

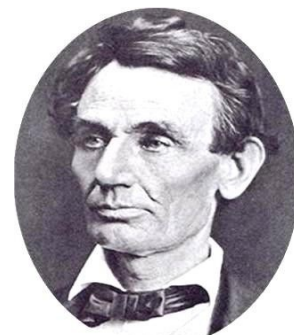
# Roots & Branches

Published by  
Logan County Genealogical & Historical  
Society

114 North Chicago Street  
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Hours are Tues., Thur., Fri. 11 am – 3 pm  
2<sup>nd</sup> & 4<sup>th</sup> Sat. 10 am-1 pm



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YouTube: <https://www.youtube.com/@logancoil1839>

**Summer 2025: July, August, September**

**Meeting Schedule:** All program meetings are at 6:30 pm on the third Monday of each month. The speakers are first on the agenda. We look forward to seeing you. Please call, Vice-President and Program Chairperson, with suggestions for programs at 217-732-3200.

**July 21 - Jeff Saulsberry, Site Manager, David Davis Mansion, Bloomington. Will give a history and information about the mansion and its former resident, Judge David Davis, who was a friend of Abraham Lincoln, while the future president was a lawyer on the circuit.**

**August 18 - Rick Klinedinst, Fulton County, will give a presentation on Camp Ellis, the former WWII prisoner of war camp near Ipava, Illinois. The camp operated from 1942 to 1945, training soldiers and housing German prisoners of war.**

**September 15 - Trevor Thompson, Site Services Specialist, New Salem State Park and Pioneer Village, Petersburg. Trevor will offer an overview of the park and village, including its history, and interesting facts from his "Voices of the Village" presentations.**

## Call for Article Submissions

Members and readers who have a genealogical or historical story related to Logan County to tell can do so through the Roots & Branches. Stories can be submitted in writing or by email. These stories will provide a variety. **Bill Donath**, Editor

## Officers for 2024-2025

President:	<b>Bill Donath</b>
Vice President:	<b>Gary Dodson</b>
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connected with it will mark one of the epochs of its history in later years.

“The heat did not tend to keep many away. By the time the procession reached Ottawa street long lines of vehicles were stationed already in position. Mr. and Mrs. Goddard were met at the depot by a reception committee, who escorted them to the lodge room. At 3:30 the line of march was formed. They marched in the following order

## Holiday Closings

The Logan County Genealogical & Historical **Veteran’s Day, Thanksgiving** and the day after, Society research center will be closed for the **Christmas Eve Day, and Christmas Day**. In the following holidays: **New Year’s Day, Good event** any of the holidays fall on a Friday, the **Friday, Memorial Day, 4<sup>th</sup> of July, Labor Day**, center will also be closed the following Saturday.

## Board Member Contact List

Our experience with the cold weather in January and February made us realize that we need to have a way for people to contact us when the weather is a concern for driving to LCGHS. We provide these two phone numbers for that purpose. **Bill Donath** - 217-737-8675 **JoAnne Marlin** - 217-828-0650

## Youtube - Updated.

LCGHS has the following videos on Youtube. Click here to go there. <https://www.youtube.com/@logancoil1839>

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|-------------------------------------------------------------------------|--------------------------------------------------------|-------------------------------------------------------------------------|
| 64. Temple Beth-El                                                      | 67. 114 <sup>th</sup> Illinois Infantry Volunteers PT2 | <a href="https://youtu.be/hR-H5_ogI5A">https://youtu.be/hR-H5_ogI5A</a> |
| <a href="https://youtu.be/RXeemY4741w">https://youtu.be/RXeemY4741w</a> |                                                        |                                                                         |
| 65. New Holland 150 <sup>th</sup>                                       | 68. Atlanta Museum May 2025                            | <a href="https://youtu.be/fv4DmqiKYpY">https://youtu.be/fv4DmqiKYpY</a> |
| <a href="https://youtu.be/75cLBmiuHAo">https://youtu.be/75cLBmiuHAo</a> |                                                        |                                                                         |
| 66. 114 <sup>th</sup> Illinois Infantry Volunteers PT1                  | 69. Atlanta Museum Quilt Show 2025                     |                                                                         |
| <a href="https://youtu.be/Zh0EZrKMJJg">https://youtu.be/Zh0EZrKMJJg</a> |                                                        | <a href="https://youtu.be/CDliYXRBqW8">https://youtu.be/CDliYXRBqW8</a> |

## Imposing Ceremony.

The Lincoln News, Lincoln, Illinois, Sept. 18, 1895.

### Corner Stone of C. P. Church Laid by the Masons.

Immense Crowd Present to Witness the Beautiful Exercises. Craftsmen Lay the Corner Stone According to Their Ritual.

Board Member:  
**Roseann Coers** “The Corner Stone of the new Cumberland Presbyterian Church was laid yesterday by the Masonic fraternity according to the ritual of their order. The ceremonies

to the church:  
“French’s Band.  
“The G. A. R. Company.  
“University faculty.  
“Escort of the Knights Templar.

"Mayor and Council.

"Members of the Masonic Temple.

"Grand Lodge of Illinois A. F. & A. M.

"Mrs. Goddard and escort.

"Logan County Bar.

"On reaching the scene of the ceremonies they were escorted to seats that had been arranged on the temporary floor. James W. Miller acted as master of ceremonies.

### **The Exercises.**

"President Turner made a short opening address, giving a statement in behalf of the building committee. His words were well chosen and delivered in a splendid manner. Prayer was then offered by Rev. Artz. The choir of fifty voices then rendered a selection. Judge James T. Hoblit spoke a few words of welcome to the visitors after which, French's band rendered a beautiful piece of sacred music. Stepping to the front of the platform Chairman Miller introduced the orator of the day, Rev. E. G. McLean of Evansville, Ind. In a speech of forty minutes he touched upon the effects of Christian teaching on our people and on the sources of vice and the best methods of suppressing vice. His address was carefully prepared and was spoken distinctly and with a religious fervor that showed the

earnestness of the speaker.

"Grand Master Goddard then made a few preparatory remarks before proceeding to the corner of the church where the stone hung ready to be placed in position. Mr. Goddard is a speaker of rare abilities. Every word was spoken clearly and could be heard in every part of the edifice.

"His remarks were brief and after requesting the audience to keep their seats until the grand lodge had passed out, he led the way to the corner stone. The grand master and his staff then commenced the ceremonies according to the Masonic ritual.

"The grand master stated to the grand treasurer that upon occasions of this character that it was a custom to deposit within the cavity of the edifice, certain memorials of the period when it was erected, and inquired if such deposits had been prepared. The grand treasurer reported that

all was ready and the articles were safely enclosed in the casket before him.

"The grand master thereupon directed the grand secretary to read for the information of the brethren and others there assembled, a list of the articles of the contents of the casket.

"Grand Secretary Hudson then read the following list:

"Roster of officers and members, Logan Lodge 210, A. F. & A. M., Lincoln, Ill. Also Masonic Emblem, square and compass.

"Report in detail of Lincoln University for the year ending June 10, 1895.

"An envelope containing the names and post office address of teachers in Logan County and also the names of the schools in which they teach during the school year 1895-6. Program of the thirty-sixth quarterly teachers institute held in Lincoln March 1, 1895. Program of annual teachers institute held at the Lincoln University June 17-28, 1895. Cipolins from the county superintendent of schools to teachers during the year 1895.

"Officers of circuit court of Logan county.

"Roster of officers and members of the Normal class and amount of their pledge.

"Lincoln Daily Courier Monday evening.

, Sept. 16, 1895.

"Twenty-five cent coin contributed by John Edmonds dated 1894.

"Price list of the C. P. publishing house Nashville, Tenn.

"Confession of faith and new testament contributed by Rev. R. M. Tinnon, D. D.

"The Lincoln Herald, Thursday, Sept. 12, 1895.

"Contribution from Leo. W. Meyers Post, No. 182, Dept. of Illinois, G. A. R., Sept. 17, 1895.

"Lincoln Daily News, Sept. 14 and 16, 1895.

"Contribution of the Woman's church erection society.

"Course of study of Lincoln City schools. Approved November 1894.

"Minutes of the Illinois Synod of the Cumberland Presbyterian church Chicago, Ill., Oct. 9, 12, 1894. Rev., J. W. Elder, stated Clerk: Pres. A. E. Turner, moderator.

"The Lincolnian, July 1895. Lincon, Ill.

"1893-4 annual report Cumberland Presbyterian church Lincoln, Ill.

"Lincoln University catalogue 1895-5.

"The St. Louis Observer, Sept. 12, 1895.

"The Cumberland Presbyterian, Nashville, Tenn., Sept., 12, 1895.

"The Lincoln Women's Temperance Union. When, where and by whom organized. Pledge, constitution, by-laws, white ribbon badge. Officers and committee's for 1879. Officers and superintend for 1895. Union Signal Watch Tower. Directory Illinois Fourteenth district.

"Photos of C. P. Church made on Monday Morning, July 8, 1895. Taken by Core.

"Ralph Parker's card.

"Rev. R. M. Tinnon's photograph, pastor C. P. church, 1895.

"One cent piece of Fractional currency which was place in the corner stone of the old church by Robert W. Edgar; also one cent coin dated 1866, placed in the same stone by Alice Edgar.

"One cent coin dated 1876. Contributed by George C. Edgar, jr.

"Roster of officers and teachers of the First C. P. church Sabbath school.

"Photograph of W. F. Hoyle, contractor and builder, Lincoln, Ill., Sept. 17<sup>th</sup>, 1895.

"Photograph of J. M Deal, architect and superintendent with W. F. Hoyle, Lincoln, Ill., Sept. 10<sup>th</sup>, 1895.

"Flag of the United States by W. O. Paisley.

"After the list has been read and the memorials placed in a copper casket it was soldered and placed in the cavity beneath the stone. The cement was spread on by Grand Marshal L. W. Walker after which the stone was lowered one-third of the distance when the grand honors were given by all the Masons present. After the stone was lowered the second time the grand

honors were given twice. When the stone reached its resting place the grand honors were given three times, after which Deputy Grand Master, Owen Scott, Senior Warden C. C. Aldrich and Junior Warden I. Altman applied the square, level and plumb to determine the accuracy with which it was laid.

"The grand master, after striking the stone three times with his gavel, said 'This stone has been tested by the proper implements of Masonry and I find that the craftsmen have skillfully and faithfully done their duty.'

"Grand Master L. W. Walker presented the wine and ail. Grand Senior Warden Aldrich and Grand Junior Warden Altman poured them as emblems of joy, gladness and peace. Grand Marshal Walker scattered the corn as a emblem of plenty after which he gave following invocation; 'May the corn, wine, oil and all the necessities of life abound among men throughout the world.'"

"Grand Master Goddard then returned the instruments of Masonry to the principal architect and declared the cornerstone duly laid. Rev. R. M. Tinnon then made a few closing remarks thanking those who had taken part in the exercises and all who had assisted toward the erection fund. After the benediction the exercises were finished.

"E. L. Spitly, who is remembered by a host of

### **The Stone.**

"The cornerstone is of Bedford stone and is highly polished on both sides. On the west side of chiseled" "C. P. Church, 1896.

"W. F. Hoyle, general contractor, Lincoln, Ill.

"Ashley & Euhr, brick masons.

"On the north side:

"S. A. Harry, superintendent.

"After the ceremonies were completed the knight templar and masons reformed and marched back to the lodge rooms headed by French's Military band, Mrs. Goddard and escort was driven over the principal boulevards of our city. At 7 o'clock supper was served at the Lincoln House. A table was tastily arranged for twelve. Those who were present were Mr. and Mrs. Godard, Rev. E. G. McLean, Hon. Owen Scott, C. C. Aldrich, Rev. and Mrs. Tinnon. Chas. E. Clark, Dr. and Mrs. H. Sherman. After supper the parlor was sought where Mr. Goddard and his charming wife received their friends. They are both charming conversationalists and it was with deepest regret the little company withdrew when the hour of parting came. We trust that when they visit our city again their time will not be so limited."

"New 'Bus Office. – E. L. Spitly formally opened

## **Public Transit in Lincoln, Illinois**

The following series of articles gives us a glimpse of the beginning of public transit in Lincoln, the evolution of the street car period and an introduction to what followed after the demise of the street car system.

Lincoln Herald, Lincoln, Illinois, February 7, 1867, p 3.

"We notice in the Legislative proceedings that a or where it is designed that this road shall run to, but bill has been introduced in the House, incorporating we suggest (if it is not already in the bill) that the '**Lincoln Horse Railway Company**.' We have not '**Limerick**' be included in the route." ascertained who the incorporators of this company are,

No other mention of the Horse Railway was found in the Lincoln Herald, but whether the company was started or failed may be found in a later article. However, references were found for the Omnibus Line in 1875. Perhaps the Omnibus Line is the remnants of the intended Lincoln Horse Railway Company. Lincoln Herald, Nov. 11, 1875, p3.

traveling people as the former gentlemanly and popular clerk of the Spitly House, has concluded to remain in Lincoln and is now in full possession of the Lincoln Omnibus Line. His energy and enterprise are deserving of success.

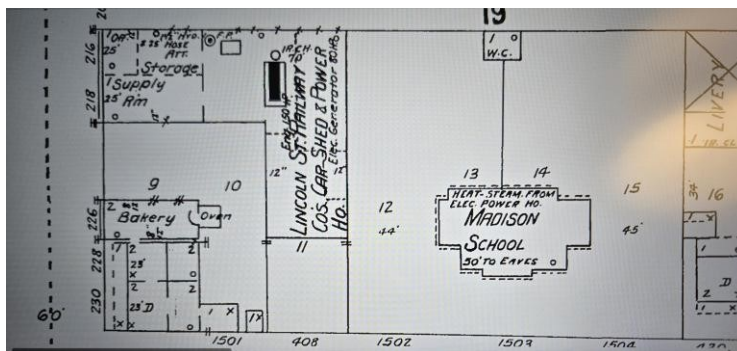
his new omnibus office in the basement of the Spitly House, on Tuesday evening last. The honorable city council and quite a number of other invited guests regaled themselves with oysters, cigars, etc., and passed the evening in a very enjoyable manner."

It was not until 1890-91 that serious interest arose, to provide public transit in Lincoln. The City had spread out enough with three of four additions of territory that residents had to walk long distances to get anywhere. Keeping your own conveyance, keeping horses, carriages, and other equipment was too expensive for the mine workers and other employees. From Stringer's 1911, History of Logan County, we get the following information.

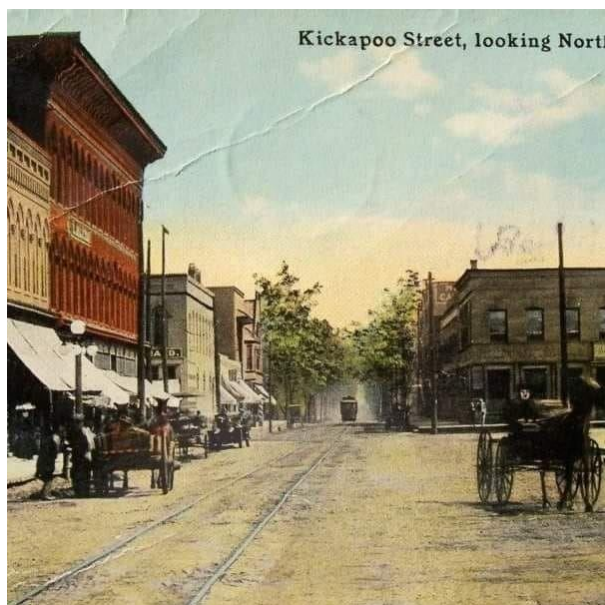
"The Lincoln Street Car Company was incorporated Feb. 21, 1891, by E. D. Blinn, Arthur Quisenberry and John F. Mundy, and the Woodlawn addition to Lincoln platted in connection within. A franchise was given the company by the City Council, March 19, 1891. Four and a half miles of track were laid by Dec. 1, 1891, a power house and car barn were erected west of the Washington

school on Clinton street and the first car ran to Woodlawn, the asylum and the Illinois Central depot, on Christmas Day,

1891. In addition to the Woodlawn addition laid out in 1891, in the same year were Harts' & Frorer's additions, Latham's North side addition and North Lincoln."



This 1896 Sanborn map shows the power station for the Lincoln Street Railway Co. The school is mislabeled on this map, it is actually Washington school, where I attended grades K, 1, and 2. The street on the left is Kickapoo St. in front of the Lincoln Cinemas. At the top is the alley behind Guzzardo's Restaurant. The street at the bottom is Clinton St. and Scully (Washington) Park south of that.



The street railway worked very effectively until the advent of the automobile. By 1913, after twenty-one years of profitable business, the income began to diminish, and the company began to struggle. A riff between the city

and the company developed over maintenance of cars and tracks. The city gave the company an ultimatum and the following articles appeared in the newspapers.

### **City Notice Ignored.**

Lincoln Herald, Lincoln, Ill., Sept. 25, 1913, p2

“Street Car Company Continues to Operate Cars and no Move is Made to Tear up Tracks.

“Despite the threat of the city to tear up the tracks of the street railway company for failure to comply with the paving ordinance on the expiration of the city’s notice the cars were operating Tuesday as usual.

“The notice expired at midnight Monday night. The city took no steps toward following up their drastic order.

“Content with their notices of last week to the city that they found it impossible to pave, the street railway company continued to operate their cars and to await

company start to tear up the rails. The notice served by the city to repave expired at midnight Monday night.

“Despite the expiration of the notice the conductors continued to take up nickels Tuesday. The Illinois Central depot line did its old thriving business.

“City officials, Tuesday morning, were watching the street car company for some move that would indicate they intended to start the eleventh-hour work on repaving. It was believed by many that the company had come near enough to terms of sale or reorganization of the company to comply with the paving ordinance. In

### **No Funds on Hand.**

Lincoln-Times Herald, Sept. 25, 1913.

action by the city.

“Speculation was rife Tuesday regarding the fate of the street railway company. Many an eye watched the tracks on south Kickapoo street, expecting to see workmen employed either by the city or by the

“There are no funds on hand in the treasury of said company with which to do the work. The company has bonded all its property for all it is able to raise and cannot under any circumstances put in the pavement demanded by the city council. The stockholders have determined not to put any more money into the business.

“The bonds of the company are practically all held by the stockholders of the company and who are the men who originally constructed the railway. In fact the

“The time limit for the putting in of the pavement on Kickapoo street and Broadway fixed by the notice of the City council is Sept. 23, 1913.

the event work was started on the tracks the city would be willing, they admitted, to allow the completion of the work, even at the cost of delay to the paving contractors.”

### **Must Act at Once.**

“The foregoing announcement is made so that if the people of Lincoln desire to incorporate a company to maintain the street car system of the City of Lincoln, it will be necessary that they do so at once.

“The property of this company is for sale at a reasonable price. The board of directors of said company has determined upon this course, and by resolution the president and secretary are ordered to give the foregoing notice to the public.

“Lincoln Railway & Light Co., H. C. Quisenberry, Pres., E. D. Blinn, Sec.”

The following series of articles gives us a good look at the attempts to make the street railway work. The period is the end of WWI and a year following. Prior to the war operation of the railway was halted for a number of months while the company operation was reorganized.

## **New Motormen.**

Lincoln Semi-Weekly Star, July 9, 1918, p8.

"Bonds have been filed by three motormen for the the meeting of the council Monday. The new municipal railway. The motormen are now on the job employees are Harvey T. Gale, C. J. Edmonds and but have not been officially appointed but will be at Charles Baker."

## **Ask Street Cars Run North to Latham Mine**

Lincoln Semi-Weekly Star July 16, 1818, p1

"The city commission was presented a petition Monday morning asking that the Lincoln Municipal railway be extended north from the I. C. tracks on the line would be a great accommodation to the workmen as well as a profitable extension for the railway. The commission took the matter under

## **Council Votes To Approve Plans Street Railway**

Lincoln Semi-Weekly Star, Sept. 10, 1918, p1

Kickapoo street to the Latham mine.

"Remarks in behalf of the petition were made by William Sage, Gus Phelan, and W. J. Williams. The miners-hold there is great need for the railway north on Kickapoo street as so many then are employed at the Latham mine, which is some distance from the transportation line. The miners argue the extension of . "The city commission on Monday morning voted to approve the specifications submitted by Engineer Bates for the rebuilding of the street railway lines on Union and Eighth streets. The disagreement in the commission

advisement pending the return of Mayor Reetz, commissioner in charge of the railway, who is out of the city on a vacation.

"The bonds of H. T. Gale and Chas. Baker as street car employees were filed and approved. The former was signed by M. M. Gale and N. U. Gale and the latter by A. D. Cadwallader and G. D. Kramer." saving now. The question of high prices was discussed and it was argued that prices would continue high for several months to come and that the improvement could not be made at much less cost than now, for many years

## **Remove Street Car Rails.**

Lincoln Semi-Weekly Star, Sept. 27, 1918, p2.

arose over the repairing of the sections on North Union street where a new paving will be required. There were several residents on Union street present this morning and they urged the proper rebuilding of the line now as the citizens had voted the money for that express purpose and that the pavement they had paid for needed

"The rails that have occupied the pavement of Ottawa street since long ago when the street railway was built around the 'loop' from Kickapoo St. to N. Union, have been removed. They were taken up last week and bricks were filled in the place where the rails had been.

yet. Mayor Reetz and Commissioner Bollin, who did so under protest. Commissioner Bresnan voted against approving the plans now, holding that temporary repairs could be made to suffice.

"The city collector reported \$4 collected in dog licenses. The usual number of claims were allowed."

When the 'loop' section of the line was junked many years ago the rails in Ottawa street for a block from Peoria to Lincoln Avenue, having been laid in the paving were not removed as they did not bother traffic and left a good roadway. However, need of rails, etc., led the city

## **Possible Delay Arrival Supplies Street Railway**

Lincoln Semi-Weekly Star, Oct. 11, 1918, p3.



to take up the block of steel and insert cheaper bricks instead.”

“Supplies for the rebuilding of the municipal street railway lines have begun to arrive. Two cars of rails are reported loaded at Alton and on the way via the Alton. One carload of ties is already here, via the I. C. R. R. The next move is to secure the consent of the committee of the State Council of Defense on construction work during the war. If this is done and the good weather continues the road can be shaped up well in a short time. It is estimated that two or three weeks will be required for the work when the materials arrive.”

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## City Will Extend Kickapoo Car Line to Latham Mine

Lincoln Semi-Weekly Star, Oct. 29, 1918, p1.

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“There is once before a petition asking for the building of said line with new material. This was turned down by the council on the ground of expense with relation to the possible traffic. However the latest petition for many residents was granted on the basis of using material which was unable at little cost to the city, most of it being now ready for use and being that formerly incorporated in the loop district, long ago dismantled.

“The city engineer, William Bates, figured the cost of the extension at \$3,535. Mayor Reetz says it will cost less, using the material now on hand. This will provide a method for miners of the other partes of the city getting to the mine in bad weather. The work will be commenced soon.

“The only other business before the city was the paying of the usual budge of bills.”

## **Commence Work on Street Car Track Friday Morning**

Lincoln Semi-Weekly Star, Nov. 1, 1918, p1.

“Mayor Reetz plans on Friday to begin to ‘break intersecting with Seventeenth street. The rials and ties ground’ for the improvement of Union street by have been laid along the line of work and mayor hopes rebuilding the street car line from the Broadway, to have the line work completed in time for use when Eighth street intersection to the end of the street the coal season opens.”

## **Fourth Street Car Arrives in City**

Lincoln Semi-Weekly Star, Nov. 1. 1918, p5.

“The fourth of the city’s new cars arrived in the city Tuesday morning via the I. C. railroad from Washing, D. C. It is the fourth of the used street cars bought there for use on the municipal street railway. The cars are all

while there is the old No. 10 and the summer cars for use in summer and in reserve. This give the city a good complement of cars for use in the future. When the car line is rebuilt it will be in the best condition it has been

## **Mayor at Work on Eighth St. Car Line**

Lincoln Semi-Weekly Star, Nov. 29, 1918, p8.

alike and were all purchased for the same price. This gives the city four of these enclosed cars, three for regular service, another for special service or reserve

“With street cars operating on the Union street car line since Saturday pounding the ties down into a solid bed, the mayor and the force of men are now at work in Eighth street. They unloaded a car of ties there on Tuesday and will push the work forthwith. With the

for many years. The fourth arrival from the east is to be put on the tracks

Wednesday, according to a statement by Mayor Reetz.” Union street car line in and being aided by the fine weather, the mayor hopes to get through with Eighth street before the snow flies in dead earnest. It looks, now like he might be able to complete the work without much difficulty on account of weather.”

## **I. C. Insists Interlocker for Street Car**

Lincoln Semi-Weekly Star, Dec. 3, 1918, p4.

“A communication has been received my Mayor Latham coal mine. The railroad company insists that a Reetz from the Illinois Central railroad authorities in regular grade crossing be placed and that it be regard to request for permission to cross the tracks of connected up with and operated from the interlocker a the company on N. Kickapoo street with the municipal few hundred feet away.

street car line in extending its tracks northward to the

“This means that the city of Lincoln would be Latham mine is laid over Kickapoo street. Such a obliged to install the grade crossing where the street crossing would cost an immense amount of money at cars would go over

the I. C. tracks. At this place there this time. The mayor in charge of the street railway is are several tracks of the railroad as the switch to the undecided as to what course will be pursued.”

## **Hope To Finish Railway This Week**

Lincoln Semi-Weekly Star, Dec. 31, 1918, p5.

“It is hoped and expected that the work of rehabilitating the street car line will be finished this week. The Union street sector, the lowering of the grade in State street have been completed. The work in Eighth yet to be done remains in replacing the pavement torn

condition for several years and the roadbed of the car line will permit the replacement of pavement materials on a much better basis that has prevailed for several years. The street car bond fund argues for early completion of the work as it has taken much money to

## **About that State Street Car Wreck**

Lincoln Semi-Weekly Star, Feb. 18, 1919, p5.

up in Eighth street. Eighth street has been in miserable,

“Deductions drawn from recent writeups of the State street smashup printed in last Friday’s issue of your paper by many people, seem to cast some part of the blame for that accident on me. In justice to me, would you print my story of this matter?”

“I was on the front vestibule of the inbound 8:30 morning car. As we reached the crown of the grade on Eighth street about two blocks west of the Union street

do the work thus far.”

I considered a dangerous rate of speed, and the motorman not returning to put on the brake, I grabbed the brake handle and attempted to put on the brake just as the car left the track. If I had known that the motorman was not going to stop or slow down before heading in on Broadway, I would have undertaken to have done so sooner, with the result that this accident would in all probability never happened.

## **Street Car Leaves Track at Roadway is Badly Smashed.**

Lincoln Semi-Weekly Star, Feb. 18, p8.

switch, the motorman in charge left the car running on nine points and stepped inside the car to collect fares. As we were rapidly approaching the switch, I shut off the power, thinking the motorman would return to apply the brake before taking the curve at the switch. Ad the car was coasting toward the Union street curve at what

“Street Car No. 1 of the Municipal Railway Co., made a hurried trip under a full head of power about 9 a.m. Friday, leaving the railway at the Eighth, Union and Broadway intersection and nearly dislocating a large poplar tree that stood near the sidewalk 35 of 40 feet away.

“The net results are a badly damaged car with the front works cave in, much debris in the nature of glass scattered over the landscape for a distance of nearly 50 feet, one man with his nose broken and face cuts and three other passengers badly jolted.

“In all the many times I have ridden on the State street cars to and from my home to the city, I have never tampered with the operation of the car, although I know how the power is applied and turned off. Henry Cronin.”

“The trouble happened when Car No. 1 in charge if Motorman Earl Thomas was coming from the 8:30 a.m. trip on State Street. The report is that Thomas, the motorman, was inside the car and the driving was being done by Henry Cronin, who was coming to the city. The car was running a good rate of speed on the new Eighth street track when it came time to slow down. It is claimed the brake jammed, at least something happened and the car hit the intersection at a very high rate of speed, temporary motorman Cronin being unable to head it in.

“The car continued straight off the rails across the Broadway pavement, hit the pavement curbing, cut

through the curbing, the flanges of the wheels cutting through the stone, shearing it off as if with a heavy bladed knife, tore through the earth of the boulevard and landed against a big cottonwood or poplar tree. It had to stop there after driving the front works of the car deep into the tree an smashing the front vestibule.

"The shock was very severe. Glass was thrown for a distance of from 30 to 50 feet in all directions and

women. Other than Cronin no one was injured. The speed with which the car hit the curbing was shown by the manner in which the wheels cut through the curbing and the earth and the violence with which it hit the tree which was quite a distance from the point the car left the rails.

"By 11 a.m. the car was removed from its position against the tree and taken to the car barn for repairs. The

### **Dr. W. W. Houser Killed 4 P.M. By Street Car.**

Lincoln Semi-Weekly Star, June 24, p1.

Cronin was hit by the flying glass or other obstruction. The passengers were badly shaken up and one of the women passengers was pretty badly shocked. There were four passengers including Cronin, two men and to

"Dr. W. W. Houser, veteran physician of the city and widely known Civil War survivor, was instantly killed by a street car shortly before four o'clock Monday afternoon. The accident occurred on

Kickapoo street at the intersection of Delavan street. Only meagre information could be had of the tragedy at press time, but it is reported by onlookers that Dr. Houser was crossing the street fairly in front of the car. The motorman is said to have stated that he did not see Dr. Houser until near him, when he rang the bell. It was to late apparently for the old gentleman to escape and he was run down, and died in a few minutes, before reaching the parlors of Ryan and Purinton, whose ambulance made a hurried call to the scene of the accident."

repairs needed will be extensive and also expensive.

"Cronin was taken to St. Clara's hospital for treatment for his broken nose."

### **Automobiles Hit Street Car Income.**

Lincoln Semi-Weekly Star, Aug. 29, 1919, p5.

"Definite information as to the receipts from the Homecoming day, Aug. 13. For the other days, the street car traffic will be had Thursday. It is stated that receipts will fall below those of last year. The large the total receipts will equal those of the last assembly number of autos owned and the generosity of person but that this is made a fact only because of the \$300 owning cars in transporting those without, caused a worth of business done on the opening day. fall off of the receipts."

### **Street Railway Pays Expenses And Has Balance**

Lincoln Semi-Weekly Star, Oct. 14, 1919, p5

"The street railway is holding its own financially. In fact the report on the five months of the fiscal year of 1919 20 this far passed shows that the fund is about \$69 better off than it was on May 1. This is not a big

showing, but the street railway never had been a money-making institution and if it can continue giving the people the valuable service it has and pay its own way. It will be considered pretty satisfactory to those who appreciated the real circumstances

surrounding the operation of a street railway system in this city.

“The receipts for September of this year total \$1,612.74. The receipts for last September, on year ago were \$1,112, which show an increase of nearly 50 percent for this month over returns a year ago for the same month. There has been nothing but ordinary business at that to depend upon for revenue. For October, the figures for the first ten days will show a financial return equal to more than half of the month of October last year. Last October the total receipts were a little more than \$1,100. Thus far, with ten days accounted for, there is more than \$600 income.

“On May 1, the bond fund had the largest balance on the hand while at present the operating fund proper and the bond fund have about exchanged relative positions. However, both funds are unable for general purpose and the total of those two funds, as said, is more at the beginning of business in October than it was at the beginning of the month of May, 1919.”

### **Lincoln Trolley Cars Go Into Barns for Last Time After Eventful History.**

The Daily Pantagraph, Bloomington, IL, Sat. May 19, 1928

Utility Tried to Operate Lines at Dollar a Year But Found It Didn't Pay.

Mayor and Members of City Council Are Guests on Final Inspection Trip Over the Route – Prominent Men From Crew.

(Special to the Daily Pantagraph.)

“Lincoln, May 18. – The band was not playing as it did almost 37 years ago when the spick and span street car of 1891 vintage made its bow to the thriving city of Lincoln, but the old street car system which had led a varied life of ups and downs financially Tuesday night, May 16, when the final run was made.

“Mayor J. A. Bucks and members of the city council were guests of C. E. Steinfert, superintendent of the Illinois Public Utility company, which had been operating the municipal lines for the past two and a half years at the princely sum of one dollar per year, on an inspection tour before the lines were formally turned back. Pop and cigars were dispensed to the guests.

### **Eventful History.**

“The transportation game in Lincoln has been an eventful one.

“The first attempt to gain a street car line for the city was back in 1867 when a company of local citizens organized the ‘Lincoln Horse, Railway and Carrier Company.’ The company was incorporated Feb., 191867, for \$50,000, but never materialized. It blew up before the horses began to navigate the streets. Among the incorporators were Col. Robert Latham, William McGalliard, F. C. W. Koehnle, Henry W. Dana and Colonel Wyatt. Another venture in 1879 failed.

“A boom on property lots in what was known as the ‘Woodlawn’ addition gave rise to the Lincoln Electric Street Railway company in 1891 and which persevered until May 19, 1926.

“John F. Mundy had platted the Woodlawn addition and his son saw the possibilities of boosting the addition through the aid of a street car system.

### **Lost Heavily.**

“On Feb. 21, 1891, the company was incorporated with a capital stock of \$100,000. The incorporators being John Mundy, E. D. Blinn, A. Quisenberry, F. C. Norton Judge J. T. Hoblit, and J. S. Haller. Of these, only Mr. Haller and Mr. Mundy survive. The former in Lincoln and the latter in Oregon. Mr. Haller, giving reminiscences Friday, said that practically every one of the original incorporators lost heavily in the undertaking.

“A franchise was granted to the company by the city March 19, 1891, and four and one-half miles of track had been laid and the power house erected on Clinton street, the present site, by Dec. 1 of that year.

“The maiden voyage was made about 7:30 o'clock Christmas night, 1891 – an inspection trip over the lines – and the incorporators were the guests of honor. The first kids to steal a ride were Edwar C. Lutz, present manager of the John A. Lutz company store, and James E. Hoblit, present cashier of the Lincoln State bank.

### **On Maiden Trip.**

“Mr. Lutz said that he and Jimmie Hoblit ‘were assistant superintendents of the system and literally

lived at the car barns for two months to get the chance to ride that maiden trip.' The first car went to the I. C. Depot, Woodlawn and the Lincoln State School and Colony.

"On Tuesday evening, John Lutz, secretary of the Chamber of Commerce, could not resist the temptation to take a last ride on the street car – so he gathered a couple of cronies, James Poole, Ed Steinfort and Gus Marcucci, and took charge of one of the cars for the trip. Lutz, who was a youngster, was one of the first motormen on the line, held down the job in a creditable manner again. Marcucci acted as conductor, Poole was call boy and Steinfort as manager, made the Woodlawn trip without incident.

"J. T. Price, superintendent of maintenance, who has worked on the line off and on for over 22 years, was on hand to see the cars commence to run and was still on the job the last day. He said that the first day the cars operated free rides were given to all and it was certainly a big business.

#### **Bryan Brought Patronage.**

"After the lines were extended from the asylum to Stringer Avenue. The Lincoln Chautauqua association built an extension and the cars drew great patronage. Mr. Price reported that the first time the late William Jennings Bryan spoke on the local Chautauqua platform 5,000 passengers rode the cars in one day. Business was so heavy during the Chautauqua season that it was necessary to rent extra cars from Springfield to care for the crowd.

"The tracks were built in a loop system from the P. D. & E. station on South Kickapoo street north to the I. C. station, thence in a circle around the old station to Davenport street, west to Logan, south to Peoria and west to Union street and Woodlawn; out Broadway to

Eight and to the asylum. Patronage began to fall off and the loop, system was abandoned. Old rails can still be seen on the streets where the loop traversed the north part of town.

#### **Changes Hands.**

"W. H. Schott of Chicago, a financier of the early days, bought the property and he in turn sold it to Joseph R. Patton of Atlanta.

"Mr. Patton came to Lincoln with a view of building an electric line to Bloomington, but dictatorial policies of his associates caused him to abandon that project.

"The advent of the automobile saw the decline of the street car system as a apaying proposition. In 1917 the City of Lincoln purchased the lines for \$13,999 and a bond issue for \$30,000 was passed. In 1919, \$3,500 will be paid by the city on the last installment of the bonds.

#### **Idle for Time.**

"The street cars were idle from November, 1916, until July, 1917, when the city commenced to operate them. They were a losing game from the first and the sleet storm of Dec. 17, 1924, was a knockout blow as far as the city officials were concerned. As a last resort the lines were turned over to the Illinois Public Utility company for \$1 per year and that plan failed also.

"It has not been the case of a city being in decline: it has been the same proposition that the horse gave way to the automobile and with thousands of automobiles navigating about citizens of Lincoln found but little use for the car lines.

"The official death notice is expected to be signed Monday night when the city council will consider what will be done – in salvaging – and little music will be heard in the halls that night. The cars are back in the barns to stay."

### **DONORS**

LCGHS wishes to thank the following people who have made donations to the Society during the past year. Perhaps it was a monetary donation, a donation of family records, or some other donation to make us a better Society. Thank you all and we wish you well.

Alexander, Abbie  
 Aper, Debra  
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 Reifsteck, Tonita  
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 Roos, Harold Estate  
 Scharf, Alice Stahl  
 Schrieber, Gilbert  
 Stolz, Thomas  
 Williams, Walt  
 Young, Bonnie

**“I do the very best I know how – the very best I can; and I mean to keep doing so until the end.” - Abraham Lincoln**

**“If the end brings me out all right, what's said against me won't amount to anything. If the end brings me out wrong, ten angels swearing I was right would make no difference.” - Abraham Lincoln**

#### LCGHS STORE

To order books send a letter to LCGHS at 114 N. Chicago St, Lincoln, IL 62656, give the name of each book - quantity and price + S/H for each item. Please include your check for the total amount, along with your name and address.

It has been interesting to me how Logan County and the towns within it promoted themselves during the 19<sup>th</sup> and early 20<sup>th</sup> centuries. The following information about Lincoln came from an unknown source. The pages were cut from a larger book that was likely printed during the early years of the 20<sup>th</sup> century. Although a date for the publication is not known we can surmise that it was between 1895, the date of Mr. Latham's death, and 1902, because there is no mention of the Carnegie library or the new courthouse. I hope you find it as interesting as I have.

#### BOOKS

**A Deeper Dive Into the Better Government Council of Logan County, Illinois**, Fuller – 2021. \$35+\$5 S/H.

**The Spanish Influenza Epidemic in Logan County, Illinois, 1918-1920**, Donath – 2020. \$30+\$5 S/H.

**Abraham Lincoln in Logan County**, Beaver - \$25 + \$5 S/H

**Days Gone By (Our one-room schools)** - \$38 + \$5 S/H

**Generosity, The Story of Logan County, During the Great War**, Donath-2016 - \$30 + \$4 S/H

**Be Careful Crossing the Hard Road**, Detmers - \$15 + \$3 S/H

**Logan Co. Township Maps of one room schools & Cemeteries**; (soft cover) shows location of one room schools & cemeteries in Logan County.

\$10 + \$3 S/H

**This Is My Story, Vol. II;** (hard cover) 365 pages  
Personal stories from Logan County Veterans who  
served in any branch of the Military. \$25+\$5 S/H

**A Pictorial History of Lincoln** – Paul Gleason  
\$25 + \$5 S/H

**The Town Abraham Lincoln Warned,** Henson-2011-  
\$15 + \$5 S/H

**The History of Logan County, Illinois** - 1982  
\$150 + \$10 S/H

**Logan County Courthouse 100<sup>th</sup> Anniversary;**  
(soft cover) \$10 +\$4 S/H

**Lincoln, IL, A Chronology 1953-2003;** \$5+\$3 S/H  
**1917 Prairie Farmers Reliable Directory of  
Breeders & Farmers in Logan County;** 3 ring  
notebook & protective sleeves \$20+5 S/H or \$15 for  
soft cover

**Heirship records of 1920 – 1924 & newspaper  
abstracts of 1839 - 1849;** (soft cover) not  
available at Courthouse due to the fire of 1857.  
148 pages (Updated due to faded print) \$20+4  
S/H

**Mason City Centennial Book,** \$15 + \$5 S/H

**Echoes From The Branches** – G. Rosenfeld  
\$7 + \$5 S/H

**Elkhart is Like a Box of Chocolates** - G. Rosenfeld  
\$7 + \$5 S/H

**Glimpses of Lincoln, IL** by Jan Schumacker  
\$14.95 + \$5 S/H

**Mt. Pulaski 100yr 1836-1936** - \$10 + S/H

**Twelve Momentous Years in the Other Atlanta,  
1853-1865** - \$20 + S/H

**Elkhart is Like a Box of Chocolates** - \$7 + S/H

**Echoes from the Branches** - \$7 + S/H

**Glimpses of Lincoln, IL.** - \$15 + S/H

**Lincoln, IL, A Chronology, 1853-2003,** \$15 + S/H

**Make Tracks to Latham 125<sup>th</sup> Anniversary 1872-  
1972** - \$20 + S/H

**Elkhart Sesquicentennial:** 2005, \$15 + S/H

### **ORNAMENTS – All Ornaments are \$5 each.**

1999 Logan Co. Courthouse  
2000 Lincoln City Hall  
2001 Lincoln Public Library  
2002 Abraham Lincoln Mem. Hospital  
2004 Lincoln College  
2005 Logan Co Courthouse  
2006 Earl Hargrove Chapel LCC

2007 The Arcade Building  
2008 Logan Co. Courthouse  
2009 Logan Co. Courthouse  
2010 Lincoln Woman's Club  
2013 A. Lincoln's 1858 Speech  
2015 Knapp, Chesnut, Becker Building, Middletown, IL

### **Duplicate Books Available**

The following duplicate books are available for purchase from LCG&HS. High school, college yearbooks  
& Directories sell for \$10 each + \$5 S/H and include:



**Lincoln:** 1920; 1921; 1922; 1923; 1924; 1925;  
1926, 1927; 1928; 1929; 1930; 1931; 1932;  
1933; 1934; 1935; 1936; 1937; 1939; 1940;  
1941; 1942; 1947; 1948; 1949; 1950; 1951

**Hartsburg-Emden:** 1956

**Lincoln College:** 1963; 1972

**Mt. Pulaski** - 1926, 1927, 1930

**Lincoln City Directories** \$10 ea.: 1934; 1941;  
1955; 1962, 1964; 1967; 1971; 1972; 1973; 1974;  
1976; 1977, 1978, 1979; 1980; 1981; 1982; 1984;  
1985; 1986; 1987; 1988; 1989; 1990; 1991; 1992;  
1993; 1994; 1995; 1996; 1997; 1998; 2000; 2005

### **ATLAS/PLAT BOOKS AVAILABLE**

**Logan County Illinois:** 1979; 1993; 1996; 1997 individual - \$10 each, **2013 - \$35 + \$5 S/H McLean**  
**County Illinois:** 1996 - \$10

### **LOGAN COUNTY PLATES**

Emden – 7.5 in: 1871-1971  
Emden St. Peter's Lutheran Church: 1879-1979  
Abraham Lincoln – 10 in: 1853-1953  
Abraham Lincoln -150<sup>th</sup> Birthday  
Abraham Lincoln - Ashtray  
Lincoln First Methodist Church-new building  
Lincoln Sesquicentennial: 1818-1968 Logan  
Co. Fair - 50<sup>th</sup> Anniv.  
Mt. Pulaski Methodist Church - 10in

Mt. Pulaski Stahl's Siltenial: 1836-1961  
Mt. Pulaski Courthouse Siltenial: 1836-1961  
Odd Fellows Home; 1967  
Sheers Building  
Sheers Courthouse  
Sheers Auto Supply  
Zion Lutheran Ch - Lincoln  
Plates are \$10 each plus \$4 S/H.

**Worrying won't stop the bad stuff from happening.**

**It just stops you from enjoying the good.**

**Logan County Genealogical & Historical Society**

114 N. Chicago Street, Lincoln IL 62656  
(217) 732-3200

### **Membership Application/Renewal**

Membership runs from January 1 to December 31. Membership includes four quarterlies. To receive a Membership Card, please include a self-addressed, stamped envelope. Multiple year memberships are appreciated.

**New Member** \_\_\_\_ **Renewing Member** \_\_\_\_ **Membership year:** 2025 2026 2027 2028

**Today's date** \_\_\_\_\_

Memberships received after April 1st – please add \$3.00 for mailed back issues of Quarterlies.

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_ Phone \_\_\_\_\_

Membership Dues: Individual \_\_\_\_\_ \$20.00

Dual (Two persons at same address) \_\_\_\_\_ \$25.00

**In an effort to cut postage costs**, the quarterly newsletter, *Roots and Branches*, will be emailed to members who have their email address on file with the Society. Members not having email will continue to receive their quarterly by mail. **NOTE:** Please remember to update your email address with LCGHS when changes are made to it.

Email address: \_\_\_\_\_ Website Research Code: Yes No

**Indicate the family surname and information that you are researching, limit to 4.**

Surnames: \_\_\_\_\_

Individuals to be researched: \_\_\_\_\_

If you want our assistance in your research, indicate the Surnames and/or any information you already have that will help in our search (i.e., dates, places of birth, death, etc.). For members, \$15 for initial research is requested. Non-members, please call 217-732-3200 for research fees.

We want to thank you for your support. The research center is operated solely on yearly membership dues and donations.

I would like to make an additional donation of \$ \_\_\_\_\_.

LCGHS is a recognized 501(c) (3) organization as defined by the IRS tax code.

I am able to volunteer: LCGHS phone number: 217-732-3200. Email: [logancoil1839@gmail.com](mailto:logancoil1839@gmail.com)

# Logan County Genealogical & Historical Society

A Section 501(c)(3) Nonprofit Organization.

114 N. Chicago St., Lincoln, Illinois

Web Page: <http://www.logancoil-genhist.org>

Web Page: <http://www.rootsweb.com/~illcghs>

Phone: 217-732-3200

Email: [logancoil1839@gmail.com](mailto:logancoil1839@gmail.com)

YouTube: [logancoil1839](https://www.youtube.com/channel/UClogancoil1839)

## RESEARCH FEE SCHEDULE

LCGHS requires a \$20 donation for an initial search of a surname, which includes going through several indexed collections, in our library. Standard Logan County Histories are included in the search. (Note: A membership of \$20 includes the quarterly publication, Roots and Branches, sent by email. Members are also eligible to get access to the Research portion of our website, which is restricted to members only.)

If, after receiving the results of the initial search, you decide you would like LCGHS to conduct further research, we ask \$20 per research hour plus the costs of mailing, the costs of photos and the amount we have to pay for documents from the Court House plus \$2 per document (if we pay \$5 for a death record, you pay \$7, since we go to the court house, look up the name in the indexes and fill out the request form.)

For additional research, you decide the number of hours by the amount of the check you send (\$60 will be requesting 3 hours of research.) In addition, you will be billed for documents, photos and copy fees.

Hard copies of items from our collection are twenty-five cents a copy for non-members plus postage. Members pay fifteen cents per copy plus postage.

For cemetery searches to take photographs of gravestone we ask \$5 for the first stone and \$3 for each additional stone in that cemetery.

Please mail your written request and a check to:

LCGHS

114 N. Chicago St.

Lincoln, Illinois 62656

Please include as much information as you can on each person to be researched so we do not use your research time gathering information you already have.

Include contact information for yourself. A phone number and an email address are required.