so-called Three I—extended the old road east and west

of Kankakee. The road was laid and equipped from Momence to Knox, Ind., in 1883-1884. This railroad was taken over by the Lake Shore and M. S. on December 12, 1902, and reorganized and named the C. I. & S. railroad (Chicago, Indiana & Southern). It was again taken over by and made a part of the New York Central system on December 27, 1914.

The first station which concerns us is Lehigh, primarily called Cagwin, and afterwards Carrow.

**LEHIGH** In 1864 or thereabouts the land (80 acres) through which the railroad passes was occupied by James Crowley, who built in about 1862, a stone house contiguous to the log house which he found on the place, the present and only stone house in Lehigh. The house nearby in the field west was built by Jos. Caron Sr. long before.

The stone quarry on the north side of the present track was opened by Jos. Caron Jr. about 1884 and operated by him until 1906, when he sold thirteen acres to the Lehigh Stone company, of which M. J. Edgeworth is president. In 1918 the company moved the plant about a mile southeast. Amede Couture, a young man, was drowned in the quarry north of the track in the 1890's. While the quarry was operated by Joseph Caron Jr. he was postmaster for some years. Originally a dump house was built when the railroad was opened for traffic, and in 1888 the first elevator was erected.

Goodrich is named after J. L. Goodrich. The first building was a farm residence built by

**GOODRICH** Nathan Lewis, with an addition built afterwards by Dr. C. W. Knott for a summer residence, with a dance room equipped with under-floor springs. The station at Goodrich was built in 1882. In 1883 Geo. Bentz built a residence south east of the present station and in the fall of 1883 a store was built south of the track by Henry Christophel which was sold to Joseph Provencal. In 1892 a parcel of land was grant-

ed to the railroad company north of the track by J. L. Goodrich of Chicago, with the stipulation that a station and telegraph office be indefinitely maintained, and that every passenger train was to stop. A post office was established in the store with Henry Christophel as first postmaster.

At first a dump house was built by S. C. Bartlett & Co. of Peoria, Ill. The first elevator was erected by William P. Harvey & Co. and afterwards the interests were owned by the following companies: Carrington Hannah & Company (1888 to about 1903), Carrington, Patton & Company (1903-1911) Bartlett, Frazier & Carrington, Bartlett Patton & Company and Bartlett Frazier company.

A second dump house was built in 1885 by the farmers of the surrounding district. In 1900 C. H. Risser rebuilt the dump house into an elevator. The interests went to the company of Risser & Rollins. This elevator was destroyed by fire in 1909. The large stately poplar trees along the road crossing the railroad tracks were planted by Ed. Lewis in the latter part of the sixties.

John E. Schobey, one of the first residents in this district, was instrumental in naming the **UNION HILL** town of Union Hill as mentioned before. 1882 John Robinson erected the first building, a grist mill on the present site of Geo. Van Voorst's place, about 1882. About the same time a store was built by Schobey and another by G. P. Smith, both general stores. An open platform had been erected by Odell & Felton in 1882 to shovel grain into cars. Two years afterward an elevator was erected by A. G. Smith and operated for some years, then the interests were bought by the Farmers' Cooperative Grain association. About 1898 the present elevator west of Main street was built by A. G. Smith, the Farmers' Cooperative Grain association having dissolved partnership. The other elevator is in connection with S. C. Bartlett & Company, etc., as already mentioned.

This road, a branch of the Cincinnati, St. Louis, Indianapolis & Chicago railroad, or so-called "Big Four," was built jointly by the Rock Island and Big Four railroad companies, and opened for traffic July 1, 1882.

Bonfield owes its name to Hon. Thomas Philip Bonfield, born in Canton, Ohio, 1827. He **BONFIELD** was president of the Kankakee & Seneca railroad during its construction. The site of this town was formerly called Holliday farm, afterwards Verkler, the name of the farmer who owned the land. The first house was built by Elias Hosmer, the real owner of all the land around Bonfield, on the north-east corner of the intersection of Main and East streets. The first store was built and managed by Fenstermacher about 1882.

The first grain elevator or warehouse was built about 1882 by Chas. Johnson of Kankakee. Some time afterward it was operated by R. G. Risser, Risser & Rollins and in 1911 by Eugene Schmidt. It was destroyed by fire in 1916.

The second elevator was built in 1905 by the Bonfield Grain & Lumber company, Geo. Van Voorst president. In 1910 Henry & P. H. Gauss bought the interests.

It may be of interest to know that Andrew Seiler was one of the pioneers in Bonfield. He came from Lemont, Ill., and was induced by Frank Emling to locate there. A. Seiler lived in a shanty 12x12, which had been moved to that location. He returned to Lemont, where he died in the nineties. His brother Anton with Peter Geiger and Frank Emling had also settled in Bonfield but did not own any land.

The stone quarries south of the railroad track were opened and operated by Verkler and afterwards owned by C. D. Henry.

The first store was built in 1879, owned by Donald Rankin and located on the north side of Main **ESSEX** street. In February, 1880, C. E. Albert opened up a general store on the west side of the Wabash tracks.

The first elevator was built in 1880, opposite the Wabash depot, and owned by Wm. Odell. Its subsequent owners and managers were Joel Poal, Fred Swift, Burgess & Eversole, Chas. F. Skinner and Dunn & Son. A second elevator was erected on the Kankakee & Seneca railroad.

#### PROPOSED RAILROAD LINE.

In 1870 a road was projected between Chicago and Decatur, called the Decatur and State Line. The piers in the Kankakee river were built about the same year, but the enterprise failed on account of the financial panic in 1873.

#### HANFORD'S LANDING.

Before 1870 the farmers near the Kankakee river were obliged to haul their grain many miles to the nearest towns—Wilmington and Kankakee. Soon the situation was bettered, for in the spring of 1873 or 1874 Stephen A. Hanford, a wealthy farmer of Wesley township, decided to construct a grain elevator and general store (the latter built about 1879) for the accommodation of the farmers on the south side of the river. A store was also built on the opposite north side of the river. Subsequently he secured a site of four acres of land owned by Elizabeth Seybert in section 34, Custer township.

Boats came from Chicago on the Illinois-Michigan canal through the Joliet channel on through the feeder dam about four miles below Wilmington. The water was from eight to ten feet deep. Below Wilmington the water was 10 to 16 feet deep, backed up by the piers. The boats carried lumber, hardware, machinery, dry goods and groceries from Chicago, and returned loaded with corn sold on ears or shelled near the landing place. Farmers hauled their crops of corn from ten to twenty-five

miles south—first come, first served. Teams from a great distance could be seen at the landing in the very early morning. Nearby was a blacksmith shop owned by Delbert and Harney Seybert. The landing was abandoned when the ice broke the dam about 1882 and after the construction of the neighboring railroads. Grain was shipped to Chicago on a boat known as Mohawk Bell, owned by Ed. Small of Wilmington. An accident occurred in 1876 when the north wall of the elevator gave away and about three thousand bushels of grain dropped into the river. The boats were also used for excursions on the river (fare \$1) and for dancing on special celebrations. The King brothers' steamboat and barges, called Atlantic and Menard, were owned by Hanford brothers. Capacity of the barges was five or six thousand bushels. The steamboat could carry about four thousand.

### POOR FARM.

The first county poor farm of Kankakee was located in Salina township on the east half of the northeast quarter of section 13, range 10. The patent was issued to John Sash by the Chicago land office on May 1, 1849, and soon after deeded to David Sash, then to Geo. W. Smith on October 1, 1853, who deeded it to Joel B. Hawkins on October 1, 1853, who then deeded it back to George B. Smith on October 16, 1854. Mr. Smith built a house on the land in 1854 or 1855 (16x10), hauling the lumber partly from Chicago and using for the frame wood he secured from standing timber. Later a few additions were built to it. Mr. Smith sold it to the supervisors of Kankakee county for \$1,600. The county used it as a poor house until 1864 and then sold it to A. B. Henry for \$1,200.

The first poormaster was Christian Koley, who occupied the farm for a year or two. He was followed in that office by John White of Essex township who held the position until a change in the system of supporting the poor was made. The township system was adopted by the county and then the farm was sold.



***Special Biographical Notes***  
***of***  
***Pioneer and Subsequent Settlers***

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JOHN HEIMBURGER—Born in Colmar (Alsace) France in 1824; came to America in 1854 and settled in Pilot township, Kankakee county. Trip on ocean occupied forty days; from New York to Chicago on a freight car, eight days. Lived at first in a sod house, then built a frame house 12x16 feet; later an addition 12x14 feet. Occupied same for about fifteen years. Married to Theresia Frueh. Children: Elizabeth, Catherine, John, Michael, Mary and George. At first he took a claim of 40 acres in Pilot township, section 3, and in 1868 bought 160 acres in Pilot township, section 9, from Calele Dodge for \$1920. Died on May 11, 1911, and was buried in SS. Peter and Paul's cemetery.

MICHAEL FRUEH—Born in Colmar (Alsace) France, July 4, 1821, and came to America and Pilot township in 1854 with John Heimburger. Bought eighty acres of land at \$1 per acre. Died in 1903 and was buried in SS. Peter and Paul's cemetery.

PHILIP KARCHER—Born in Colmar (Alsace) France, 1831. After having taught school in Alsace for some time he emigrated to America in July 1854, and settled in Pilot township. Spent fifty-six days on the ocean. Travelled in boxcar from New York to Chicago. Married to Mary Richert in 1851. Children: Mary, John, Emma, Sarah, Frank, Louis, Joseph, Philip. Bought 80 of land at about \$8 per acre from Martin Kibby in 1863. Died in 1895, and was buried in Mount Calvary cemetery, Kankakee.

CARL RUDER—Born in Cappel am Rhein, Baden, Germany, on April 14, 1805, and came to America on May

12, 1855, settling immediately in Essex township. Was on the ocean 19 days. Married to Carolina Gaenshirt. Children: Fridolin, Erhard, Maria, Theresia, Wendelin and Caroline. Bought 80 acres of land from Illinois Central Railroad company in 1855 at \$8 per acre. Died March 30, 1876. Roads being impassable at the time of death he was temporarily buried in a field near the homestead and after two weeks the body was transferred to the cemetery in Wilmington.

MATTHIAS CLODI—Born in Sessenheim (Alsace) France, on February 24, 1812, and came to America in 1852. Sailed from Havre, France, to New Orleans in forty-two days. Settled in Dupage county, Illinois, and then moved to Salina township, section 16, about 1855. Married to Cecilia Borschneck. Children: Matthias, Jacob, Magdalena, Catherine, Michael (soldier in Co. F, 156th Illinois volunteer infantry, Civil war), Joseph, Louis, Louisa, Mary. Bought 120 acres of land at \$6 per acre from public school association. Died January 20, 1877, and was buried in SS. Peter and Paul's cemetery.

PETER GEIGER—Claims Rhenish Bavaria as the land of his birth. Born in Leimersheim, county of Gernersheim, in 1819, and emigrated to the United States in 1849, settling first in Naperville, Ill., where he was engaged in farming for six years, then moved to Salina township on the Holliday farm in 1855, where he rented land for two years. Bought 80 acres in Pilot township from Illinois Central Railroad company for \$640, in 1876, where he resided for twenty years before retiring to a home south of Herscher. Married to Apolonia Emling. Children: Martin, Mary, Sophia, Theresia, Carolina, Amelia, Peter and Elizabeth. His trip across the Atlantic occupied six weeks. Died in 1894 and was buried in the town cemetery of Herscher.

FRANZ STUDER—A native of Switzerland, born in Visp on the river Rhone, county of Vallais in 1824. Came to America in 1850 and settled at Joliet, Ill. In 1855 he moved to Limestone township near the poor farm. After farming on different places in Limestone and Salina townships he settled in Pilot township in 1865, where he bought 40 acres in 1867 at \$7 per acre. In 1880 he went to Rowllins county, Kansas, and bought land in what was afterwards called "Studer settlement." Married to Maria Josephina Studer. Children: Seraphina, Maurice, Frank, Julius, Louise, John, Barbara, Josephine, Catherine, Mary. Mrs. Frank Studer was a woman of a remarkable character, reached the age of nearly ninety years and was married sixty-seven years. When Mr. Studer came to this country, he could have purchased a track of 40 acres in what is now the heart of Chicago for \$240. Frank Studer died December 8, 1918, at St. Ann's home, Techny, Ill., and was buried in Hendron, Kansas, where his wife had been laid at rest.

ADAM FRITZ—Born in Schesslitz near Bamberg, Bavaria, Germany, October 23, 1830. On March 1, 1852, he embarked on a sailing vessel and crossed the Atlantic in five weeks, arriving at Baltimore on April 3, where he took a position for \$5 a month. After the first month he worked in the country for \$6 per month during two years, when he moved to Chicago, working in a brickyard for \$20 a month. In the fall of 1854 he came to Kankakee, where he took up different kinds of work for six years. In the spring of 1860 he definitely settled in Pilot township. He was married in 1854 to Margaret Biegle, also a native of Bavaria, who died after a few months. Later he was united in marriage with Mary Sieverding, a native of Hanover, in the district of Osnabrueck, Germany. Children: George, John, George, Henry, Edward, William, Joseph, Kilian and Margaret. In 1858 he traded his town property in Kankakee for 80 acres of land, Pilot township, section 17, which was owned by Matthias Burkhardt and valued at \$600. By his remarkable industry and thrift, Adam Fritz acquired an estate of more than

1500 acres. His death occurred January 6, 1916, and he is buried in SS. Peter and Paul's cemetery.

FRANK EMLING—Born in Leimersheim, county of Germersheim, Rhenish Bavaria, 1819. Crossed the ocean in 1849. Settled in Naperville, Ill., for some time and occupied with Peter Geiger the first house built in Bonfield, from 1855-1865, when he bought 80 acres in Essex township, section 25, for \$1900 from Victor Henry in 1865. Died March 9, 1896, and is buried in SS. Peter and Paul's cemetery.

PAUL MEYER—Born at Rheinau, Alsace, 1817. Came to America in 1855 and located for some time in Joliet, Ill., where he was pilot on a canal boat between Joliet and Chicago. In the 1860's, or thereabouts, he settled in Norton township, where he bought 80 acres for \$1000 from Alois Babst in 1860. In 1869 he bought 40 acres from the Illinois Central railroad at \$9 per acre and sold out in 1880. He was married to Marianne Henry. Children: Cecilia, Elizabeth, Odilia and Albert. Died June 11, 1889, in Marcus, Iowa.

GEORGE PETER—Born in Wasselheim, Alsace, in 1822. Came to this country in 1848 and settled first in Ohio, then in Blue Island and Kankakee and in 1859 came to Pilot township. After his first wife died he married Mary Nau of Bavaria, a convert to his faith. Children: Rose, Mary, Catherine, Elizabeth, Caroline, Charles, Louis, Louisa and John. The records show the purchase of 40 acres for \$175 from Fred Reinhard in 1868. With his wife and eight children he lived for a time in a house of two small rooms. Moved to Kankakee in 1891 where he died in 1901, and was buried in St. Mary's cemetery, Kankakee.

ED. FINGER—Born in Grottkau, Silesia (Germany) and married to Rosa Scheiding of Altenburg, Saxony. Baptismal records show the birth of a child—Emma—in October 1867. The land records show the purchase of 40 acres from school trustees in the 1860's in section 16, Pilot, for which he paid \$44 per acre.

**JOHN PRATT**—Born in Westphalia, Germany, in 1820, and came to America in 1845, settling near Chicago and in 1865 in Essex township. Married to Libby Albert. One son—John. Bought 40 acres for \$400 from the Illinois Central Railroad in 1866. He moved afterwards to California where he died in 1900 and was buried in Los Angeles.

**GEORGE SCHOSSER**—Born in Steinhilten, Wuertemberg (Southern Germany), May 14, 1821. Stone cutter by trade. Came to America in 1853, and settled first in Essex township, section 6, 1853-1865. The records show the purchase of 80 acres in section 28 for \$800 from Isaac A. Saxton in 1866. He afterwards sold the land and moved to Joliet, Ill., where he worked at his trade for two years, and then returned to Essex township, section 28, where he bought 160 acres. Married to Apolonia Kramer in 1847. Children: Carolina, Lazarus, Herman and Karl. He crossed the ocean in 60 days, then went by rail to Wilmington and from there with an ox team to Essex township where he built a loghouse on section 6. Died December 10, 1895, and is buried in SS. Peter and Paul's cemetery.

**PHILIP SAFFER**—Born in Bavaria (Husheid) in 1824, and landed at New Orleans in 1852, after crossing the ocean in 56 days from Bremen, Germany. Settled in Niles Center in 1852. Married to Margaret Guenther. Children, Cunigunda, Magdalena, John, Sebastian, Michael, Kilian and Philip. Paid \$12 per acre for 80 acres. Died August 15, 1900, and is buried in SS. Peter and Paul's cemetery.

**ANTON SCHNEIDER**—Born in Gansheim, Alsace, in 1837. Crossed the ocean in 1859 in an old sailing vessel; over two months on the water. Moved from Wilmington to Norton township about 1868. In 1869 he bought 160 acres of land for \$500 from Allen Bacon. Married to Ame Nolan. Died at Wilmington in 1898 where he is buried.

**NICOLAUS WEILER**—Born in Trimbs (Germany) in 1824. Came to the United States in 1855 and settled

near Chicago, then in Pilot township in 1868. Married to Catharina Spies. Children: Michael, Joseph, Maria, Anna, Peter, John, Frank, Catharina, and Nicolaus. Bought 100 acres at \$25 per acre in 1868. Died in Chicago Sept. 4, 1899, where he is buried.

**KNITTEL FAMILY**—In 1846 Peter Paul and Catherine (nee Buerhla) Knittel from Bennweier (Alsace), France, crossed the Atlantic in about 44 days for America with their five children: Peter, Catherine, Chrysostom, John and Ignace. They settled at first in Chicago, then in Northfield near Wheeling, Ill. (Des Plaines in those days being the nearest railroad station). Afterwards they located in Joliet, where the father died in 1846; then again lived near Wheeling. The mother of the family, born in 1799, died in the hotel kept by her son John at Wheeling at the age of 86. We are told that during the French revolution in 1799 she was secretly baptized "behind the stove" for fear of the so called patriots.

Chrysostom (Chryst) Knittle was born in Bennweier (Alsace) in 1833. Came to Pilot township in 1864, where he bought eighty acres at \$5 per acre in Pilot, section 3, through Jacob Hertz, land agent for the owner residing in Pennsylvania. Records also show forty acres purchased for \$480 from J. B. Landbery and C. Sundguist in 1867. Married to Mary Elizabeth Heimbürger. One daughter—Anna Mary—born June 3, 1872. After the death of his wife he contracted marriage with Rosa Peter. Children: Michael, George, Mary Magdalen, Anthony, Paul, Joseph, Rosa, Clara and three deceased. In his declining years Mr. Knittel retired to his farm in Pilot township, section 10, where he was living with his children until his death in 1921.

John Knittle was born in Bennweier (Alsace) on June 10, 1837. After his arrival in this country he learned the carpenter trade and afterwards engaged in farming. Located in Pilot township in 1870 where he bought eighty acres at \$7 per acre in 1877 and later forty acres at \$35 per acre. In 1884 he rented land in Wheeling, Cook

county, and again returned to Pilot in 1886. Married to Stephanine Bock on November 20, 1866, at Niles, Ill., a daughter of Carl and Magdalena (nee Hultz) Bock. Mrs. Knittel was born in Leitz (Hechingen-Sigmaringen) Wuertemberg, Southern Germany on August 3, 1843, and came to America in 1866. Children: Mathilde, Elizabeth, Magdalen, John, Catherine, Peter, Anna, Laura. In his declining years John Knittel retired to Chebanse. Died 1924.

XAVER SCHNEIDER—Born in Gansheim (Alsace) in 1832. Emigrated to the states in 1867 and located in Norton township about 1870. Bought eighty acres there in section 14 for \$2560 from Mariah S. Morgan in 1876. Married to Elizabeth Faber. Children: Anna, Joseph, John and Frank. Crossed the ocean in three weeks. Died in 1912 and is buried in SS. Peter and Paul's cemetery.

KILIAN LOCHNER—Born in Raedinger, Bavaria, (Germany) on June 28, 1840. Came with his parents, Michael and Susanne Lochner, to America in 1844. The family located at Morton Grove, Ill. He contracted marriage with Mary Karcher. Children: Emma, William, John, Louis, George, Frank, Susan, Mary and Elizabeth. Located in 1870 in Pilot township where he bought 80 acres at \$35 per acre. Trip on ocean occupied about nine days. Died August 26th, 1915, and is buried in SS. Peter and Paul's cemetery.

MARSHALL RAPPEL—Born in Killstett, near Strasbourg, (Alsace) in 1816, came to America in 1850, and located first between Lockport and Lemont, Ill., where he engaged in farming. Came to Salina township, section 19, in 1870. He sold a farm of 80 acres to M. S. Bigelow in 1871 for \$1500. Married to Julia Rappel. Children: Michael, Dorothea (Sister Helen), Helen, John and Louisa. Died August 28th, 1881, and is buried in SS. Peter and Paul cemetery, Pilot.

WILLIAM MEYER—Born in Oldenburg (Germany) in 1848, and emigrated to America in 1869, locating near Chicago for two years then in Pilot township in 1871, on

section 4. In 1878 he bought 80 acres at \$40 per acre from Fred Andre. Married on April 25, 1876 to Louisa Studer. Children: Henry, Frank, John, Catherine, Sebastian, Mary, Philip, Julius and Magdalene. Died in 1918 and is buried in SS. Peter and Paul's cemetery.

JOHN GRASSER—Born in Hirshaid, near Bamberg, (Bavaria) in 1831. Came to America in 1850. Located at Morton Grove (Dutchman's Point). In 1872 he came to Pilot and in about 1873 bought 80 acres for \$2600 in section 22 from Hiram Aldrich. Married in Wilmette (Gross Point) to Margaret Gabel. Children: Dorothea, Barbara, Marie Francisca, George, Magdalena, Margaretha, Barbara, and Philip. About 1890 Mr. Grasser moved to Rinville, Minn., where he died in 1909 and is buried in the Holy Redeemer cemetery there as is Mrs. Grasser, who died in 1896.

JOSEPH GERSMANN—Born in Enninger (Westphalia) on July 11, 1838 and came to America in 1871 after the Franco-Prussian war. Located in Lockport for about three years, and in 1874 in Essex township. Bought 80 acres for \$2650 from Adam Stewart in 1887. Died in 1903, and is buried in SS. Peter and Paul's cemetery.

JOHN L. HEINES—Born in Weiler, near Altkirch, Upper Alsace, in 1851, the son of Lawrence and Margaret (Hell) Heines. He was the fifth oldest of a family of nine children: Mary, Ambrose, Catherine, Monica, John L. (our subject), Joseph, Isidore, Frank and Lawrence. Ambrose and Joseph came first to this country and located in Plymouth county, Iowa. John crossed the ocean in 1873 and settled in Norton township, Kankakee county, section 28, where he bought 80 acres for \$2600. He married in 1884 Mary Clodi, the widow of John Heimburger and a daughter of Matthias and Cecilia Clodi. Children: Clara and Joseph. In 1912 he moved to Kankakee, where he retired.

JOHN KRAL—Born in Huemitz (Austria) in 1820, and emigrated to America in 1851, located first in Kankakee and in 1877 in Pilot township. Bought 80 acres for about \$4 per acre from the Illinois Central Railroad company. Married to Catherine Kohl. Children: John, Anna, Joseph,