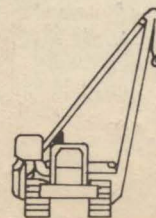
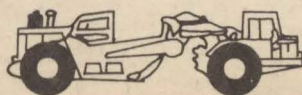
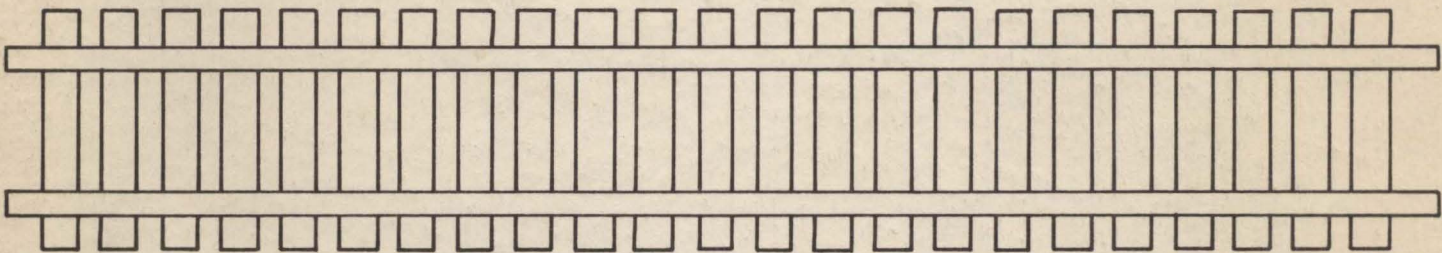
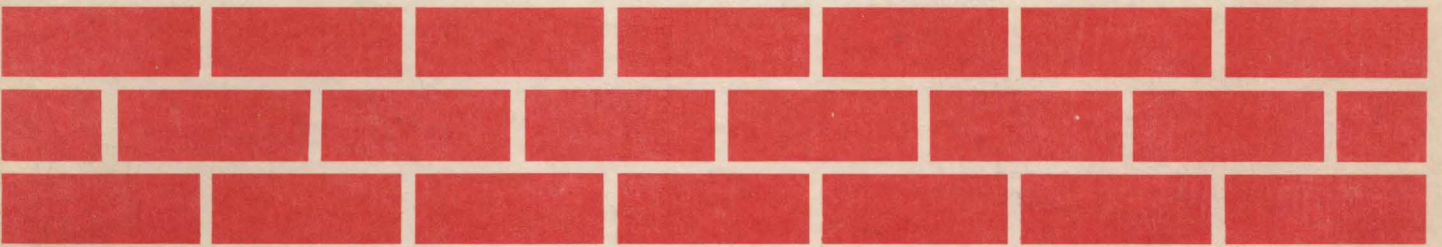
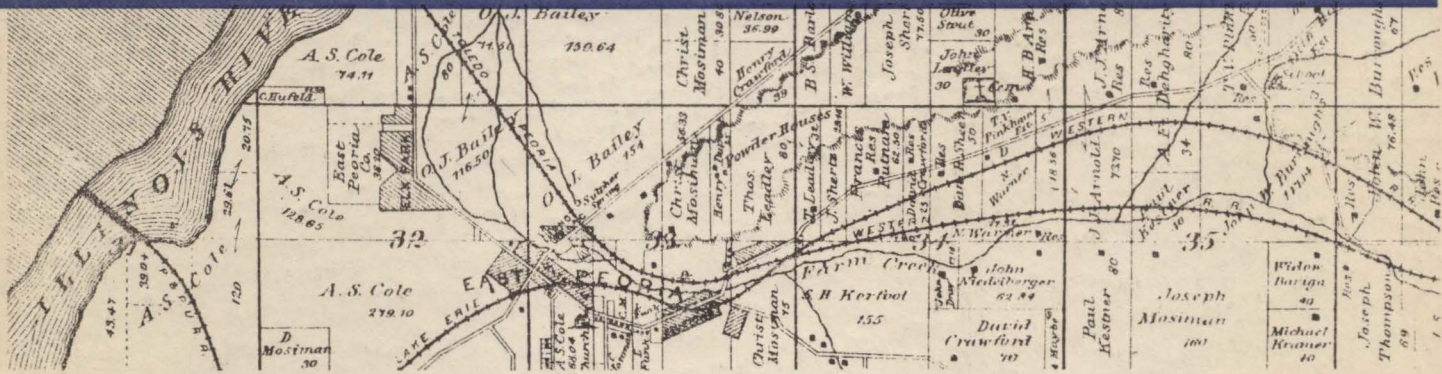


Centennial History of East Peoria





THE CENTENNIAL HISTORY OF EAST PEORIA

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All proceeds from the sale of this book are used
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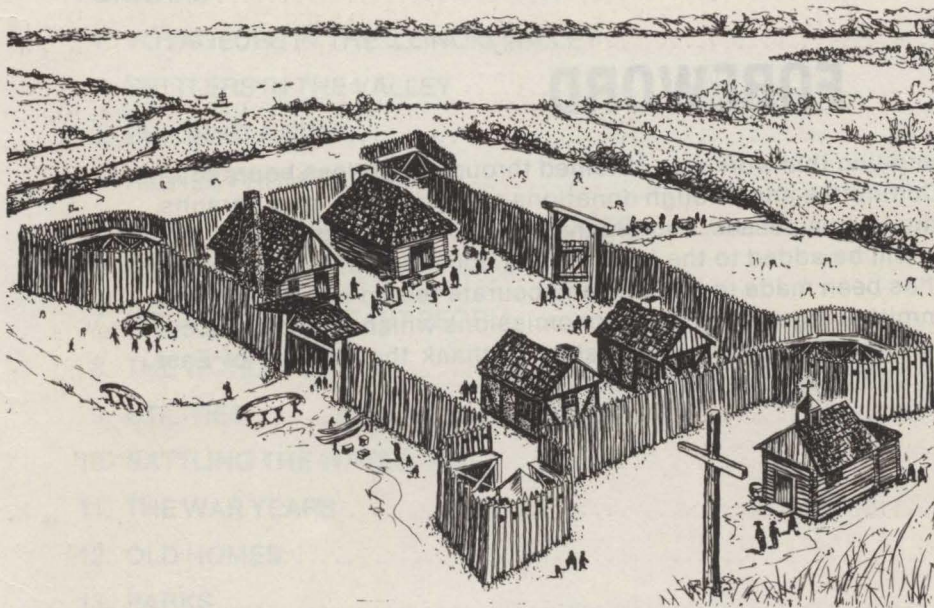
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FOREWORD

Information used in compiling this work was obtained through countless hours of research by the Historical Committee and through donations of documents, photographs, and histories from individuals, businesses, and organizations. All information received whether published or not, will be added to the local history collection at Fondulac District Library. Every effort has been made to produce an accurate record of East Peoria's history; however, the Committee regrets any errors or omissions which inevitably occur in a project of this magnitude. The Committee wishes to thank the citizens of East Peoria who contributed so willingly to this publication.

1. VOYAGEURS IN THE ILLINOIS VALLEY



Sketch of a typical early fort which usually consisted of a trading post, log cabins, a school, and a church.

The wooded bluffs which rose from the eastern shore of Lake Pimiteoui provided Robert Cavalier Sieur de LaSalle with the perfect site for the construction of a fort. Somewhere along that bank of what would eventually become Tazewell County, he began construction of that fort — named Crevecoeur, in January of 1680.

LaSalle was French. He and a small group of soldiers, workers, traders and missionaries had sailed from the mouth of the Niagara River the year before, with the hope of reaching the mouth of the Mississippi. They had followed the Great Lakes and St. Joseph River; travelled overland to the Kankakee River and then floated down the Illinois to the straits which formed the entrance to the Lake.

Louis Joliet and Jesuit Father Jacques Marquette had been the first recorded Europeans to visit this valley seven years before. They found the area inhabited by an Indian tribe known as the Peoria. Marquette

described the valley as the most beautiful he had seen on his expedition.

The Indians had been friendly to Marquette and Joliet, but in the intervening years the Illinois Confederation, to which the Peorias belonged, had been at war with the Iroquois. LaSalle's fort was built partly in response to Indian suspicion and partly out of the need for a base to reorganize the expedition.

There had been desertions and dissent within the party, and this fact has led to speculation as to the origin of the name "Crevecoeur" which means "broken heart". Another explanation is that it was meant to honor the capture of a Dutch fort bearing that name, which was taken during the French invasion of Holland.

Ft. Crevecoeur was completed in February and the blue and gold Fleur-de-lis flag of the French empire was raised over the primitive wilderness of the Illinois Valley. In need of more men and supplies,

LaSalle went back upriver the following month, leaving Henry de Tonti in command.

The fate of the fort after that is uncertain. Some accounts have it being burned by mutineers; others indicate Tonti was ordered to abandon Crevecoeur and build a fort upriver on the sandstone cliffs known later as "Starved Rock."

Tonti didn't build the fort at Starved Rock due to the Iroquois War, but the later version seems more likely in light of an account of LaSalle's 1681 expedition by Fr. Zenobe Membre. "We traversed the great village of the Illinois, without finding anyone there," Membre wrote, "the Indians having gone to winter 30 leagues lower down on Lake Pimiteoui where Ft. Crevecoeur stands. We found it in good condition . . . [and] navigation is open at all seasons and free from ice . . ." LaSalle's account of this visit did mention some damage to the fort by deserters.

The exact location of Ft. Crevecoeur has also been a source of controversy over the years. The current site of Ft. Crevecoeur State Park was selected by the Daughters of the American Revolution and later endorsed by the Illinois Historical Society. East Peorian Richard M. Phillips did extensive research before publishing a detailed study which concluded the site was approximately 7/10 mile south of the McCluggage Bridge. There is, in fact, a monument on the site — placed there in 1902 by John F. King, who was one of the founders of the Peoria Scientific Society, and had accompanied Peoria City Engineer Simon DeWitt Drawn when he surveyed the site in 1846.

Wherever its exact location was, LaSalle continued south from Ft. Crevecoeur and finally reached the mouth of the Mississippi on April 9, 1682. He claimed the entire Mississippi Basin for France, and named it "Louisiana" in honor of King Louis XIV.

Returning to Illinois, LaSalle proceeded to erect the fort he wanted on top of Starved Rock

That fort — christened Ft. St. Louis, served as the center of French commercial activity for a decade. During this time, LaSalle was murdered, and the Iroquois had proven the fort vulnerable to siege.

Henry de Tonti and Francois de laForest, having secured Royal commissions as LaSalle's successors, decided to relocate Ft. St. Louis and, at the suggestion of their Indian allies, chose Lake Pimiteoui. Tonti built Ft. St. Louis on Lake Pimeteoui during the winter of 1691-92. It had a palisade with 1,800 pickets, which enclosed a parade ground, headquarters, warehouse, and two barracks. Peoria, Kaskaskia and Kickapoo Indian villages were scattered around the fort.

Again, there are disputes as to where this fort was. Some historians place it on the west side of the river. The French village of Peoria was later located there, but the topography argues against the area as the location of a fort. Phillips believed, based upon old French maps, that it was built on the site of Ft. Crevecoeur, perhaps incorporating parts of the original structure.

Ft. St. Louis on Lake Pimiteoui was the center of trade and commerce in French Louisiana. It was the frontier outpost of the great Empire which Louis XIV, the "Sun King", ruled for the Magnificent Palace at Versailles, 5,000 miles away. The Voyageurs plying the rivers carried on a lively trade. Indians traded furs for goods made in the cities of New France (Canada). Pelts became the medium of exchange. Three beaver skins were worth one yard of cloth; one beaver skin could buy a hat or two small axes, or six knives; two foxes equalled one beaver; a moose brought two beavers. The list of other furs available was staggering: raccoon, deer, wildcat, bear, otter, muskrat, mink, badger, wolf, and lynx.

The French and their Indian neighbors got along well on the

whole. The missionary priests built a chapel just outside the fort and began ministering to the Indians. Pierre de Liette, a cousin of Tonti's, wrote that "every day as soon as the sun rises they [the missionaries] go about among the cabins to find out if anyone is sick; they give them medicines, and if necessary bleed them, and sometimes even make broth for them; after which they have it cried through the village that they are about to say Mass." Many Frenchmen learned the Indian language, and some married Indians, including one Michael Accault, who married the daughter of Chief Rouensa of the Kaskaskia.

Sometime after 1700, the expansion of settlement in Louisiana as well as strategic considerations led to the relocation of French Military Headquarters from Ft. St. Louis to Ft. Kaskaskia on the Mississippi. The fort remained on Lake Pimiteoui, but relations with the Peoria Indians deteriorated after Fr. Jacques Gravier was fatally wounded by an Indian incited by a medicine man. The French authorities suspended trade with the Peoria Indians until they requested another missionary.

Then, in 1712, the Fox Indians (of northwestern Illinois) went on the warpath against the Illinois Confederation and their French Allies. Many of the Illinois, including the Peorias, eventually fled to Cahokia, where the French, having lost communications with Quebec and having tried unsuccessfully to mediate a peace settlement, organized a mixed army of 1,400 men to subdue the Fox. This force defeated the Fox in a bloody and brutal finale to the war in 1730.

Most of the Peoria tribe returned to Lake Pimiteoui by 1733, but the French lagged behind. Records are sketchy, but missionaries and traders apparently returned during the 1840's. In 1751 the French acceded to the Indians' request that they garrison a new fort at Peoria. Activity by then had shifted almost exclusively to the western side of the river. The old Ft. Pimiteoui apparently had either deteriorated or

was destroyed by the Fox in 1722.

The final French military occupation in the Illinois Valley lasted only a dozen years. Far to the east another Great Power was making its presence felt in the New World. The British and their American Colonial Allies captured the great citadel of Quebec, the capital of New France in 1759. When the French and Indian War ended in 1763 the Treaty of Paris ceded Canada and the French territories east of the Mississippi to England. In December of that year, Neyon de Villiers, the French commander at Ft. de Chartres reported that he "recalled from Peoria M. Toulon and his garrison."

For a time, things changed little in the Illinois Valley. The French trappers, hunters, traders, and missionaries remained and Indian resistance induced the British government to try to curtail further settlement west of the Appalachians. The British made no attempt to garrison a fort, and the old French one was burned by drunken Indians in 1773.

With the outbreak of the American Revolution, the inhabitants of the Illinois Valley were informed that they were then citizens of the Commonwealth of Virginia. Sovereignty over the territory officially passed to the infant United States in 1783. Four years later Virginia relinquished its claim and Congress adopted the Northwest Ordinance, creating the Northwest Territory and setting up a land surveying system based on townships divided into one square mile sections.

The last of the French left when their village was burned in 1812. The area where Ft. Crevecoeur once stood, the first permanent European settlement in the Midwest, became Fondulac Township. In 1818 the new American State of Illinois was formed and the Valley of the state's namesake river entered a new era in its development.

2. SETTLERS IN THE VALLEY

A few years after Illinois became a state, a Vermonter named William Blanchard and three other veterans of the War of 1812, Charles Sargeant, Theodore Sargeant and David Barnes paddled across from Fort Clark (Peoria) and settled on the swampy floodplain on the east side of the Illinois River. They built crude huts, staked out their claim, and started growing corn and tomatoes.

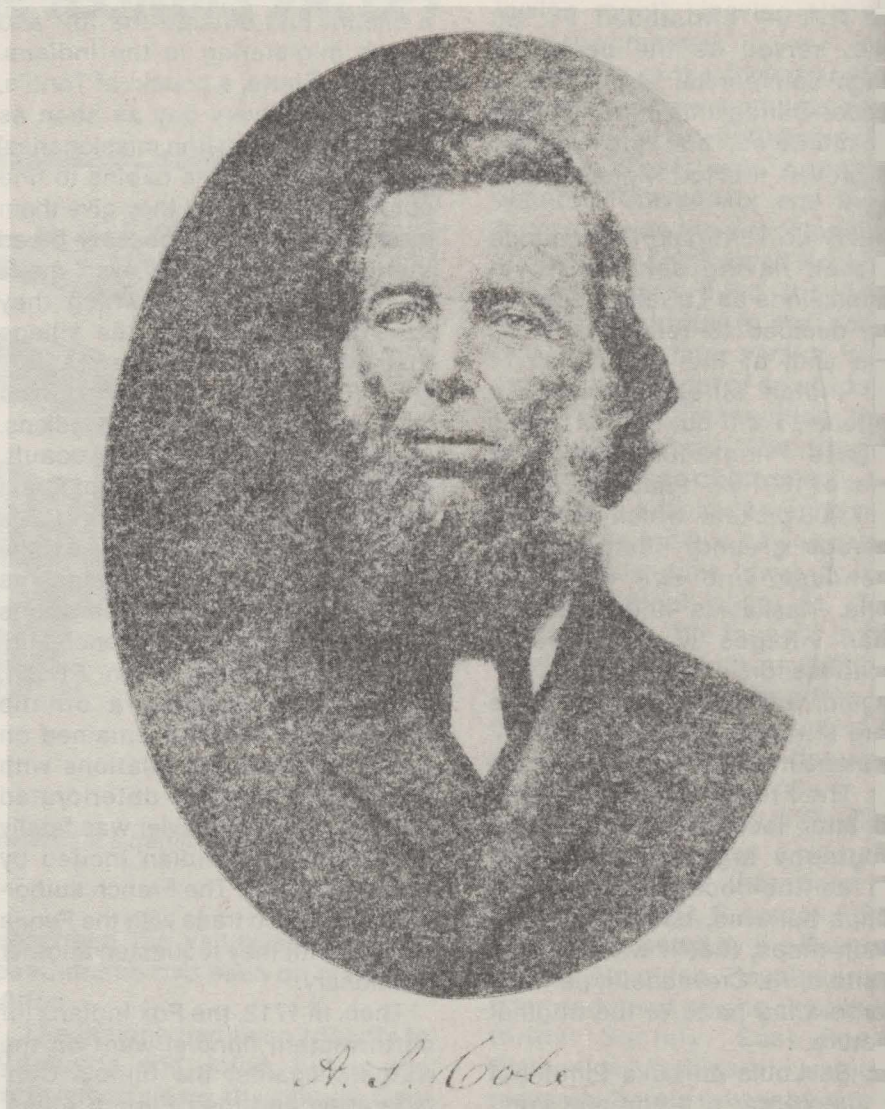
They were the first American settlers in what was still a wilderness. Indians still roamed the woods up on the bluffs; Fondulac Township had no government at all. The State Capitol was far to the south at Vandalia. The wagon road to Springfield and the steamboats which came as far north as Fort Clark were the only links with the outside world.

All that changed quickly, though. The wilderness and the Indian civilization were receding in the face of the great American expansion. The nation that just a generation ago consisted of thirteen separate states strung out along the eastern seaboard was growing. There were 24 stars in field of the red, white, and blue flag that flew over Fort Clark. Americans, fueled by the powerful promise of "land" came west in flatboats, wagons, on horses and on foot—first a trickle, then hundreds, and then by the thousands.

Jacob L. Wilson, Thomas Camelin, and a man named Donohue were among the other early settlers in Fondulac Township.

The first marriage in the township was performed in 1825. Blanchard and Elizabeth Donohue were married by Jacob Wilson, who was then the township Justice of the Peace.

In 1831, David Schertz came to Illinois from Alsace-Lorraine (then part of France). Schertz and his family spent the first winter at Fort Clark, and early in 1832 moved across the river and got a patent deed for 160 acres in the Farm Creek valley from the federal government (signed by President Andrew Jackson). Schertz moved into an aban-



"Captain" Almiron S. Cole

doned log cabin which stood about where Central Junior High School was later built, and started planting a strange new crop he apparently learned about from his neighbors—CORN.

Tragedy befell the Schertz family in the fall of 1832 when their 5-year-old son, Peter, died, but they persevered and, in 1837, David returned to Europe and brought back his in-laws, the Belsley family, to Illinois.

David Schertz built a mill about 1840 along a stream on his property (about where Camp and Washington Streets now intersect). Local farmers brought their corn there to be ground. Often the trip required an overnight stay, so the mill offered accommodations, a place to rest

the horses, and Mrs. Schertz prepared meals for the farmers and often their families that came with them as well.

The mill was 3½ stories tall and had a full basement. It was later owned by the Arnolds, Bob McClellan, the Defenbaughs, and the Slagles before it was torn down about 1890.

There were a number of other mills built in the East Peoria area including one near what became the "four corners" and another where Dixon Fisheries is now located. Many of the old mill races were closed off and filled when the creeks were channelized for flood control.

In 1835, another of East Peoria
continued on page

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early pioneers arrived in Peoria with his wife and two-year-old son, in a wagon stocked with merchandise. Almiron S. Cole, his wife, Chloe, and his son, Johnson, came to Peoria from Lanesboro, Massachusetts. Cole went into the mercantile business with a Mr. Barker. After two years Cole sold his interest and began operating the packet and passenger steamer "Frontier" between LaSalle and St. Louis. In 1844 Cole, now known as "Captain Cole" from his days on the river, opened Peoria's first distillery. Shortly after that he began acquiring large tracts of land on the east side of the river.

In the late 1860's, Cole moved with his family to one of his farms, where he built the "Cole Mansion." It was located where the Methodist Church now stands - in Coleville - a settlement that grew up between the existing towns of Fondulac and Bluetown.

The Town of Fondulac, which bore the same name as the Township, meaning "foot of the lake" in French, was the first platted. The petition, laying out a two block area, was filed with the Tenth Judicial Circuit Court by Seth Abbott on June 14, 1855. It showed three streets—Mill Street, Main Street, and Depot Avenue—along with a saw mill, a cording mill, and part of the Peoria & Oquawka Railroad. It is assumed that this Main Street is the Current Main Street—the area covered running from the four corners north to Farm Creek. This was the area originally settled by William Blanchard.

In February, 1864, William C. Cleveland, the Tazewell County Surveyor, laid out a plat for the town of "Bluetown," in the East Washington Street area settled by the Schertzs. Four streets were included—Peoria Street (now East Washington Street), Bloomington Street, Vine Street and Sycamore Street. The

petition, filed by Joseph Schertz, was accepted April 1, 1864.

At least three explanations as to the origin of the name "Bluetown" have been advanced. Following the custom in their homeland of Alsace, many of the early settlers wore blue smocks. Also, because the land was marshy and prone to floods many of the houses were built high, some on stilts, and supposedly painted blue to combat corrosion. The other suggestion was that many of the houses belonged to a mining company that bought a quantity of blue paint and painted the workers homes with that color. According to Irene (Schertz) Herbst, David Schertz's great granddaughter, "it was definitely not named for any buildings painted blue." It was named by Joseph Schertz and those early alsatians, who "always wore blue smocks at their work."

These two settlements--Fondulac and Bluetown, grew slowly in their muddy, mosquito-infested valley. The new railroads, however, connected them with the prosperous farms up on the hills and with more distant cities and towns as well. The Peoria & Oquawka line was completed from the river as far east as Chenoa in 1857. Farm products, both for local consumption and export, came in and out by rail.

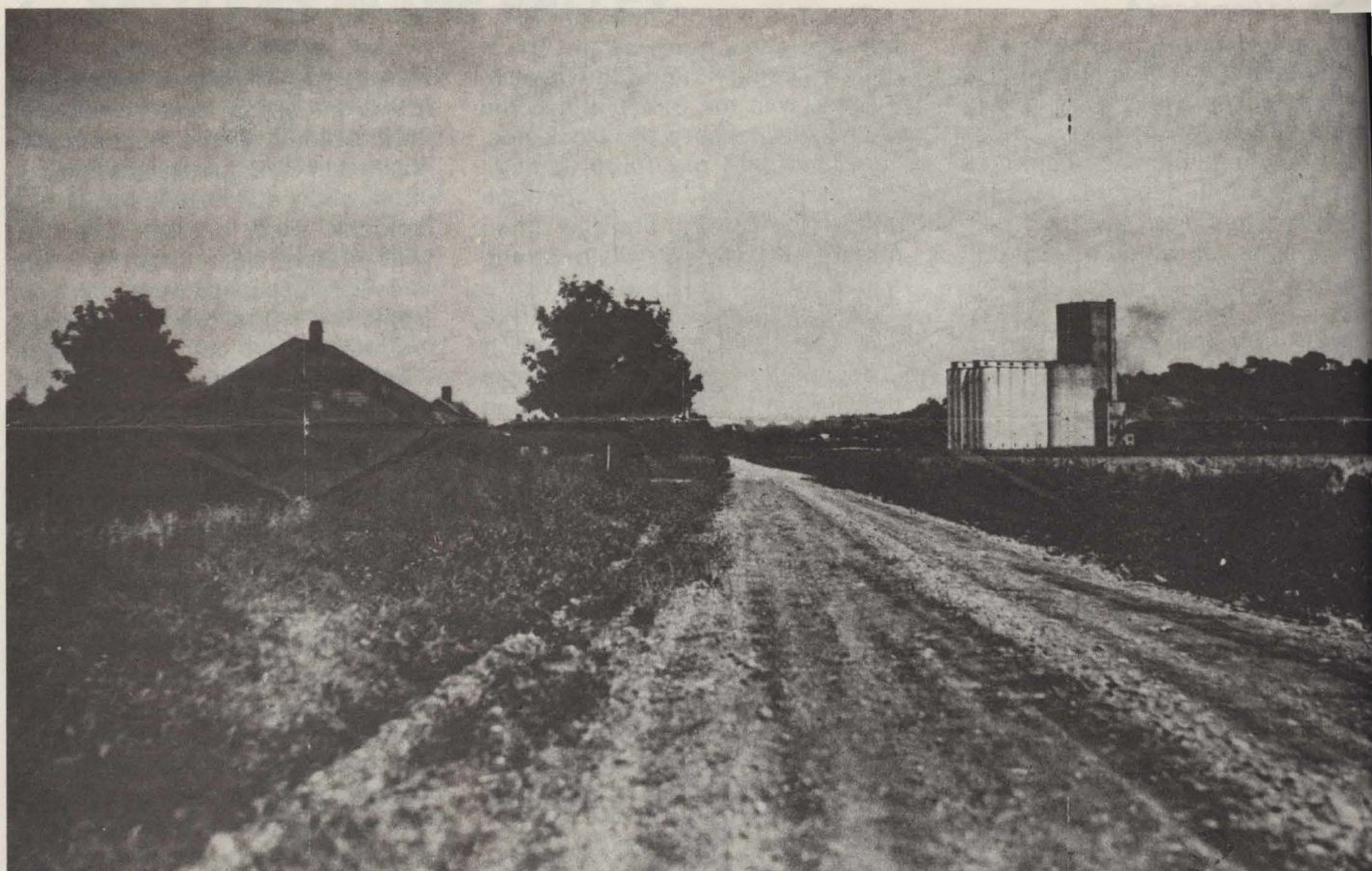
By 1870, the census reported the population of Fondulac Township as 889. There were 177 dwellings, 71 farms, and over 4,000 improved acres. There were also 232 horses, 4 mules, 115 sheep and 732 swine. Annual production of grain was listed as 9,618 bushels of wheat, 18,675 bushels of corn, 1,577 bushels of rye and 4,953 bushels of oats.

In addition to grain, much of what was used on the farm or sold locally, many farmers took advantage of the expanding rail system to market export products. Large dairy farms were established, one of them, near the river, was later owned by Oliver Bailey. Fruit and berry farms were also established. Many East Peorians remember a big apple orchard on what is now Highview Road. Honarine (Murphy) Frost remembers

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Two of Bluetown's early pioneers, Mr. and Mrs. Henry Mauschaugh, moved into this home in 1849, at what is now 314 Bloomington Street. The structure stood at that location until 1926.



An early dirt road leading into East Peoria.

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her grandparents ran a farm in the area known later as Cloverdale. They raised "some blackberries, and some red raspberries, but mostly black raspberries. A few pear trees, apples, plums (and) grapes, but the main thing was raspberries. The farm was about 160 acres... it was a lot of work..."

At certain times of the year, particularly at picking time, extra help had to be hired. "There was a little two room house built down the back road where the men would stay overnight. They had all the meals at the house. The workers came from Peoria mostly, some came from East Peoria. Some came out on the interurban...(Mr. Murphy) used to go down and pick them up with the hack."

The pickers used gallon buckets to gather the berries. "There were several sheds to the farm, where they crated them, and they would bring them in there. They would give them a ticket for each gallon." At the end of the day the pickers

turned in their tickets for cash.

After the berries were crated they were taken to an interurban siding known as "Murphy's Station." The train would stop there at night and pick them up for shipment.

Before the interurban, of course, all the railroads were steam-powered. They burned coal, which

was abundant in the hills surrounding Bluetown. By the mid-1880's, the mines, railroads and farms had transformed the wilderness of Central Illinois into a fledgling commercial center, connected by steel rails and telegraph wires with a nation that extended across the continent to the Pacific shore.



An early water-wheel mill on Farm Creek near what became Main Street. It was probably built around 1844.



Meeting hall of the village board, southeast corner of Main and Washington Street, early 1900's

3. BUILDING A CITY

On July 1, 1884, the citizens of Bluetown and Fondulac held an election at the public school on a proposal to incorporate the towns. The proposition passed by a vote of 30-12, and the Village of Hilton officially came into existence. The origin of the name is somewhat obscure—the only apparent connection with the name Hilton, being the presence of the Hilton Coal & Iron Mining Co. at the east end of town.

On August 4th the first village Board of Trustees was elected, consisting of Nicholas Slagle, Peter Schertz (the second son of David Schertz to bear that name), H.F. Cappel, J.G. Vogelgesang, Samuel Allen, Sr., and Edward Lange, Sr. Slagle was named the first president, and he appointed Thomas J. Floyd village clerk and Joseph Moseman, treasurer.

On August 18, the Board met in a frame building at the foot of Springfield Hill, next to McKinsey's Tavern, and adopted a set of ordinances to govern the village.

Among the ordinances was one making it a misdemeanor to tie "any horse, mule or other animal to

any shade tree... growing upon any street, sidewalk, or public square..." Violations were punishable by the "forfeit... of not less than five dollars nor more than fifty dollars."

It was also "unlawful for any person... (to) beat, injure, overload, overwork, insufficiently shelter, poorly feed, turn out to die, or in any manner to abuse any dumb animal..." and the Village Marshall was instructed "to strictly enforce this section" on penalty of the "forfeiture of one month's pay for each time he neglects to do so."

Other ordinances outlawed the killing or menacing of most common birds, the flying of kites on streets and alleys, the keeping of a barking dog, and loitering after ten o'clock at night. It was the duty of the Marshall "to arrest any suspicious looking person "so loitering" "and convey such person to the calaboose" if he "cannot give a satisfactory account of himself."

A poll tax was passed which required "every able-bodied male inhabitant of the said Village of Hilton above the age of 21 years and under the age of 50 years (excepting paupers, idiots, lunatics and such

others as are, or may be exempt by law, also excepting the President, Village Clerk, and Trustees of the village...)" to "labor on the streets, alleys and avenues of said village two days in each and every year" unless they pay the sum of \$1.50 to the Village treasury.

All future meetings of the board were designated to be "held at the brick school house in the Village of Hilton." Time of regular meetings was set for "Wednesday evenings on or before the full of the moon in each month."

The village existed as Hilton for five years. In October, 1889, the name was changed to the "Village of East Peoria."

Two years before that, in the fall of 1887, a transaction was consummated that determined, to a large extent, the course of East Peoria's economy. A man named Oliver J. Bailey bought the former Voris Farm. It became the East Side Farm, and was operated by Tom Widdop as a dairy.

Bailey, however, viewed the land his farm was on as a prime industrial location, and he began offering

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A hack picking up a passenger near the Cole Street Bridge. The Methodist Church, built in 1890, is visible across the creek to the right.

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prospective factory sites to businessmen.

The first to locate in East Peoria was the Herschel Manufacturing Co. in 1893. Company President Paul Herschel felt he was "driven out of Peoria" by "unsatisfactory conditions" (i.e. high taxes) and when East Peoria offered to waive the corporate taxes, Herschel bought a tract of land from Bailey and erected a plant. The company manufactured mower knives, reaper sickles, wheelbarrows, neck-yokes, and other agricultural implements. By the turn of the century the company employed 250 men at its 23 acre factory. The company later secured a second plant from the Peoria Steel & Tool Co.

Herschel remained one of East Peoria's leading industries until the company was purchased by the Sterling Precision Company in 1968. At that time Herschel had 277 employees and annual sales of \$7 million. The last plant was demolished in 1975.

Peoria Steel & Tool Co. came to East Peoria in 1904. For a time, that company manufactured vises, cutlery and tool steel, at a plant near Herschel's.

Bailey's other, and ultimately most important acquisition, was the Colean Manufacturing Co. Organized by William H. Colean in 1902, the plant covered eleven

acres and employed 250 people to manufacture a complete line of threshing machines and steam traction engines.

Bailey also donated a 100 x 150 ft. site to the city for the Village Hall, platted a residential addition to the city, on the northeast corner of Main and Camp Streets, and was instrumental in getting the wagon road to Peoria paved. In September, 1901, the town held a big parade to celebrate the opening of that road, which was paved with East Peoria-produced bricks.

The road was credited with "pulling East Peoria from the mud."

Prior to that time, roads were m dirt. When it rained, they turn quagmires; in dry weather they choking dust bowls.

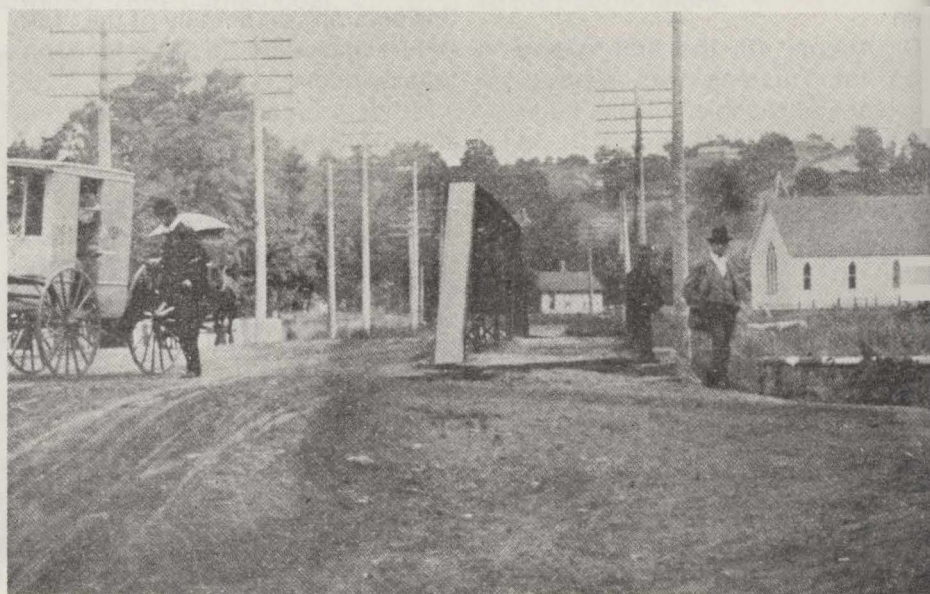
Public transportation in the early days was provided by hack. Oliver Hanson began the first system, at least as early as 1880's. He made four trips a from Peter Schertz's store to a waiting room at the Peoria er the bridge. From there the passengers, many of them villagers worked in Peoria, crossed the road tracks and walked to downtown.

The hacks had two seats run lengthwise, and could seat sev. The driver's seat was set apart front. There were paneless wind on each side with canvas drop protection from rain or snow. T. was a miniature heating stove w a chimney in the front just beh the driver. On cold winter d everyone would try to sit up near

As the hack went through town a bell would jingle signalling arrival. Passengers who were waiting would form at the gates to be picked up. The mud and deep r. caused by the heavy coal wagon tended to make the trip exciting. One can imagine some of the other attributes of riding behind a coup of horses on a hot summer day.

For a time, shortly after the turn of the century, a vehicle called

continued on page 1



Looking east on Washington Street.



Front of the Peter Schertz Grocery Store at the corner of Bloomington Road and East Washington Street in 1890. First row, L-R: Ed Crawford, Kerlick, John Dean, James Sherratt, Mike Maloney, George Kerlick, Charles Slagle (constable). Second row, L-R: Kerlick girls, Grace Defenbaugh, Etta Schertz, Bertie Defenbaugh, William Wiles, Maude Floyd, Laura Pierson, Charles Dean, J. E. Millard, Wilbur Defenbaugh. Third row, L-R: H. B. Arnold, Rev. J. L. Taylor, B. F. Schertz, Mrs. Sophia Slagle, J. B. Hill, Mrs. Samuel Allen, Jenette Kirk, Edward Ansbaugh, Joe Taylor, Dick Tucker, J. Arnold.

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motor surrey made its appearance in town. These were gas-propelled vehicles with four seats (including the driver's). They had large wooden-spoke wheels, and it was three good steps up to board one of them. The motor had to be cranked to start the engine—a process which gave the passengers a jolt, but traveling the city streets was just about as jolting.

The motor surreys sputtered around town, with a fluttering fringe around their tops, but they couldn't compete with the hacks. Two good horses could pull through the muddy, rutted streets much better.

Even after the road to the bridge was paved, mud continued to be a problem on the other streets. East Washington Street was laid with wooden slabs to make what was called a "corduroy road." Aaron Lange (grandson of former trustee Edward Lange) described driving on it as "worse than driving a wagon

down a railroad track."

Downtown, the cross-board wooden sidewalks weren't much better to walk on. The walks on East Washington Street "were made of oak," according to the late William J. Mauschaugh, "and the wood would get wet, (and) then the sun would hit them and bake them and they would curl up and break the spikes out, which were used to nail the boards together. If two people were walking together and one would get a little ahead and step on the loose board, it would come up and the person behind would trip over it."

On December 20, 1904, a petition for street cars was presented to the village board. On April 19, 1905, the Board passed an ordinance approving the first street car system, and, before long, the shining rails that carried the "cars" had replaced the hacks.

The street cars ran from the four

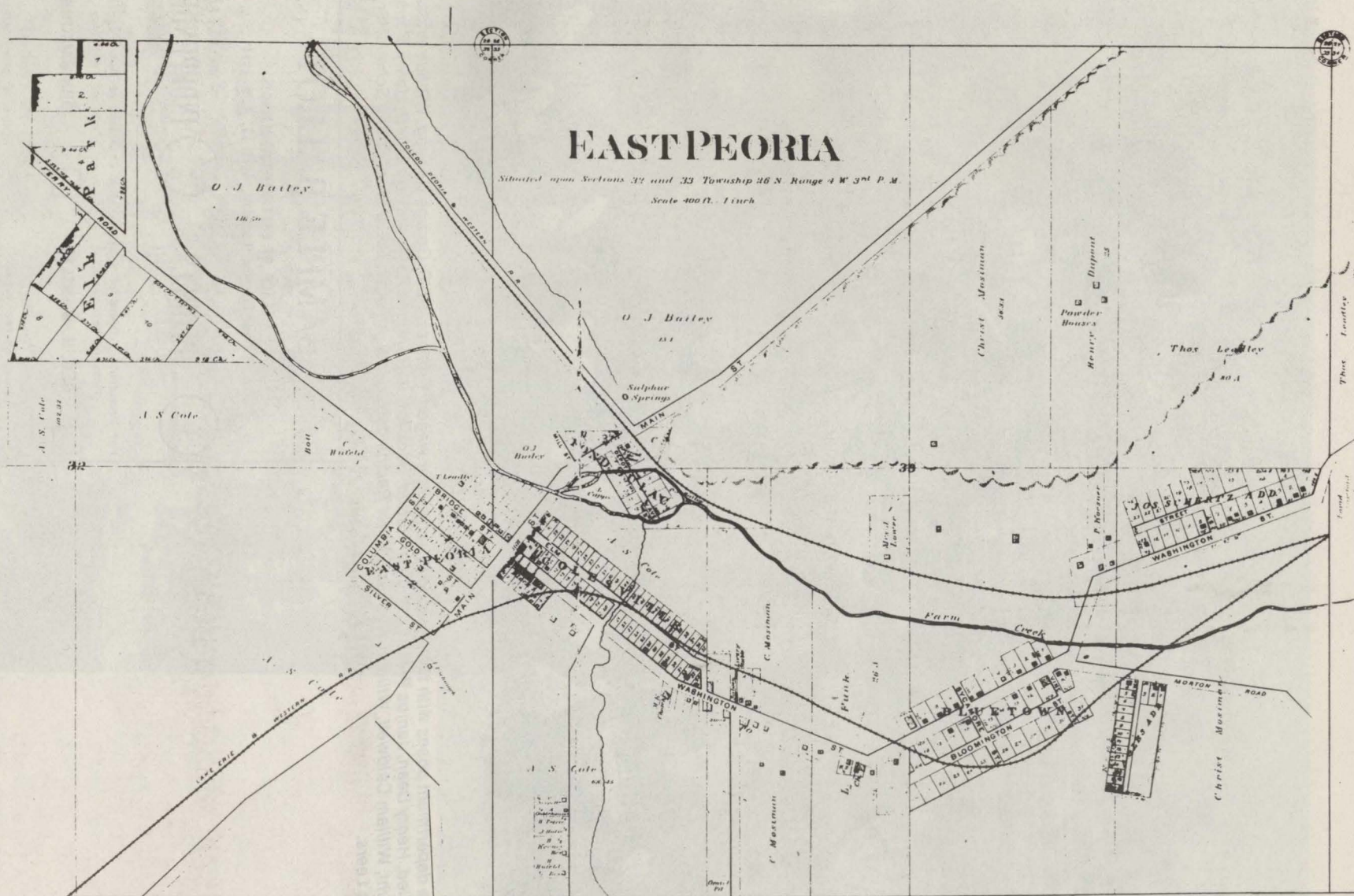
corners down Washington Street to Farm Creek. From there, a high trestle carried them to the Illinois Traction System bridge. They seated 32, with space for about that many more on the running boards which ran along both sides of the cars. They provided safe, reliable transportation to the village for a fare of 5 cents.

Sunday Schools and schools would hire 3-5 open cars to go for a picnic in a Peoria Park in the days before East Peoria had one. The trend of prior years when East Peorians traveled to work in Peoria, was gradually being reversed. As more industries located in East Peoria, more Peorians were crossing the river to come to work.

By 1905, the East Peoria Improvement Association issued a prospectus declaring: "East Peoria is the coming city... it will be one of the greatest manufacturing centers of the Central West."



Sommerfield Grocery and Hardware Store about 1884. The two founders, William F. Sommerfield and his brother, John F. Sommerfield.



East Peoria as it appeared in the 1891 Tazewell County Atlas.



East Peoria's first fire department poses with their first hook and ladder wagon. Front row, L-R: George Doering, William Walser, John Dean, unidentified, Henry Dean, James Preston, William Hufeld. Back row, L-R: James Rose, William Ehrett, Henry Mauschaugh, John Kraenbuhl, William Caldwell, William Walmsey, Chief Reichelderfer, L. B. Irmeger, Louis Petri, Phillip Schmidt Sr., Jr. Hoffman and William Leers.

SAMPLE BALLOT

VILLAGE OF EAST PEORIA, ILLINOIS
Village Election Tuesday, April 15, A. D. 1913



PEOPLES'



INDEPENDENT

For President of Board of Trustees: (Term of two years) For President of Board of Trustees: (Term of two years)



GEO. H. WAMSLEY



JOHN BACKING

For Trustees:
(Term of two years)

For Trustees:
(Term of two years)



HERMAN SCHULTZ



S. A. DENNIS



JOHN MARTINESS



WILLIAM T. RISEN



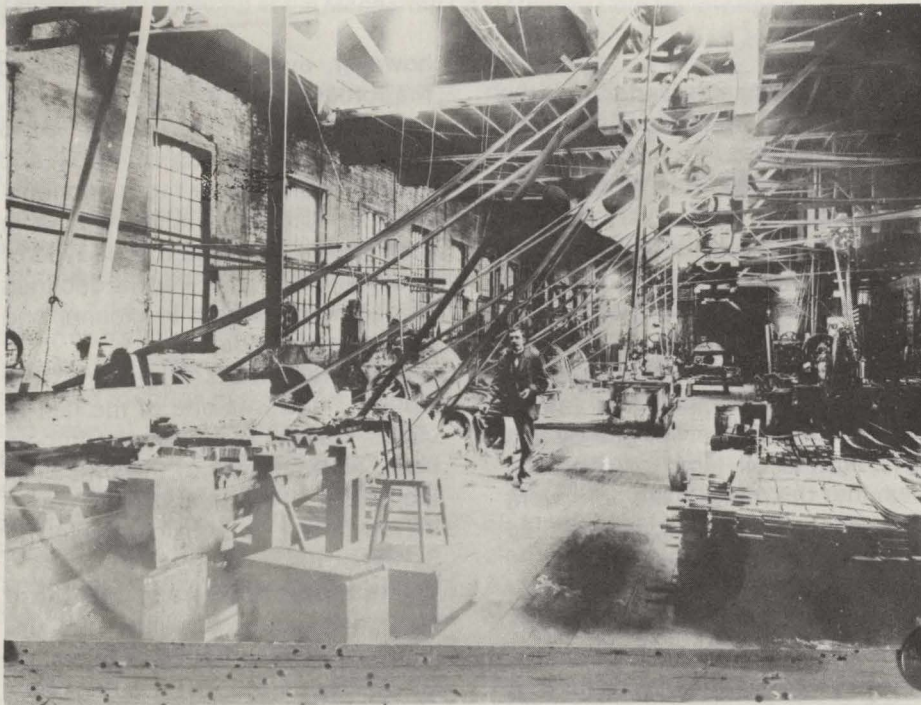
NATHAN FISHER, JR.



GEO. W. MILLARD

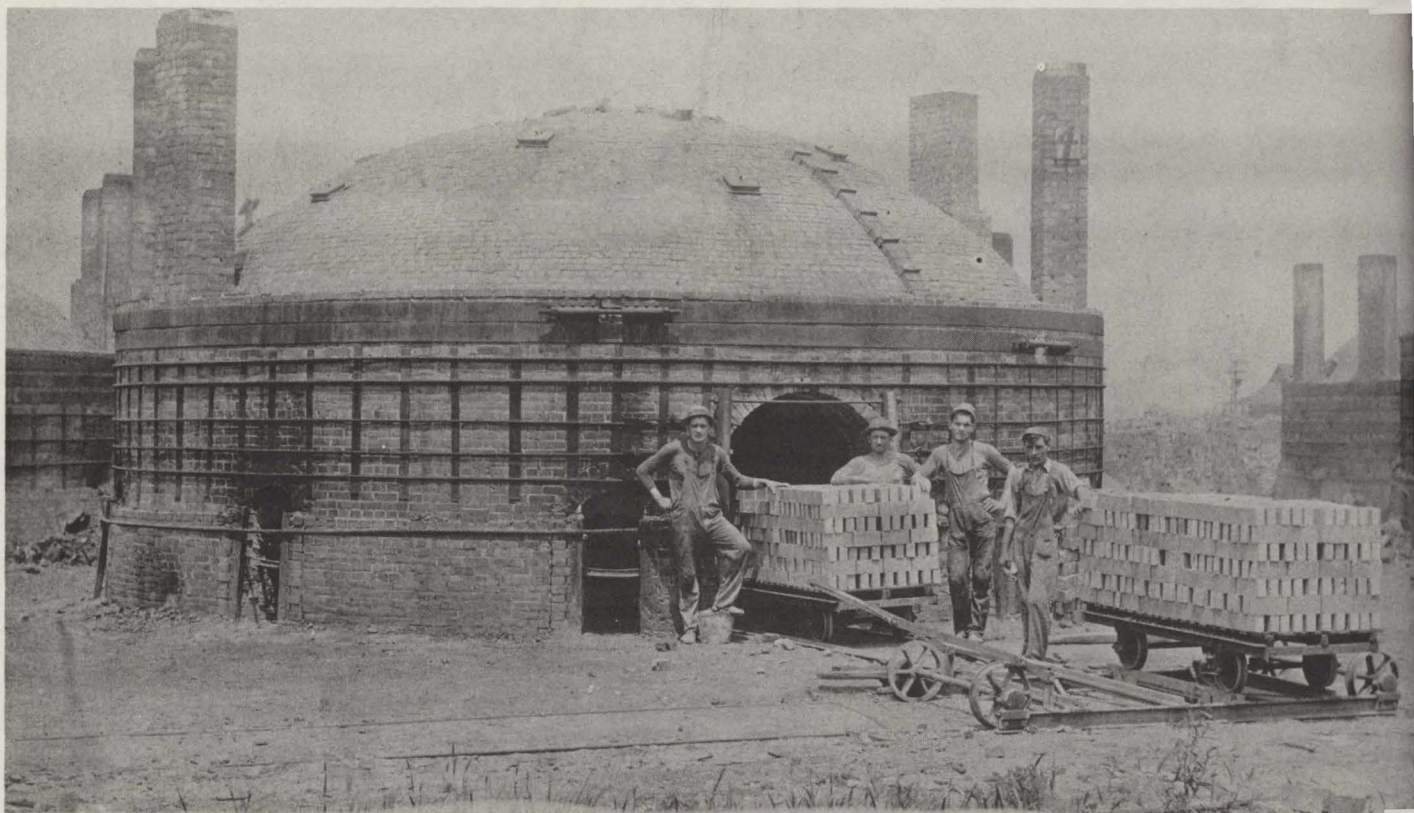


East Peoria Village Board of Trustees, about 1904. Front row, L-R: William Boecking, T. J. Floyd, John Keil, President, Jacob Mauschaugh, George Walmsley. Back row, L-R: John Maloney, John Dean, Beecher H. Reichelderfer, J. R. Dickens, Frank Dainty.



Interior of the Herschel Manufacturing Plant at 648 West Washington Street about 1904. The man in the center of the photograph is engineer and designer Martin Sehm.

4. RICHES FROM THE EARTH



One of the "bee-hive" kilns of the F. R. Carter Brick Co., believed to have been taken at the original plant along the Lake Erie & Western RR.

The natural resources of the river bluffs brought the first industries to East Peoria. Early in its history, mining companies started burrowing into the hills to tap the bituminous coal deposits found near the surface.

By the turn of the century there were seven major coal companies employing 250 men and producing some 2,000 tons a day. The largest of these, the Lake Erie Coal & Mining Co., employed 50 men and had a production capacity of 300 tons a day. It was located along the Lake Erie & Western RR near Wesley Road, hence the name "Wesley Coal."

With 40 employees and a 275 ton-a-day capacity, the East Peoria Coal Co. was almost as large as the Lake Erie mine. The other companies were Standard Coal Mine, Doering Coal Co., Biebelhausen Coal Co., Manhattan Coal Co., and Royster

Coal Co.

The coal mines thrived during the early decades of this century. The miners organized into a union, Local #563 of the United Mine Workers.

Coal mining was a very dangerous occupation at that time. Miners would drill holes in the face of the coal, stuff them with gunpowder, and then light a fuse to it. Another danger was the poisonous gas. Roy Martin remembers how his father, Charles, used to test for gas by taking a lighted oil lamp or a canary down into the mine. If the light went out or the canary died, it signalled that there was not enough oxygen.

There was also the ever-present danger of cave-ins. Although many men were killed in mining accidents, East Peoria was fortunate in that there was never a disastrous cave-in of the kind that befell so many mines at that time.

The prosperity of the coal mines,

however, eventually succumbed to the forces of technological change and the great depression. Struggling mines in rural areas of Knox and Fulton County were more economical than the small shaft mines of East Peoria. Demand for the type of coal mined in East Peoria declined as people converted to cleaner and easier heating sources.

The Manhattan Mine on Colfax Hollow Road was one of the last to close. Harriet Burchell remembers being an employee of the office (on the corner of Anna and East Washington Street) when it closed in the Spring of 1942.

The operation was not large enough to supply industry and the mine didn't have rail transportation, so it depended on homes and schools for its market. By then homes still using coal for heating

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Delivery trucks loading at the Manhattan Coal Mine on Cole Hollow Road.

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fuel were installing stoker-type furnaces, which could not use the soft coal produced by the Manhattan Mine.

Although shafts remain, many covered with slag heaps, no mines operate today in East Peoria.

Coal, of course, was only one of the natural resources extracted from the hills. Clay was also dug out and used for brick making. A century ago several small plants, operating in the summer months, were located around the area. Today, the Peoria Brick & Tile Co. on Cole Hollow Road is one of the three brick manufacturers still operating in the State of Illinois.

Originally, known as the F. R. Carter Brick Yard, Peoria Brick & Tile was organized in 1899, when Frederick R. Carter bought the Spurck Paving Brick Plant (near what is now the foot of Pekin Ave-

nue hill). This plant, and the Kanne Brothers Brick Yard, one-quarter mile south of the Carter Works, produced paving and building bricks in "bee-hive" kilns, and shipped them out on the Lake Erie & Western Railroad.

In the early years Carter employed 60 men and could produce 40,000 bricks a day. The road to Peoria was paved with Carter bricks, as were many other streets and buildings in the Peoria area.

In 1909, Carter erected a new plant on Cole Hollow Road. The new plant had 10 dome-like brick kilns, 30 feet in diameter with an extreme height of 16 feet. For a time Carter operated both plants, but the original plant was later closed and, since Carter purchased Rapp Clay Products in April, 1925, all brick manufacturing has been done at the plant on Cole Hollow Road.

By 1939, Peoria Brick & Tile was producing 65,000 bricks a day at its 110-acre facility. Shale rock, the major raw material used in modern brickmaking was abundant on the property; gas had replaced coal and wood as fuel to heat the kilns, and electricity operated the machinery instead of horsepower.

Management of the business has remained in the Carter Family. Frederick's three sons, Charles, Raymond, and Ben, and his son-in-law, Harry Maw, all joined the firm. In 1966, Thomas J. Carney, the son-in-law of Charles Carter, purchased the company.

Peoria Brick & Tile currently occupies 80 acres along Cole Hollow Road. The plant now uses a modern tunnel kiln instead of the old "bee-hives." When in production, it employs 30 people.

5. RIVER TRANSPORTATION AND BRIDGES

In March, 1847, W. L. May, the operator of the ferry that crossed the river to Peoria, obtained a charter from the State Legislature to build a bridge. May left for California before the bridge was completed, though, so that task fell to Almiron Cole.

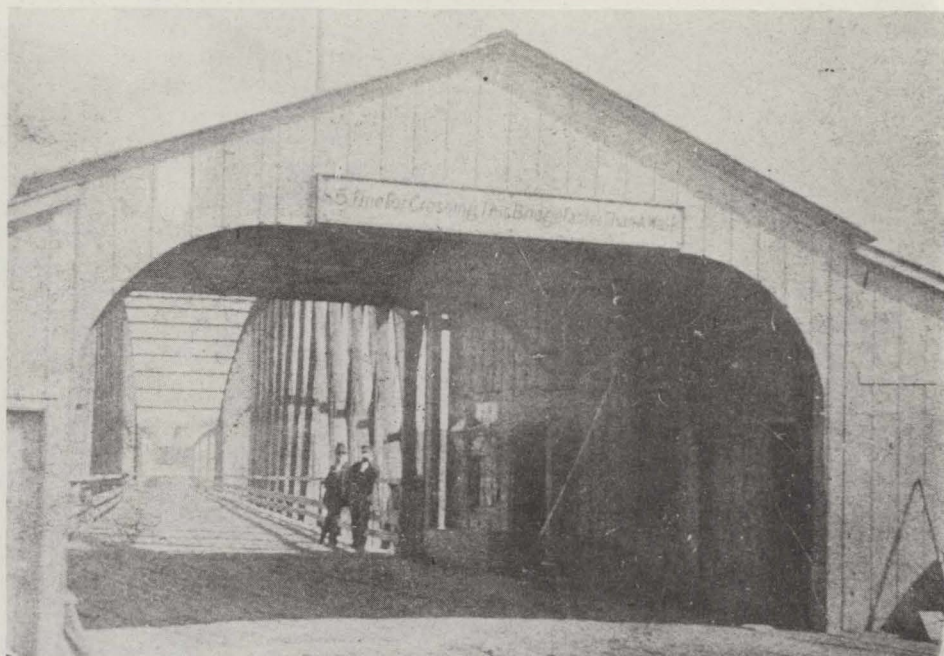
Construction started in 1848, but the first structure was carried away by ice before it could be opened. The bridge was rebuilt, and opened as "Cole's Bridge" on October 27, 1849. It was the first bridge across the Illinois River and "hundreds of citizens joined the promenade across the span."

Cole also built a road from the eastern shore to the settlements of Coleville and Bluetown. The first bridge-tender, a man named Mason, occupied the toll booth on the far side of a draw near the Peoria shore. The toll was 5 cents for a foot passenger; 20 cents for a single horse, 25 cents for two horses. Business was brisk, by the standards of the day, but problems plagued the bridge from the beginning.

The year after it opened, a local newspaper reported that, "The steamer Planter hit the bridge some time since, weakening the structure. . . a large drove of cattle were driven onto the span on December 12. The leaders stopped on the draw and caused it to tilt, dumping the entire herd into the river except for one. . . that night, unsuspecting that the draw was open, a stage driver arrived at the scene, going full tilt. The horses went straight into the river, but their sudden drop snapped the stage free. Driver and passengers found themselves sitting, horseless, in the dark, 25 feet above the stream, with the stage resting against a heavy chain that had been placed there for that purpose."

By 1852, several steamboats a day passed the bridge on their way to and from St. Louis. They carried the grain, meat, fish, furs and lumber of Central Illinois south to the markets along the Mississippi, and returned with finished goods, textiles, and imported products.

The colume of river traffic, com-



The Cole Bridge looking east. The bridge tender's office is on the right. The sign above the entrance reads, "\$5.00 fine for crossing this bridge faster than a walk."

bined with the problems of navigating the river led to more collisions. In March, 1852, a local paper reported "the tremendous crash which aroused the whole town last night was the steamer Amazonia which crashed into the bridge in the dark and knocked half the draw span off its piers. . ."

The following month "the steamer Lucy Barton hit the center pier of the bridge yesterday (April 8). The wheelhouse and the wheel were both wrecked. The steamboat's blacksmith shop and barbershop were demolished, and a number of cattle in her cargo were knocked into the river. . ."

In May, work started to repair the bridge and widen the channel to avoid future collisions. Efforts to improve the bridge continued at intervals for the next twenty years, culminating in 1870, when four new spans of trusses were completed.

In November, 1886, Cole sold the bridge and the toll road to Hilton to the City of Peoria for \$50,000. The bridge became a free bridge and the road later went to East Peoria because Peoria could not own a road outside of its corporate limits. At this time the bridge measured about 2700 feet, including a 132

foot opening between the piers for river traffic. The floor was approximately 25 feet from the river bottom.

When the new paved road to East Peoria was completed in September, 1901, plans were made for a new bridge to replace what was then called the "wagon" bridge. Concrete approaches were built on both sides of the river, extending from Farm Creek to the river on the east side and from Washington Street to the river on the Peoria side, but the bridge was never built and the approaches were later demolished.

The Cole bridge was finally replaced in 1911 with a new arched, concrete bridge. A few days after it was completed, though, the spans between the East Peoria shore and the bridge-tender's office collapsed into the river.

The present Franklin Street Bridge was built between the eastern shore and the tender's office at a different angle of approach, resulting in the curve which still exists today at the point of intersection, but, nevertheless assuring the span's structural stability. Opened April 6, 1912, the Franklin Street Bridge is the oldest bridge crossing the river at East Peoria.

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The Franklin Street Bridge was the only bridge between Peoria and East Peoria until the Cedar Street Bridge was built. It was started in July, 1929, but because of funding problems, was not completed until January, 1933. For a time the partially completed bridge extended halfway out over the water on the East Peoria side. It was called the longest bridge in the world, because it didn't have any end.

The bridge construction provided jobs to some East Peorians, and thus helped alleviate the Depression. Harold LaConte remembers helping

"fire (the) boiler to keep the concrete warm on this side of the bridge." The boiler, bought from the brickyard, was used to shoot "steam underneath covers and that kept the cement from freezing...in about 1931."

At the far northern end of the city a third bridge was started in September, 1940 as a replacement for the Upper Free Bridge, which crossed the narrows to Peoria's Waterworks Park. That bridge, opened December 4, 1888, was very unstable, and at times of high water spans would come loose and float down the river. It was closed and

demolished before the McCluggage opened. Because construction was delayed during World War II, the McCluggage Bridge was not completed until December, 1948. The long-awaited twin span of the McCluggage was opened, after many delays, in 1983.

East Peoria's main bridge, the Murray Baker Bridge, which carries Interstate 74 over the Illinois, was opened on December 12, 1958. It is undergoing a major rehabilitation in this Centennial Year, to repair the effects of a quarter-century of intensive use.



The wreckage of the steamer, "Columbia," which sank near Creve Coeur on Friday, July 5, 1918. The boat was on an excursion from Pekin to Peoria but struck a snag and broke in two. Some 80 passengers drowned in the disaster.



One of East Peoria's traffic jams clogs the Cedar Street Bridge in the 1940's.

6. RAILROADS

During the 1830's railroads began to appear in Illinois. Many companies were chartered, but few lines were built owing to the financial problems that plagued most of those early endeavors. But the obvious advantages over horses and stagecoaches could not be denied and, in the 1850's, there was an explosion of railroad building in the State.

On June 22, 1852, the Peoria & Oquawka Railroad's charter was amended to give the Company the right to build east from Peoria to the Indiana border.

The new line was started in June, 1853, from the Fondulac Township shore opposite Peoria. Trains from there, through the new town of Fondulac, to Chenoa, began operating on February 2, 1857, and two months later on April 12, the first train crossed the river into Peoria. By the end of the year, the rails reached Effner, on the Illinois-Indiana state line.

The gleaming, smoke-belching little 4-4-0 locomotives of the Peoria & Oquawka gave the farmers of Fondulac and the surrounding territory a market for their products, brought in manufactured goods from eastern factories and, most of all, provided transportation. Trips that used to take days could now be accomplished in hours. The early pioneers who took months to get here in a wagon, could go back east in a few days.

The P&O became the Logansport, Peoria & Burlington in February, 1861, but financial problems led to the sale of the segment west of Peoria to the Chicago, Burlington & Quincy, and the foreclosure sale of the eastern segment, in March, 1864, to the newly organized Toledo, Peoria & Warsaw. The Company was consolidated with the Mississippi & Wabash the following year, and in 1868, the new western segment was completed to Keokuk, Iowa.

The Toledo, Peoria & Warsaw line thus formed a single railroad all the way across the state. There was talk

then about this being the center of a transcontinental railroad. Unfortunately, continued financial troubles led to another forced sale, and the name was changed again in May, 1880, to the Toledo, Peoria & Western.

Meanwhile, the multiplicity of railroads going in and out of Peoria led to duplication of facilities and endless switching delays. On September 28, 1880, four railroads—the Indiana, Bloomington & Western, the Peoria, Pekin & Jacksonville, the Peoria, Decatur & Evansville, and the Wabash, St. Louis & Pacific (then the lessee of the TP&W)—joined to organize a new company, the Peoria & Pekin Union Railway; to operate terminal facilities in Peoria, the line from Peoria to Pekin, and the Illinois River bridge built by the Peoria & Springfield in 1872. That bridge, near the site of the present P & PU bridge, consisted of five stationary wood and iron spans and a wrought iron draw span.

The Peoria & Springfield was leased to the P & PU in 1881, but shortly thereafter one span collapsed into the river and the bridge had to be rebuilt. Less than nine years later, on February 3, 1890, the bridge collapsed again, plunging Ohio, Indiana & Western Railroad locomotive #16 into the river. Three crewmen died in that accident, despite heroic efforts to save one who survived the initial wreck.

The P & PU built a new bridge in 1891, at a cost of \$61,720. That lasted until the present structure (now being rebuilt) was completed at a cost of over a half million dollars, in 1911.

East Peoria's third early railroad was the Lake Erie & Western. The LE & W line ran east to Bloomington and Indianapolis. It provided service to the early coal mines and brick yards.

Shortly after the turn of the century, the P & PU located their major classification yard on the east side of the river. It began to be known as the East Peoria yards, although part of it is actually located in Creve

Coeur. They underwent expansion and improvement in 1907 and again in 1911.

Today the East Peoria Yards have 32.53 miles of track, with a capacity of 2,500 cars.

Another railroad came to East Peoria in 1907, when the Illinois Traction System (ITS) completed its Bloomington to Peoria line through East Peoria. "The Traction," as it was called, was an interurban electric system that operated trolley-like cars (singly or as a train) at frequent intervals. There were two passenger stops in East Peoria - one at Main Street and one at East Washington Street (near the Bloomington Road intersection). Trains first began running on the Bloomington line to Decatur, Champaign and Danville. The following year, the connection was made at Mackinaw Junction, providing direct service to Springfield and St. Louis. That made the ITS the longest interurban railroad in the world. At that time there was a plan to connect the ITS with the Chicago, Ottawa & Peoria, but the line between Streator and East Peoria was never completed.

In service, the Traction was almost the equal of the steam roads. They offered first class parlor car service and fast schedules. And, the electric power made the operation much cleaner, albeit less picturesque.

Just before World War I, Monsieur Edmond Parville, of the Franco-American Bank of Paris, came to East Peoria, and agreed to finance the construction of a new railroad, north along the river to Lacon. This line, which was to be part of the projected Peoria-Rockford segment of the Milwaukee, Peoria & St. Louis Railroad, was surveyed, but the war intervened and it was never built.

During World War I, car shortages and the lack of coordination between the various roads, forced President Wilson to place them under government control in December, 1917. Government operation

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continued until March 1, 1920. Operating as a single system, the railroads did their job during the war, but government control is generally considered to have been a failure in almost every other aspect. The mistake was not repeated during World War II.

In the years between the wars, passenger service declined as more and more people bought automobiles, and roads were paved and improved. Regular passenger service on the TP & W ended in 1927, and the depression ended the P & PU's passenger service in 1931. Other road's passenger trains continued to use the P & PU's tracks, though, and the Traction, by then the Illinois Terminal Company (ITC), continued its main line service. The TP & W had mixed train service for many years after they ceased operating separate passenger trains, but they were not advertised and received little patronage.

The P & PU made a number of important improvements during the 1930's. The company installed a centralized traffic control system in 1931, that eliminated the need for interlocking (switching) plants and train orders. Five years later, the company purchased its first diesel switcher. At that time the P & PU had 19 steam locomotives. The diesel performed so well that six steamers were scrapped in the latter part of 1936 and 1937. On March 14, 1938, the road bought its second diesel, No. 200, from the Davenport Locomotive Works. An experimental model, the unit weighed 105 tons and was equipped with four 760-hp diesel engines built by Caterpillar. That engine was the beginning of the end for steam power on the P & PU. The last steam locomotive was retired in 1952.

In 1927, the TP & W was purchased by George P. McNear, Jr. The next twenty years were turbulent ones for the TP & W. A series of strikes, beginning in 1941, resulted in violence and vandalism.

By then, most of the other railroads had made peace with the railroad unions. The P & PU con-

cluded their first agreement with the Brotherhood of Railroad Trainmen back in 1908. That contract set rates for switching crews at 35¢ an hour for both helpers. At that time ten hours was considered a day's work.

The McNear regime persisted, however, until McNear himself was murdered in 1947.

In most respects, the early 1940's were good years for the railroads. Traffic, both freight and passenger, hit unprecedented levels during World War II. The railroads operating through East Peoria provided freight service to the war industries and troop trains to the military. Regular trains were also full, and anything that could roll was used as equipment.

The P & PU suffered severe damage during the May, 1943 flood. One nearly tragic incident occurred on May 22 while Engineer H.H. Begeman was piloting a work train loaded with fill bound for the levee across West Washington Street. Begeman was wounded in the face by a shot from an air rifle, reportedly fired by a 15 year old boy. Despite the injury, the engineer completed his run that crucial day. A Red Cross unit at the scene treated Begeman

and then transferred him to the hospital.

After the war, passenger traffic on the ITC remained through 1948. The company acquired three new streamlined, air conditioned, train sets, which it put in service on the mainline between Peoria and St. Louis. In part because these trains had difficulty with the river bridge, the ITC built a new passenger station in East Peoria in 1950. Unfortunately, traffic declines led to a cut-back in the frequency of the service, which reduced its convenience to passengers, and led to further declines in patronage. In April, 1956, passenger service ended on the ITC, and the freight service was dieselized. The former ITC, and passenger station now houses the Illini Brick Supply Co. The ITC was recently merged into the Norfolk & Western.

Meanwhile, the TP & W was undergoing several changes. After McNear's death in 1947, J. Russel Coulter took over as President, and the festering labor disputes were settled. Coulter, as company history later recorded, inherited a "239 mile streak of rust." He began immediately to modernize the property. The first two diesels were acquired
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The old and the new: Nickel Plate "Berkshire"-type steamer #765 and TP&W freight diesels team up to power a special through East Peoria May 10, 1980.

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in 1947. The general offices were moved in 1951 from the Peoria Union Depot to a new building in front of the yards in East Peoria. Tracks and equipment were rehabilitated.

In 1955, the company was purchased by the Santa Fe and the Pennsylvania, as co-owners. Santa Fe assumed full ownership in 1980 and at midnight on December 31, 1983, the TP & W was merged into the Santa Fe system.

East Peoria's other pioneer railroad, the Lake Erie & Western, has

undergone several name changes since it first came to town, and the tracks were relocated to nearer the TP & W, before being ripped up west of the TP & W yards just this year.

The LE & W operated passenger trains eastward to Indianapolis, and, in the early days, maintained a station on Farmdale Road. These trains, by then operated by the Nickel Plate Road, ceased in the mid-1950's. Since then, the Nickel Plate lines have passed to the Norfolk & Western and the N & W has

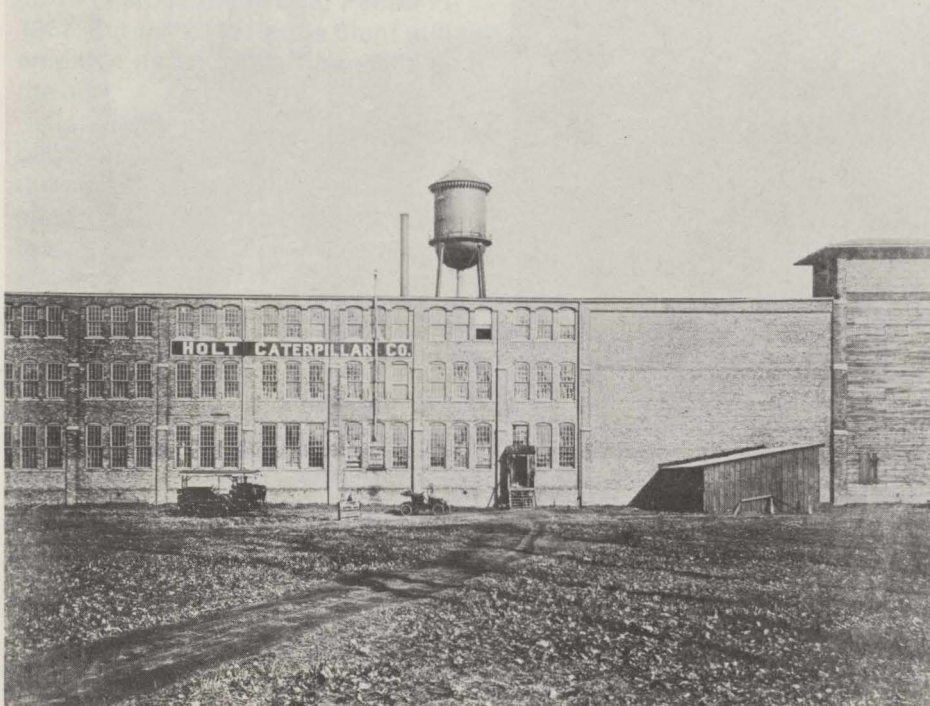
been merged into the Norfolk Southern.

For a brief period from August, 1980 until October, 1981, East Peoria had an Amtrak train to Chicago. The train, called the "Prairie Marksman," (after the TP & W's first diesel locomotive) ran on TP & W tracks to Chenoa, and from there to Chicago Union Station on the Illinois Central Gulf. Despite heavy patronage in the last few months, the State decided to drop its funding of the service.



Prairie Marksman at the East Peoria Station, August, 1980.

7. HOLT COMES TO EAST PEORIA



Holt Caterpillar Co. about 1910.

In 1908, the Colean Company, overtaken by new technology that made steam-powered farm equipment obsolete, went into bankruptcy, and the almost new plant was closed. At this time, the Holt Manufacturing Company of Stockton, California, was looking for a midwestern plant to produce its revolutionary gasoline-powered crawler tractor for customers east of the Rocky Mountains.

Murray M. Baker, an agricultural equipment dealer in Peoria, contacted Pliny E. Holt, the Vice-president and Chief Engineer of the Holt Company, and informed him that the idle Colean Plant and equipment was available at an attractive price. Pliny Holt had by then tentatively decided on Minneapolis as the site for the new plant, and had gone so far as to begin the production of a few prototypes at a Minneapolis firm, but he came to East Peoria and became convinced its location and excellent rail service was just what his new plant required.

After several weeks of negotiations, the Circuit Court approved the sale of Colean's assets to Holt, which created a subsidiary called

the "Holt Caterpillar Company" to manage the East Peoria Plant. Murray Baker, convinced that the new business would become one of the area's leading industries, accepted the position of Vice-president and Plant Manager.

Baker started producing tractors with about 40 employees in 1910. The first Peoria-built tractor, a 45 horsepower model, was sold to Julius Funk of Bloomington. Skeptical at first, Funk demanded a field demonstration before he would pay for it. The crawler did the job and Funk paid—cash. In the early days, Holt had to sell their tractors to meet the weekly payroll. They couldn't afford to give credit.

In 1911, however, the financial picture brightened. Export orders from Argentina, Mexico, and Canada were coming in faster than the Stockton plant could produce. As a result, the export business was also given to East Peoria. A big order was received from the Holt dealer for Germany and Austria-Hungary in late 1913, but it was never filled. World War I erupted, and Holt began receiving military orders from the British Army.

British officers visited the East

Peoria plant and there got an inspiration which led to the development of the tank. Nearly 10,000 Holt tractors were used by the Allies in World War I, primarily for moving artillery pieces, and pulling supply wagons.

Sales slumped after the war ended, but Holt improved their efficiency with new scientific management techniques and increased sales of road-building equipment.

In 1925, Holt merged with its biggest competitor, the C.L. Best Tractor Co. of San Leandro, California, to form the "Caterpillar Tractor Company." C.L. Best became the first Chairman of the Board of Directors. East Peoria was selected as the location for the company's administrative and manufacturing headquarters.

Between 1925 and 1929 sales rose from \$13.8 million to \$51.8 million and employment (almost all of them at East Peoria) rose from 2,537 to 6,875.

The Depression, however, cut sales badly. By 1932, they were down to \$13.3 million, a figure that meant a net loss for the first time in the company's history.

The company recovered, however, with the help of two new products which Caterpillar engineers had been developing since before the Depression started. One was a new machine called an "Auto Patrol," which was the first true motor grader. Early self-propelled graders had been built from Caterpillar tractors by the Russell Grader Manufacturing Co. Caterpillar acquired that company in 1928, and the development of the machine as one unit was completed at the East Peoria plant. It was introduced in 1931, the same year Caterpillar brought out its revolutionary diesel engine. Two prototype Diesel Sixty Tractors came out in September, and the following month they were rolling off a new assembly line in East Peoria. Superior fuel efficiency gave the new diesels a big advantage over gasoline models.

Sales began to rise and, by 1936, had surpassed the 1929 record.

A number of labor unions under-

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took organizing campaigns in the 1930's. The first National Labor Relations Board election was held in 1941. The choices were the AF of L, the CIO, an independent union, or no union. That election was followed by a "run-off" election on January 28, 1942 between the AF of L union and the CIO union. The majority chose the latter, and the National Labor Relations Board certified CIO, Local 105 of the United Farm Equipment Workers of America as the exclusive bargaining agent for almost all hourly employees.

The first contract was concluded, partly through negotiation, and partly by a form of binding arbitration by the National War Labor Board.

After World War II, another representation election was held — BETWEEN THE UAW-CIO and the AF of L. On June 10, 1948, the National Labor Relations Board certified the UAW-CIO as the new bargaining agent and United Auto Workers Local 974, was organized, with temporary quarters in a trailer next to the Anthony Grocery Store on West Washington Street. The membership elected Thomas Jackson as the first President.



Administration building, Holt plant, about 1920

The first contract was concluded on July 30, 1948 and ran for two years. The second contract, in 1950, was a milestone for Caterpillar employees because it began the non-contributory pension plan.

In 1955, the present Union Hall was constructed at 200 Globe Street, and the new contract that year

included cost-of-living increases, and the first Supplemental Unemployment Benefit (SUB) fund.

Local 974 members were sharing in the post-war prosperity that Caterpillar was experiencing. Between 1946 and 1957 nearly 3,000,000 square feet of floor space was added to the East Peoria plant, including a new diesel engine factory, known as "KK" which opened in 1947. Caterpillar also built new plants in other cities both in the United States and in foreign countries as well.

In 1957, many employees found need for their new SUB fund. Over 7,000 were laid off as a result of a recession. It was short-lived, though, and the company soon resumed expansion.

During the 1960's and 1970's employees received new benefits such as company paid medical insurance. Caterpillar built more new facilities in East Peoria, including a computer center and building "SS" for the manufacture of their biggest tractor, the mammoth D10, introduced in 1977.

Over the years production of many products has been moved from East Peoria to other plants, and the administrative offices were

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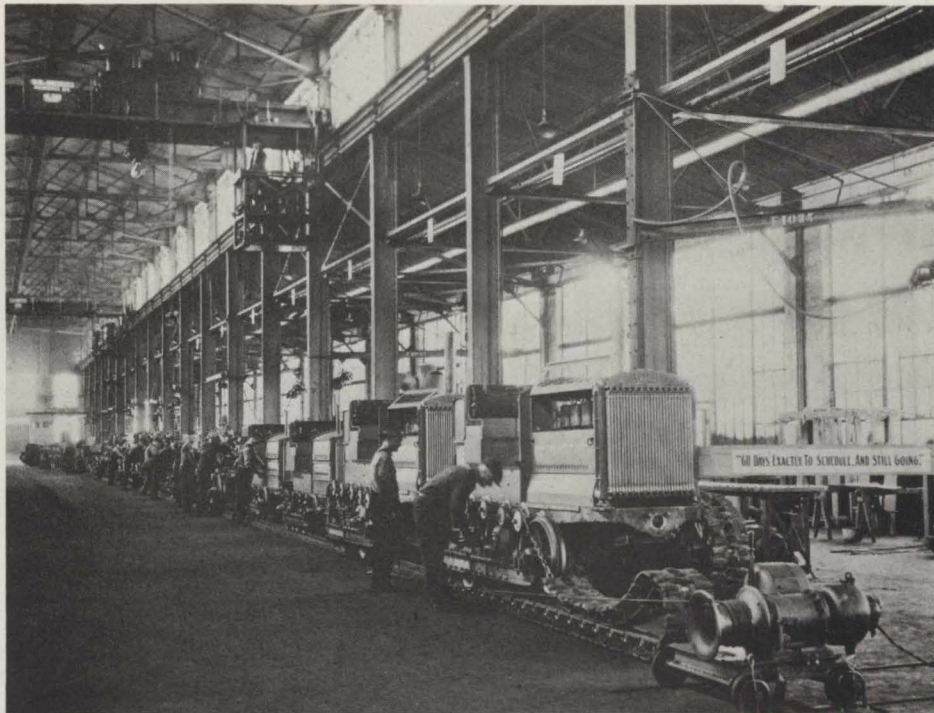


Murray M. Baker's office at Holt plant. Photos on wall are Benjamin Holt, company president and developer of first practical crawler, and General "Blackjack" Pershing.

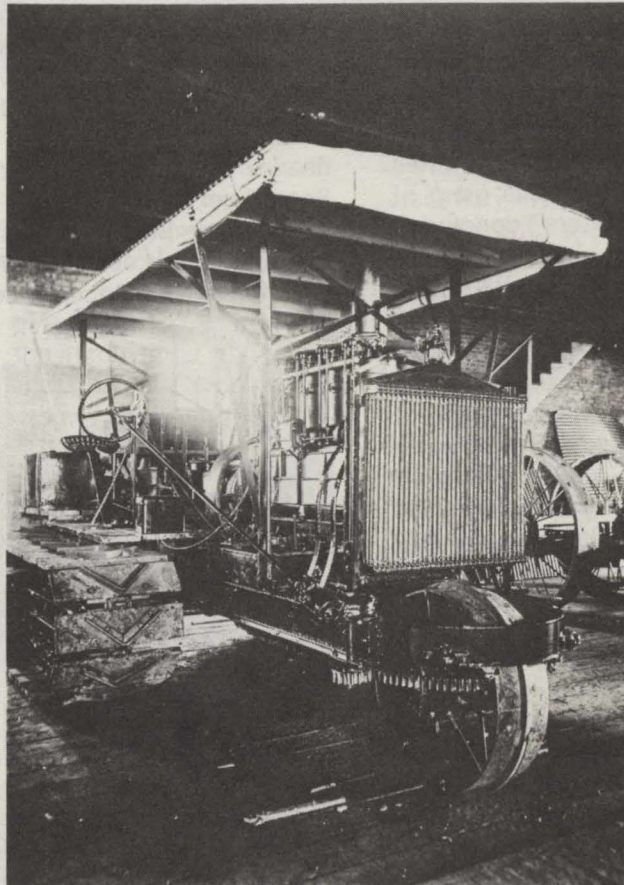
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moved across the river to Peoria in 1967, but the East Peoria plant still employs more people than live in the city.

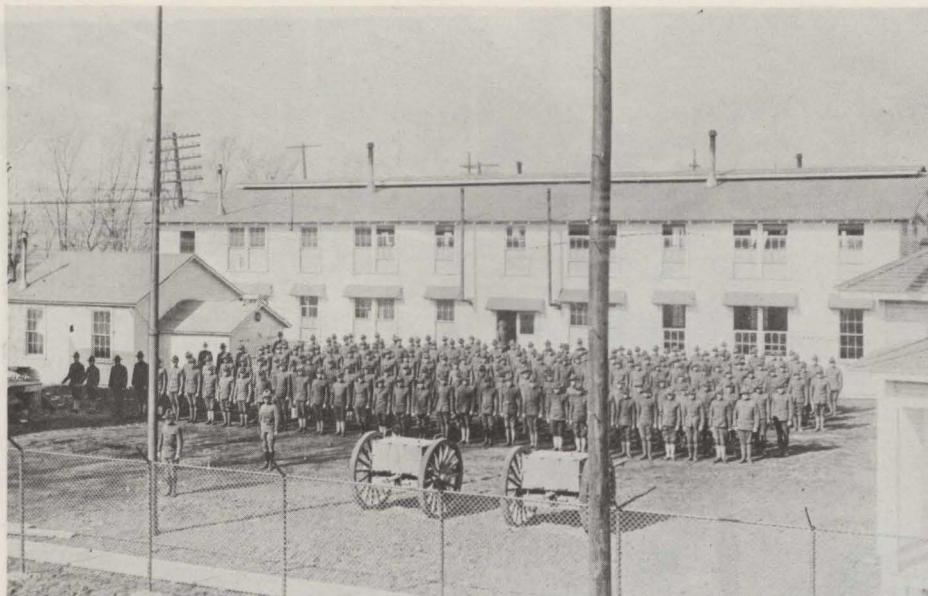
Caterpillar sales hit a record \$9.2 billion in 1981. Since then, however, the company has reported unprecedented losses. The 1982 loss, the first since 1932, was followed by another in 1983. The Company, however, is predicting a return to profitability for 1984.



Interior of Holt East Peoria plant, about 1920. Note sign regarding production record achieved during this period, shortly after the introduction of "scientific management" techniques.



Early track-type tractor built at the East Peoria plant.



Soldiers at Camp Herring assemble on the parade ground during World War I.

8. THE WORLD WAR

On April 6, 1917, the United States formally declared war on the German Empire. To a nation that had known no other, it was "The World War." It was to be "the war to end all wars" — in which the democracies would sweep away the last vestiges of monarchical power.

Newspapers printed appeals to buy Liberty Bonds titled, "Are you with or against the Hun?" Stories about the Kaiser "and his gang of professional murderers" concluded with "Make your choice. And, having chosen, buy a Liberty Bond!"

Draft registration was held in East Peoria in June, 1917, and 263 men signed up. In October the Women's Committee of the State Council of National Defense was organized by Mrs. H. R. Dennis, and the following month the East Peoria Chapter of the American Red Cross was Organized with Mrs. F. L. Stiers as chairman.

Nearly 200 East Peorians served in the armed forces in World War I. Included in that total were five sons of Mr. and Mrs. D. R. McKinnie of Edmond Street, Thomas, Charles, Frank, Henry and Raymond. A sixth, Bernard McKinnie, was drafted just before the Armistice. Pvt. James William Rusterholz was the first of many to go to France. Only three reached the regular officer ranks —

Lt. Robert Earl Russell, a coal miner from Kerfoot Street who was already in the Marine Corps when the United States entered the war, Lt. Marion W. Grigsby, the City Engineer, who served in the Engineering Corps, and Lt. Walter Wood Goddard, Jr., of 308 Pekin Avenue, who served in the Army Aviation Corps until he was killed in an "aeroplane" accident near Issoudun, France, on September 28, 1918.

Six other East Peorians died in the armed forces, Pvt. William J. Brenner, Pvt. Robert Cox, Sgt. William F. Huser, Pvt. Joseph

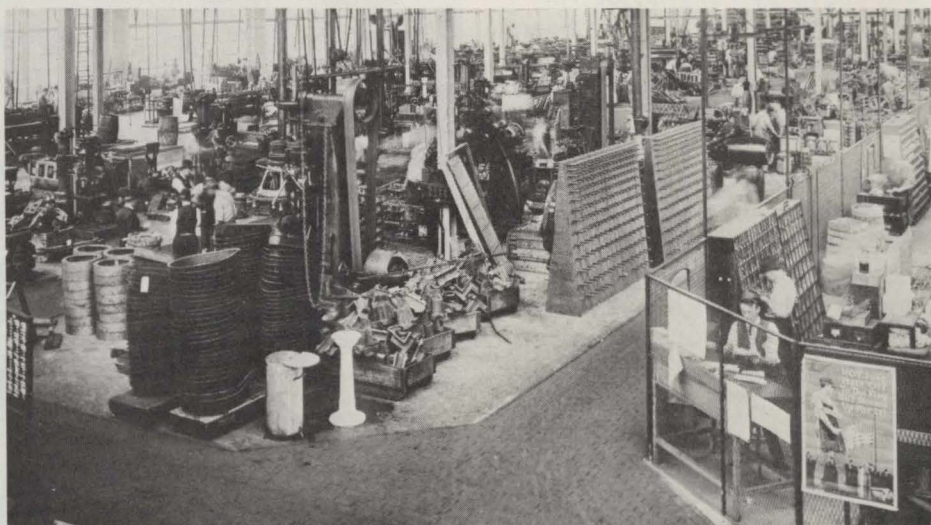
Wurster, Pvt. Charles O. Hansen and Sailor Alfred Schoedel. Of these only the last two died in action; the others succumbed to pneumonia or influenza.

Disease claimed thousands of soldiers in that conflict, and, in 1918 an epidemic of influenza swept the country killing thousands of civilians as well. East Peoria had its share of sickness and several prominent citizens started a campaign to clean up the stagnant pools and dumping areas around Camp Herring.

Camp Herring was located in the Richlands area near the Holt Plant. It served as the Army's Ordnance Motor Instruction School, where Army personnel learned how to operate and repair Holt tractors.

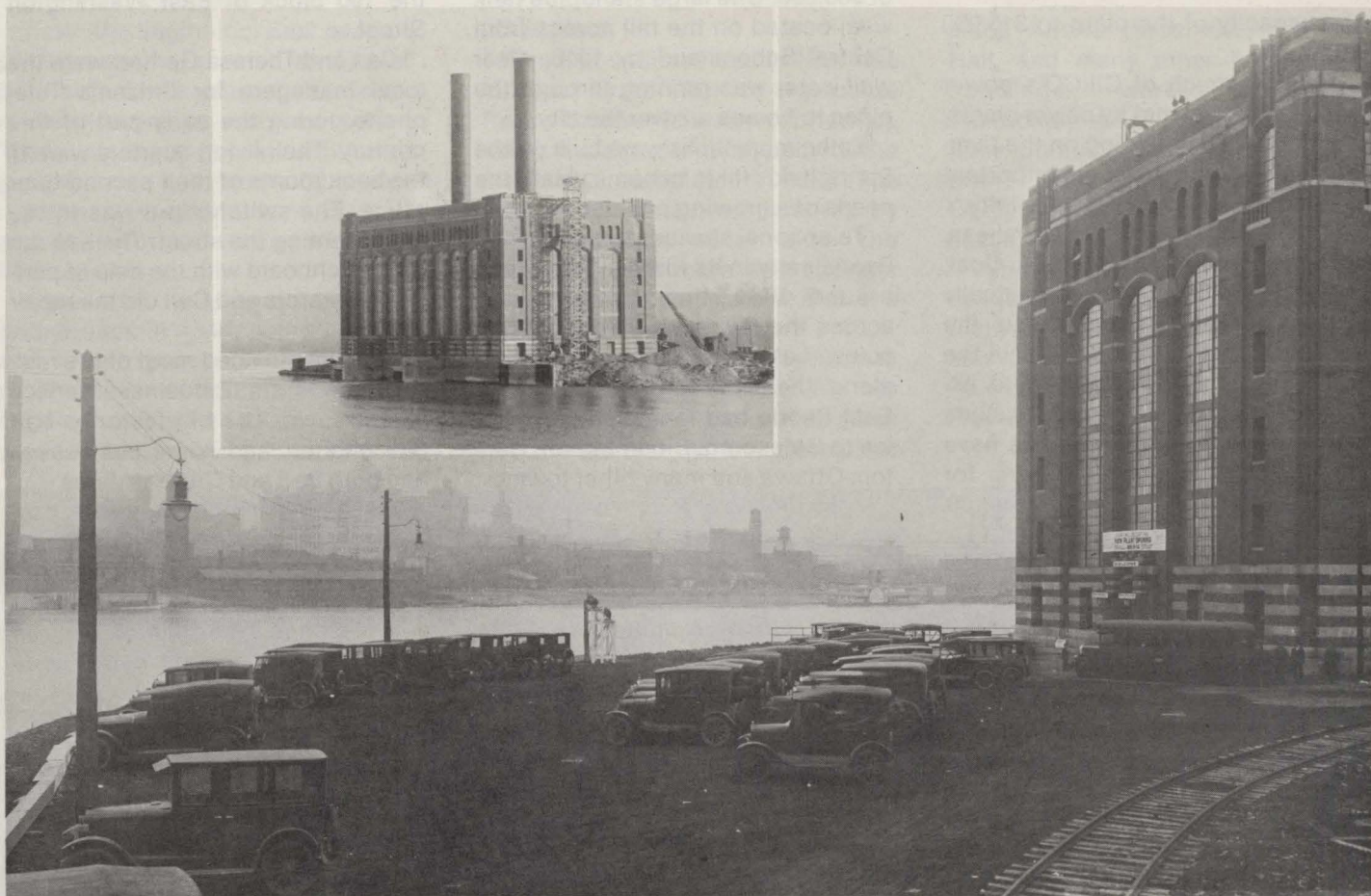
Holt was then the only manufacturer of crawler-type tractors, and the East Peoria plant supplied thousands of them to the United States and other Allied nations for earth-moving and construction work.

By the time the Armistice ended the war on the "eleventh hour of the eleventh day of the eleventh month" — November 11, 1918, the formative, immigrant period in East Peoria's history was over. The German language had been abolished in local schools and churches. On April 22, 1919, the Village of East Peoria changed its name to the City of East Peoria.



Interior of the Holt plant during World War I. Note the poster in the lower right hand corner.

9. UTILITIES



"The Giant of the Illinois" was how the Central Illinois Light Company described the East Peoria Power Plant when it was completed in 1925. Standing over 102 feet tall, 216 feet long, and over 117 feet wide, it was then the most modern power plant in Illinois.

The facility was open for public inspection when this picture was taken on the afternoon of Saturday, November 14. During that whole week the company invited its customers and shareholders to inspect the new plant. Over 16,000 people went through this brick-and-steel fortress that supplied the majority of the power needs for the entire CILCO system. Company guides and displays explained how coal was unloaded from railroad cars, dried, crushed into a fine powder, and then blown into the plant's four furnaces. Water, heated by these furnaces, produced the steam needed to run the two 37,000 horsepower turbine generators that could provide up to

46,400 kilowatts of electricity.

Begun in 1923, the plant (shown under construction in inset) was built at a cost of \$4 million by the Illinois Electric Power Company as a joint venture by the Central Illinois Light Company and the Illinois Power Company of Springfield.

CILCO, the acronym by which the Central Illinois Light Company is popularly known, was formed on May 1, 1913, at the conclusion of a series of mergers between the Peoria Gas and Electric Company and several companies that served Pekin and other surrounding towns.

It was Peoria Gas and Electric that installed East Peoria's first electric lights after an electric light ordinance passed the Board of Trustees on February 20, 1903. These were not the first street lights in town, though. The Meriden Hydro-Carbon Company got the franchise to install the first street lights on November 1, 1901. The Peoria Gas and Electric representative was apparently unable to

convince the Village Trustees of the advantages of electricity.

However doubtful the future of electricity was in 1901, there was little doubt by the 1920's. The entire northeast wall of the East Peoria plant was a temporary wooden partition designed to allow for an expansion that was already on the drawing boards.

CILCO (by then the sole owner, since Illinois Power and Illinois Electric Power were merged into one in 1933), began the first expansion in 1936. By 1939, plant capacity had been raised to 71,400 kilowatts, and construction began on the third expansion, which would add another 35,000 kilowatts by 1941.

In 1947, the plant was renamed in honor of R.S. Wallace, who resigned that year as Chairman of the Board of Directors, after a long and distinguished career at CILCO.

Three more expansions, the last reaching completion in 1960, brought

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the capacity of the plant to 315,000 kilowatts.

By now much of CILCO's power needs are being met by newer plants, but the familiar building on the river-front still contributes an important share of Central Illinois' electricity.

CILCO's other service, natural gas, came to East Peoria in 1924. Coal, the traditional heating fuel, gradually disappeared as gas captured the market. Only for a brief period in the 1970's when CILCO refused to extend the mains and new subdivisions sprouted white propane tanks have homeowners gone elsewhere for their heating fuel in any significant numbers.

East Peoria's Water System was started with the awarding of a construction contract on March 12, 1915 to the Public Service Construction Co. of Omaha. That company built

East Peoria's Waterworks at a cost of \$65,000. One large standpipe tank was located on the hill across from Central School and by 1916, clear well-water was running through the pipes to homes all over the city.

Later, more tanks were built on the Springfield Hill to accommodate the needs of a growing population.

Telephone service came to East Peoria early in its history. Sometime around 1880, lines were strung across the river from Peoria on tall poles. Later, the lines were hung along the early bridges. By 1883, East Peoria had long-distance service to Galesburg, Bloomington, Canton, Ottawa and many other towns.

For a time East Peoria had two telephone companies - the Bell System, which operated from the Peoria exchange (by then the connection being made by a submarine cable under the river), and the Citizens Telephone Company, which had an

exchange above Lilly's Drug Store in the 100 block of East Washington Street.

Carl and Theresa Gerhart were the local managers for Citizen's Telephone during the early part of this century. Their living quarters were in the back rooms of their second-floor office. The switchboard was in the room fronting the street. Theresa ran the switchboard with the help of part-time operators and Carl did the repair work.

Citizens provided most of the residential and small business service for the town. The big factories had Bell phones, and some businesses had both Bell and Citizens' lines.

Mr. Thomas (Ted) Eaton took over the Gerharts about 1923, and ran the office until Illinois Bell absorbed the exchange in 1928.

In October 1956, Illinois Bell re-established a separate East Peoria exchange.

CITIZENS TELEPHONE COMPANY

1. Always call by number.
2. After giving number to operator, keep the receiver to the ear until party answers, or you are told "Line is busy."
3. Do not hang up receiver until conversation is finished. Wires will be disconnected when receiver is hung up.
4. Hang receiver properly on hook when through talking.
5. To secure good service, answer calls promptly. Stand with the lips one inch or less from the transmitter; articulate plainly, talk in an ordinary tone of voice and restrict the use of the instrument to those who are entitled to it under the contract.
6. Operators are not allowed to converse with subscribers. Address manager direct in reference to all matters pertaining to the service.
7. Subscribers will be held responsible for toll charges upon all service furnished with other towns or toll stations from their respective instruments and should refer all unauthorized persons to the Central office or other public toll stations for such service. Central office will quote rates upon application.
8. Any person may, with the consent of the subscriber, use the telephone in case of accident or fire.
9. CAUTION — Never use a telephone during a thunder storm. It is dangerous to you.
10. Always call by number.
11. In case of fire or when in need of police protection, ask for the chief operator and give her the exact location of the trouble. She will report to the proper authorities, by special arrangement with the city officials. Any person may, with the consent of the subscriber, use the telephone for such purpose.
12. Operators are not allowed to converse with the subscribers. Call 600, the manager, direct, with reference to all matters pertaining to the service.
13. Subscribers will be charged for moving their telephones.
14. Party line subscribers are not permitted to use the line more than five minutes at any time, when others are waiting to use same.
15. Operators will not call time on toll messages.
16. This company assumes no liability whatever for damages accruing from errors or omissions in the compilation and printing of this book. The Telephone Directory is the property of the Company. A copy will be furnished for each telephone free.

10. BATTLING THE WATER

From the beginning, East Peoria's position on the alluvial fan formed by Farm Creek and Cole Creek, made flooding a constant threat. These creeks and their tributaries gather water from some 60 square miles of the upland farm plateau, and drain down the valleys into the Illinois River.

Since the building of the first bridge back in 1848, some landfills and levees were constructed. But most flood control projects were initiated only after a major flood proved the existing precautions

inadequate.

The first serious flood in 1895 was followed by an effort to channelize Farm Creek. The new channel, which increased the capacity of the creek, was completed in 1896. The next thirty years were marked by periodic high water and the construction of more and stronger levees along the creeks and the river.

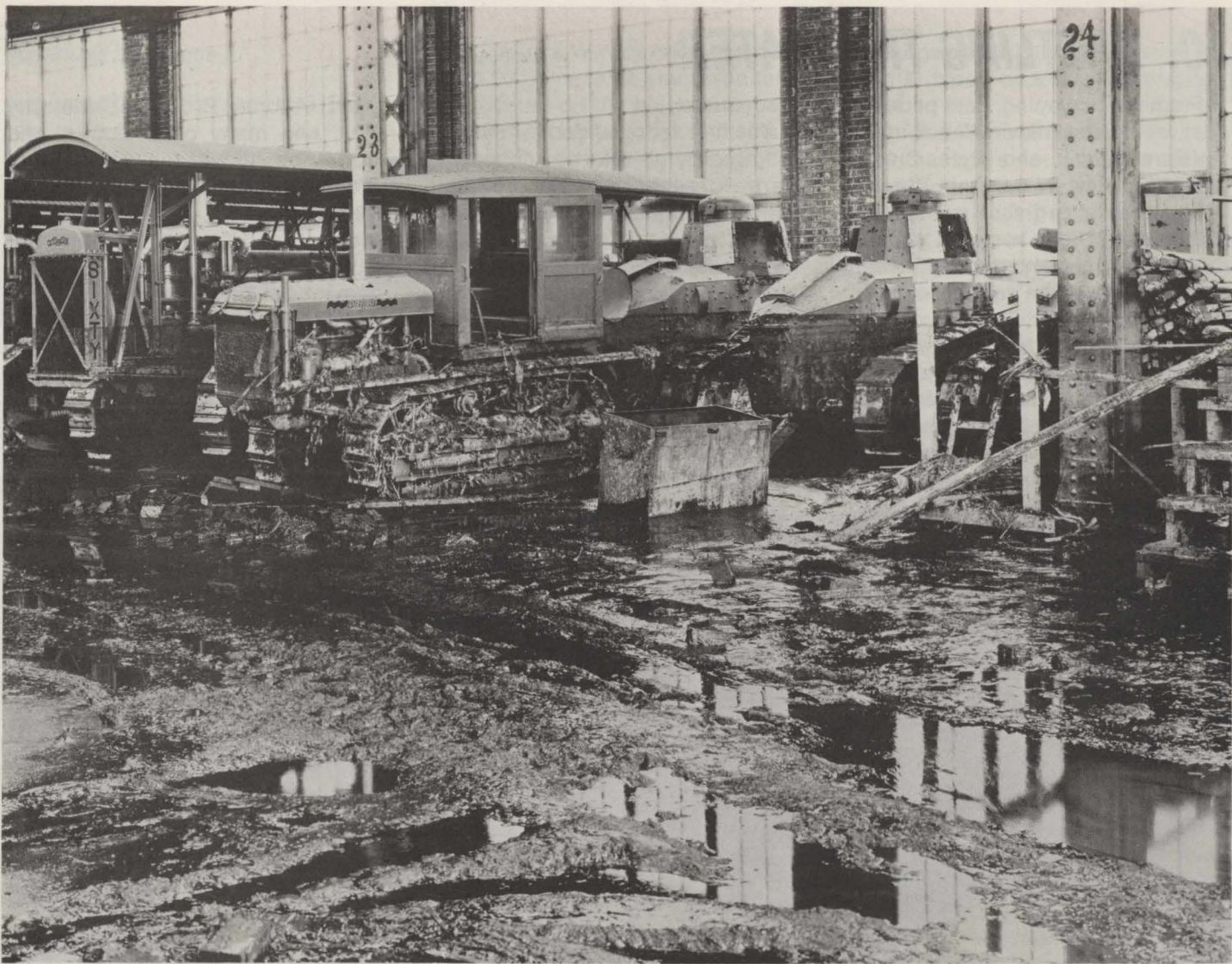
Then, on a warm May afternoon in 1927, a wall of water descended into the city, causing the worst flash flood in its history. The Caterpillar

plant, Altorfer Bros. Co., the City Hall, and many other homes and buildings were inundated. Production had to be suspended for three months at Caterpillar while the plant was being cleaned up. Conservative estimates put the damages at \$2 million.

After the disastrous flood of May 18, 1927, the East Peoria Sanitary District was formed to institute a new flood control program. Jesse Hall, Eugene Welcher and William Frey were elected Trustees. At their
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Fondulac Dam on Farm Creek shortly after it was completed. The relocated Oakwood Road is in the lower left hand corner.



Caterpillar Tractor Company plant after the May, 1927 flood. Note the tanks to the right apparently left from World War I.

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first meeting on January 11, 1928, they authorized a bond issue to dredge Farm Creek and build up the levees.

Hall proved to be an unfortunate choice as Trustee. Six years later he pleaded guilty to conspiracy to embezzle Sanitary District funds. Caterpillar secretary E. Bornstein led a group of taxpayers that exposed the scandal which, according to States Attorney Nathan T. Elliff, extended to other governmental units as well. Elliff charged that Hall and his confederates unlawfully obtained over \$144,000 of public funds.

Despite the problems, an extensive program of improvements was completed. Creek channels were straightened and enlarged,

and levees were extended, raised and strengthened.

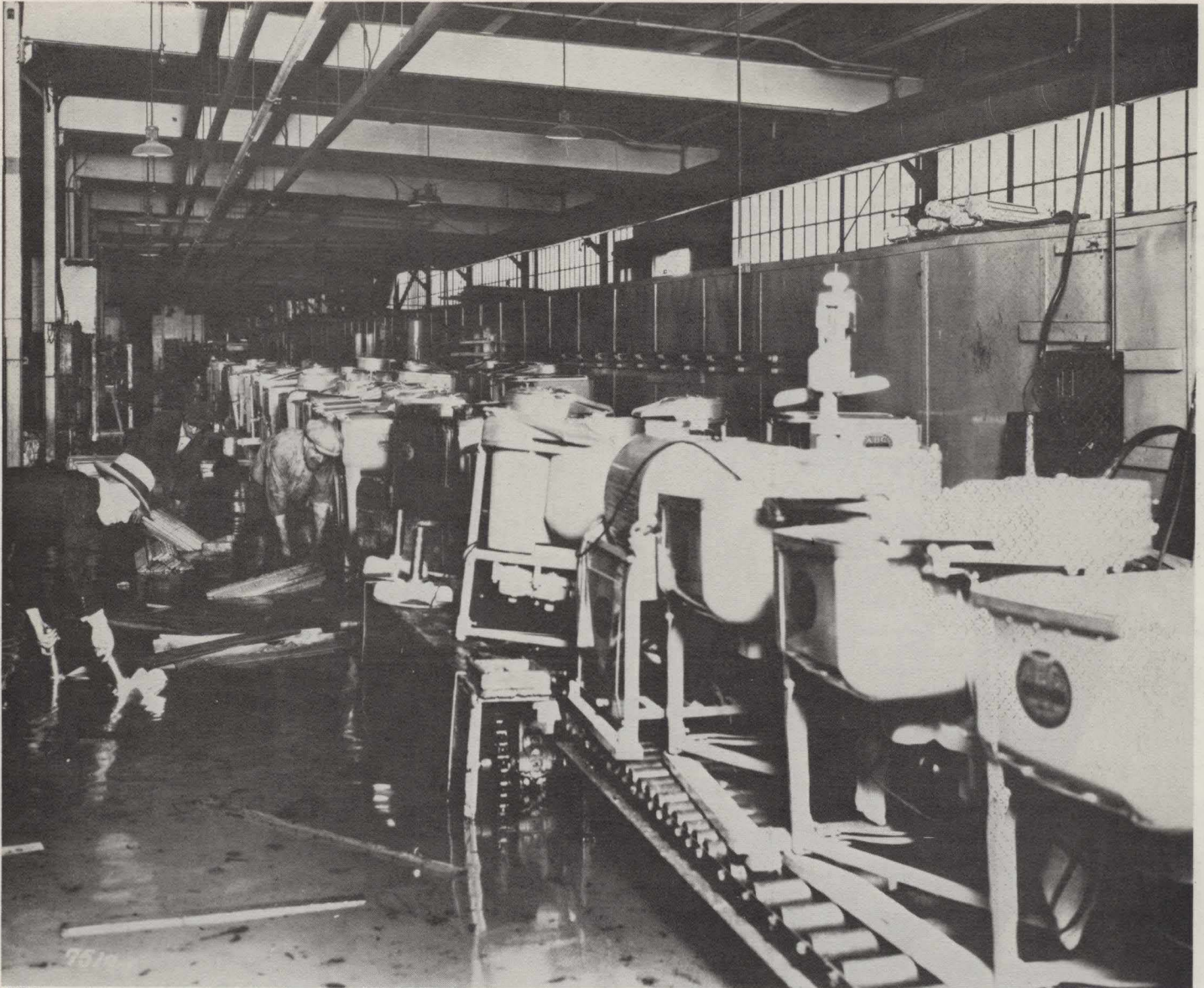
Nevertheless, heavy rains in the first part of May, 1943 swelled the Illinois River above flood stage again and the River levee showed signs of weakening. The Caterpillar plant had well over 16,000 employees at full war production and officials, recalling the May, 1927 disaster, prepared a plan to prevent a recurrence. On Thursday, May 20, heavy rain caused Farm Creek to overflow its banks. As the day progressed and rain continued to fall, more and more employees were called away from their jobs in the plant to work on the levees. By Saturday morning (May 22), some 15,000 Caterpillar employees were on "emergency duty." They worked 12-hour shifts day and night filling

75 pound bags with sand and passing them along twisting lines to strengthen the River levee for a distance of five miles.

Material to fight the flood poured in from five states by truck and train-load. The Office of Defense Transportation and the State Highway Department lifted all speed restrictions on East Peoria-bound material. Some 1,700,000 sandbags were used and over 250 pieces of earthmoving equipment worked round-the-clock to save the plant.

The top of the dike was raised from four to six feet, and a second line of defense was organized to block all windows, doors, manholes, and other openings around the plant. Elevated bridges were built to

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ABC washing machine line after the 1927 flood.

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connect the buildings in the event that water prevented access at ground level.

A sound system was set up on top of the Cedar Street bridge to direct the effort, and cafeteria employees brought food and water directly to the men on the job. There were many incidents of seepages and leaks which threatened to undermine and collapse the levee that were plugged by alert and courageous employees in the nick of time.

Finally, early on May 24, the U.S. Engineer's office recorded a record crest of 28.82 feet. The crisis had passed. Caterpillar President Louis B. Neumiller announced to the press, "We have fought the river to a

standstill."

Indeed they had; but vital production had been lost while the workers were on the levee.

Plans were formulated by the Army Corps of Engineers for a major flood control project to prevent another brush with disaster. The importance of Caterpillar to national defense convinced the federal government to supervise and provide most of the funding.

Some preliminary work was done in 1943 and 1944, but before any major construction could be started the city got one final reminder of its precarious situation — the flash flood of June 15, 1945.

A rainfall that day of 2.8 inches in 2½ hours caused Farm Creek to rise

at a rate of a foot every four minutes, totaling ten feet in less than an hour. Logs and debris lodged against bridges clogging the channel. Water rose over the deck of some bridges, and it took a lot of quick work on the part of Sanitary District employees using tractors equipped with winches to clear the channel and keep the water out of the city.

After the War, the government allocated \$11 million, and the local district voted a \$200,000 bond issue as its contribution to the Farm Creek Flood Control Project. This included new levees, channels, bridges, and two major rolled-earth dams. The Fondulac Dam was started in 1948. It involved the removal of

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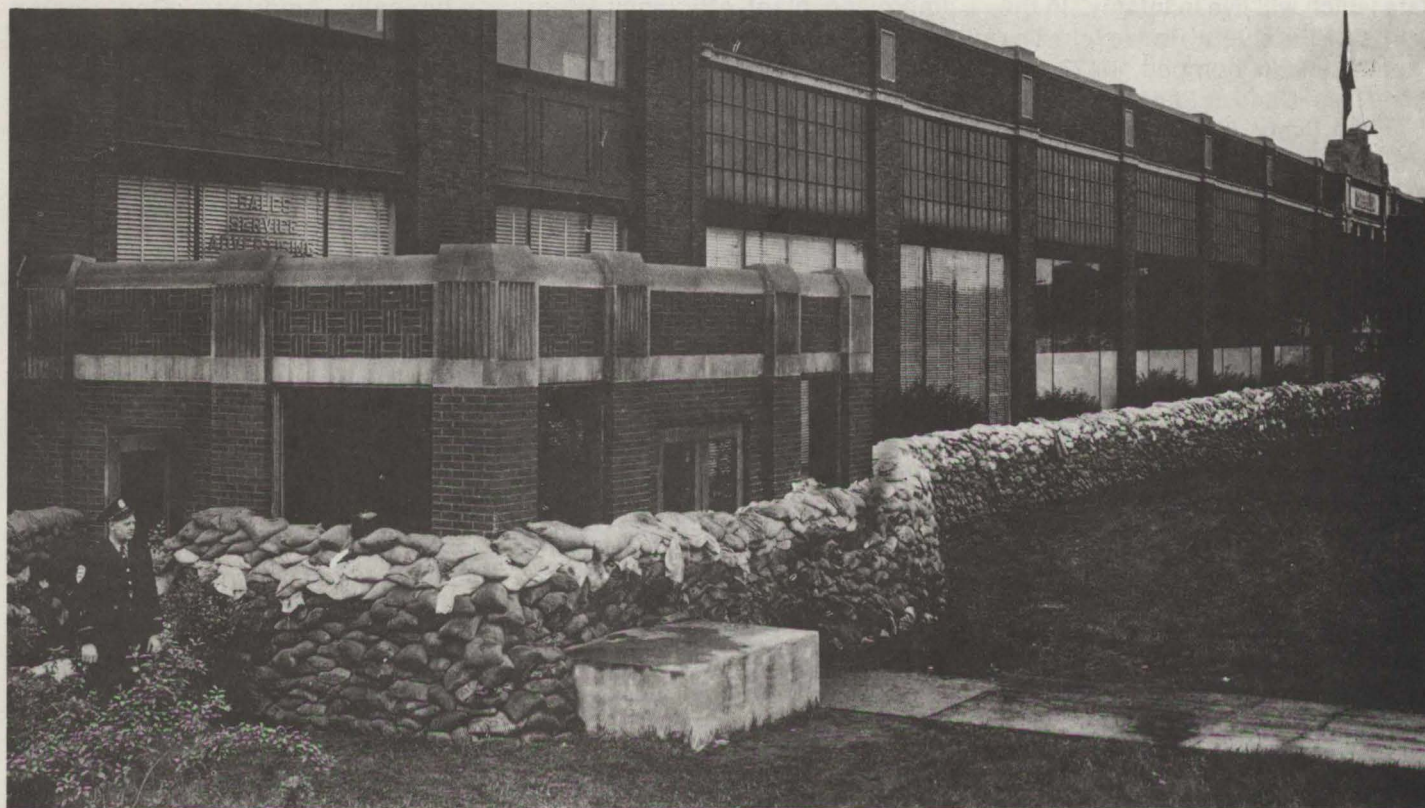
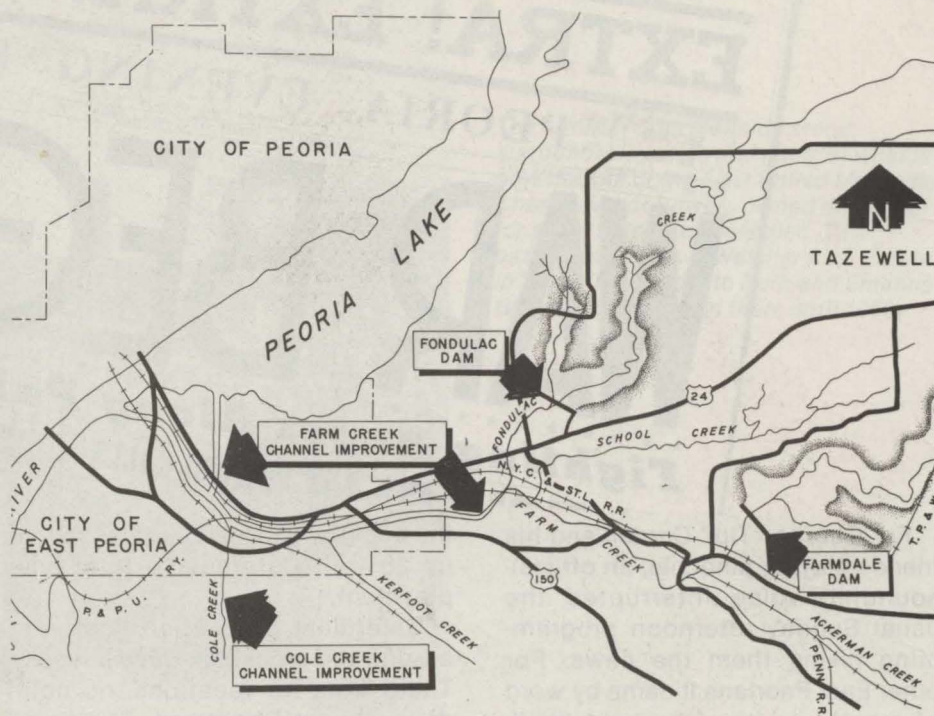
Officials inspecting the damage at the East Peoria City Hall at North Main and Herschel Streets, May, 1927. Among the casualties was the fire department's pumper which was temporarily put out of service.

continued from page 31

homes and relocation of Oakwood Road. The dam, 1,000 feet long and 67 feet high, was completed in 1949. That same year work began on Farmdale Dam, which included the relocation of the Toledo, Peoria & Western mainline, as well as a township road. The Farmdale Dam is slightly larger and has four times the reservoir area as Fondulac.

The entire project was completed in 1954. East Peoria has not suffered any serious flash floods since then. The dam reservoirs, which lay empty most of the time, allow ample space for water to build up during heavy rains, and be released more gradually.

River flooding has continued to be a problem, but these have been contained up till now to relatively minor damage. The increasing frequency of river floods in recent years can be attributed to both climatic fluctuations and the effects of the progressive silting in of the river. One of the challenges facing today's residents of the Illinois Valley is how to deal with the shrinking river.



The Caterpillar plant is surrounded by sandbags during the 1943 flood.

11. THE WAR YEARS



For George "Tip" Cornell and his friends playing pinocle, an official-sounding voice interrupted the usual Sunday afternoon programming giving them the news. For other East Peorians it came by word of mouth, or from the bold black headlines of newspaper "Extras." Almost everyone who was alive then can remember how they heard the news. It was December 7, 1941, "A date which will live in infamy" in the words of President Roosevelt. The Japanese had bombed the American Naval Base at Pearl Harbor.

Instinctively, people knew that what happened on that faraway island of Oahu would change the course of their lives forever. Over the next four years, "the War Years," East Peorians would learn many new names—Guadalcanal, Bastogne, Iwo Jima. Hundreds of men and women left town aboard long troop trains, to serve in the armed forces in all parts of the world.

On the Home Front, industries geared up for war production. ABC made artillery shells, Schelm Bros. built assault boats and ammunition trailers, and Hiram Walkers, where several East Peorians worked, packed K-rations for the Army.

At East Peoria's largest plant — Caterpillar—production soared. Employment went from 14,442 at the end of 1941 to over 19,600 by the beginning of 1945, despite the loss of over 5,000 men to the military. By

the beginning of 1945, women made up 28% of Caterpillar's total employment.

Caterpillar production lines ran around the clock, six days a week. There were no vacations, no holidays, except Christmas. The company and the union formed the Labor-Management War Production Committee, which encouraged workers to submit suggestions for improving plant efficiency. Henry Reichelderfer, who worked with a machine that cut off pins in the track shoes and track bushing, received a citation from Caterpillar, and from the government for his suggestion on how to redesign the cutting tool.

For the first two years of the war, Caterpillar had a number of "special projects" for the war effort, in addition to production of tractors, diesel engines, and other earth-moving equipment. Such things as howitzer carriages and various tank components were produced in East Peoria.

In 1943, most of these special products were dropped, as were all but a handful of other product lines. The military needed all the tractors and motor graders that could be produced. Caterpillar D-7's were spearheading amphibious landings, clearing roads and airfields, hauling supplies and building fortifications in Europe, Iran, Burma, Alaska, and the Pacific.

During the war, the average Caterpillar worker's wages rose nearly 50%. With food and gas being rationed, and almost no civilian goods being produced, much of this extra income went into savings. Advertisement for War Bonds lacked the scare tactics used in World War I, though. Nobody had to be convinced of the righteousness of the cause. This time the slogans were typically American. One poster read, "Buy a bunch of bonds, to buy a bunch of bombs, to bomb a bunch of bums."

The war was something, however distasteful, that had to be done. Everyone pitched in. The Rotary Club set up a refugee relief fund. The Woman's Club organized a grease salvage drive, with the help of the Girl Scouts. They went door to door collecting grease. In one month alone they reported receiving 460 pounds. It was all delivered to Strickfaden's Garage. From there it went to plants that extracted the glycerin, which was then used to produce ammunition.

Individuals did their part by organizing car pools to save gas, and planting victory gardens to increase food production.

Finally, suddenly, it was over. Japan surrendered. Caterpillar closed down and the city went wild. The victory that everyone had worked and saved and prayed for came on August 15, 1945.

12. OLD HOMES



The Almiron Cole Mansion stood, surrounded by elms and oaks, at what is now the site of the First United Methodist Church. Major Bowers owned the house for some time after Cole died. Title passed to Dennis & Welcher Real Estate in 1916. They sold it to Ruth and Emaline Burroughs, who lived there until 1956.



This house, at 531 E. Washington St., was occupied by Dr. Fred L. Stiers from 1909-1959. Before that, it was occupied by Dr. McFall, who became East Peoria's first resident doctor about 1893, and moved to this location sometime before 1909.

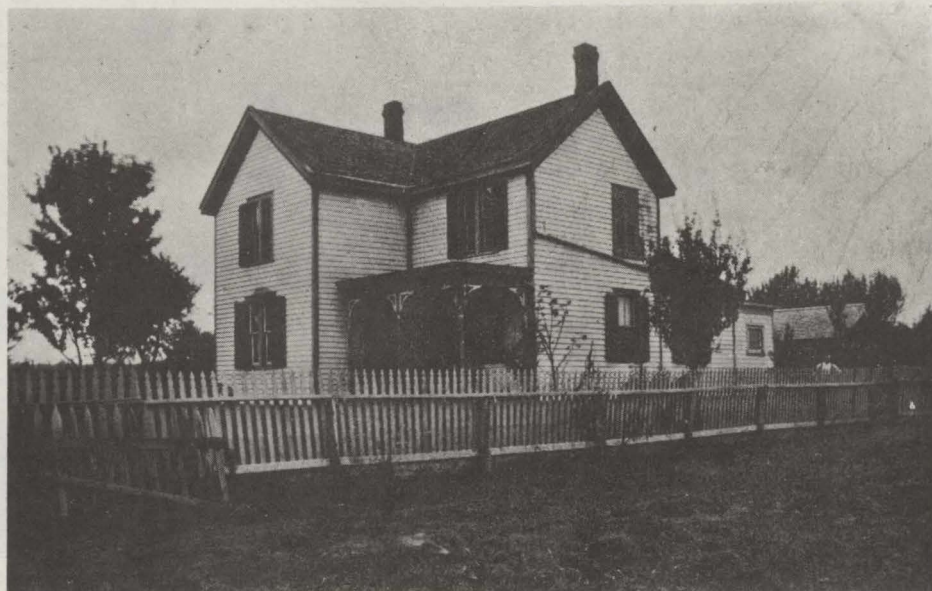
11. THE WAR YEARS

One of the first homes on Caterpillar Trail, the "Hartswald," was built by John W. Hartz of Couch & Heyle Hardware in 1920.



The residence of William F. Sommerfield was built on the east side of his store in 1902. It was razed to make room for a parking lot in March, 1969.

William F. Doering's house at 346 Pekin Avenue in East Peoria Heights was built in 1880. Doering's three sons, William H., Fred and George, grew up to become prominent as Doering Bros. Contractors. Barbara (Doering) Healy, another of his descendents, currently occupies the house with her husband, James.



13. PARKS

The Fondulac Park District was officially organized on November 9, 1920. Nick Fries, James E. Millard, Dr. F. L. Stiers, J. B. Wilson and W. E. Risen were elected to the first Board of Commissioners.

The primary purpose for organizing the district was to construct a "Grand View Drive on this side of the river."

The idea of building a drive along the top of the bluffs north of town had been discussed for years. Jacob Harmon made an engineering survey for the Drive before 1900. The original plan was to build a 100 foot wide park (30 feet of which would be road) all the way to the Upper Free Bridge (later, its replacement) where a connection would be made with Peoria's Grand View Drive.

Work on the first phase of the project started in 1922. The property was donated by landowners. It was completed in 1925, and named the Fondulac "High" Drive. East Peorians felt the view it afforded was even better than the "World's Most Beautiful Drive" on the other side of the river.

In the meantime, the Park District spent \$12,000 to purchase some 10 acres of land on Springfield Hill. The tract was then owned by the Ballard Family, but its history dated back to 1834, when Jesse Funk first took it up. Jacob Funk, his son, and the first American born in the County,

later owned it.

Another \$35-40,000 was invested to develop the area into a park. A pavilion was constructed; park benches and playground equipment installed, and landscaping done to make it accessible.

In 1929 the city's first swimming pool was constructed on the lower part of the ten-acre property, that is now known as Fondulac Park West. The pool, located on Cole Street, was used for 33 years, until 1962.

Except for the construction of a new bathhouse in 1939, there was no new park construction for over twenty years after the pool went in.

On June 9, 1952, the District purchased eleven acres on Springfield Hill from Caterpillar. This was augmented with purchases, in 1956 and 1957, of the Millar Gravel Pit (where the current swimming pool is located) and the former Caterpillar Tractor Company Proving Grounds (where the ball diamonds and golf course are now located). Some 200 acres were acquired at \$200 an acre, but 82 acres soon had to be sold for the construction of Interstate 74.

The Park District did receive over a million cubic yards of fill from the construction of the Interstate. It was used to level what was rough land, full or eroding gulleys.

Virgil McGlothlin, appointed Park Director in 1956, led the effort to improve the Park system. When he took up his new position, McGlothlin used his pick-up truck as an office, and the District had an an-

nual budget of \$30,000.

In 1960, a master plan was formulated to guide future development. A referendum was then held to approve a \$520,000 bond issue to build a new swimming pool, a golf course, and the ball diamonds on Fondulac Park East.

The golf course opened June 28, 1963, and the pool opened June 1, 1964.

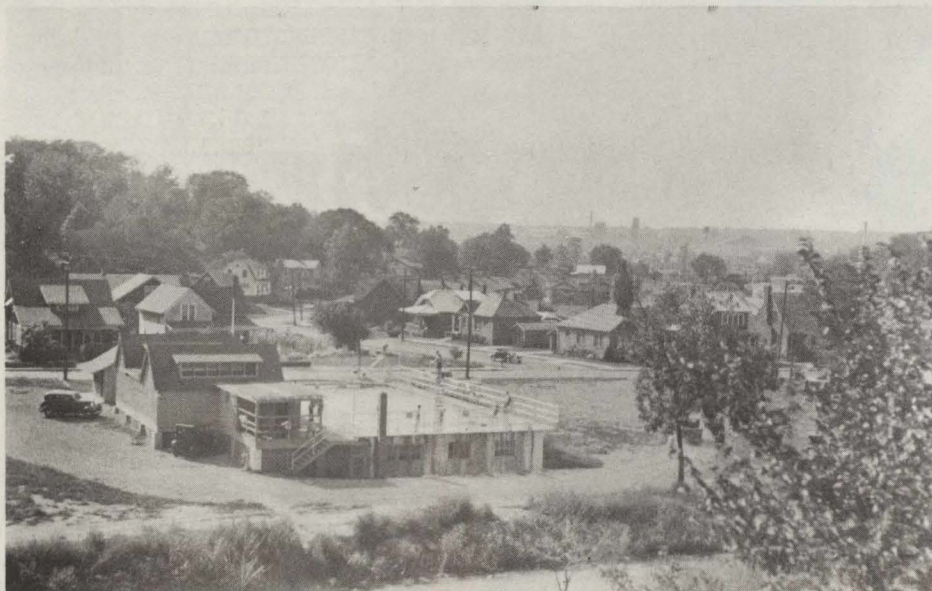
During the 1960's and early 1970's the Fondulac Park District acquired over 2,000 additional acres, through H.U.D. programs and grants from the Forest Park Foundation.

The District's first recreation department was established in 1970, and the recreation and office building at 201 Veteran's Drive was constructed in 1972. In 1976, Caterpillar donated a \$290,000 addition to the recreation center, which is now the home of the Caterpillar Retiree's Club.

During the late 1970's and early 1980's the Park District completed the Spindler Marina and Campground facilities on the Illinois River. The district owns one mile of riverfront property in the northern part of the city, including Cooper Park. The land was donated by Dr. Hugh Cooper and Carl Spindler.

In 1981 the Farm Park Museum was completed in Neumann Park. It was named for Park Director Virgil McGlothlin. In 1982, a hiking and biking trail was opened along what used to be the right-of-way of the Illinois Terminal Railroad. CILCO purchased the property and donated it to the Park District.

As of 1984, the Park System budget stands at \$1.2 million, and there are about 120 employees, including the instructors, life guards, and umpires who supervise the hundreds of programs the District offers.



The city's first swimming pool on Cole Street. This photo was taken in the 1930's.

14. CHURCHES

For over a century after the departure of the French, there was no organized religion in the area that eventually became East Peoria. The local Indians practiced their tribal rites, some with bits of Christianity borrowed from the French. The early settlers had to travel to Peoria, or some other town to attend church.

Then, in 1860 a hardware clerk named Thomas Chamberlain gathered a few children together and started Sunday School in a log schoolhouse on Cole Street. Chamberlain left a few years later, but he persuaded George Gilbert, George E. Millard and Samuel Allen to continue the School.

In 1867, Rev. Henry Apple, a Methodist minister, took charge of the Sunday School. That same year, Rev. Apple built the first church, with the help of A. S. Cole. Captain Cole donated the first \$250.00 toward the construction, and hauled the lumber.

Originally known as the Blue Town Sunday School, this congrega-

tion went through several name changes along with the community, before becoming the First United Methodist Church of East Peoria.

The first church building burned in 1890. A new church was built almost immediately, which served for nearly seven decades. Those years included the pastorate of Rev. H. H. McFall, who had the longest tenure of the 39 pastors who have served the Church.

In 1953, plans were made for a new building. The former Cole Mansion was acquired and the home was demolished and on March 10, 1957, Rev. H. Russell Coulter broke ground for the present church. The first service was held on September 7, 1958.

By the 1960's, the church had over 1,000 members, and remains today the largest church in East Peoria.

The Free Methodist Church of East Peoria began with 18 members in February, 1882. Rev. J. D. Marsh, then the Pastor of the Peoria church, walked to East Peoria to hold

services on Sunday afternoon in Central School.

The following year a small church was built on East Washington Street. On the day the church was dedicated 30 new members were baptised. The Illinois River, in an age before pollution, stood in for the Jordan, as the baptismal water.

A parsonage was built adjacent to the church in 1889. Remodeled in 1927, and moved in 1953, it continued to serve until a new parsonage was purchased in October, 1955.

Meanwhile, the church was expanded to meet the needs of a growing congregation. In 1922, under Rev. E. L. Klein, the original church was moved back from the street and a new entry and belfry were added to the structure.

Rev. V. James Mannola initiated a construction program to build a new church, incorporating part of the old, which greatly increased its capacity. The new building was ded-

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LAST SUNDAY AT OLD CHURCH

Members of the congregation leaving the old Methodist Church after the final service in 1958.



The original St. Monica's Church on Spring Street, February 14, 1909.

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icated on June 27, 1954.

By 1974, the church had again outgrown its facilities and the decision was made to relocate to a site on Springfield Road. Rev. Harold Timm was the pastor when that church, the current one, was completed in June, 1975.

St. Monica's Catholic Church began as a mission church. The priests came from St. Mary's Cathedral in Peoria. The building, which still stands on Spring Street, was dedicated on October 9, 1898. It was built by Fr. O'Reilley, who was one of the priests who served until a pastor was appointed.

Fr. Joseph H. Fennen came to St. Monica's on September 1, 1901, and served as pastor until his death in 1963. Fr. Fennen's long tenure included service to both his church and the community. Fr. Fennen was one of the founders of the East Peoria Chapter of the American Red Cross, and served as a director and chairman during the First World War.

The present church at 303 Campanile Drive was built in 1966, under Fr. Richard O'Brien. The late Msgr. E. L. Grzybowski acted as pastor for 14 years, until he lost his life in a tractor accident near the church on April 28, 1982. In an odd coincidence, Msgr. Grzybowski's oldest

parishoner, 93-year-old Mary Fuchs, died on that same day.

St. Peter's Lutheran Church dates its history to the Fall of 1907 when Mr. John Gehner started teaching a school, sponsored by two Peoria congregations — Trinity Lutheran and Christ Lutheran Church, on Cole Street in East Peoria. Rev. E. Flach of Trinity and Rev. J. Jass of Christ Church then began conducting services, and in 1910, St. Peter's Church was built at Cole and Everett

Streets. Rev. E. Duever was the first pastor. Later that year Mr. Frank Meyer purchased the building across the street which had previously been occupied by the then-disbanded German Methodist Church. Meyer presented the building to the church as the new school building.

Just before the outbreak of the Second World War plans were made to build a new church. During the war, though, it was impossible to obtain building materials, and for six years services had to be held at Central Junior High School. Once materials became available, construction proceeded, and the new structure was completed on November 2, 1947.

A major addition was made to the Everett Street side of the building in 1982 under Rev. Vernon Bettermann.

Rev. Edwin Jones founded the Little Church in the Valley after a revival meeting held in a building on Sanford Street, where Caterpillar Building KK now stands. About 1931 the church moved to 101 Monson Street. In 1956, an addition nearly doubled the size of the church, which still serves the congregation today.

The Betany Missionary Church was founded Mrs. Clara Joder of the
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St. Peter's Lutheran Church built in 1947 at Cole and Everett Streets as it appeared before the recent addition.

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Mt. Olive Missionary Church of Peoria. Joder began holding services at the East Peoria Community High School in March, 1933. Some four years later R. G. LeTourneau, who served as Sunday School Superintendent, erected the "little steel church" at 223 Leadley Avenue. In 1947, another steel building was added to house the Sunday School. The church remained there until 1967, when they moved to the present church on Washington Road.

The First Baptist Church dates from May 5, 1946, when a small group started holding services at Roosevelt School. Later, evening services were held at the Odd Fellows Hall.

In June, 1948, the church was officially organized with 40 charter members. In November they bought a lot from Caterpillar and the first church was completed in 1953.

The current church on E. Washington Street was opened August 30, 1970. In December, 1970, the church dedicated a Scholmerich Carillon in memory of Carl Moritz, whose wife Clara was the daughter was the originator of the church.

The East Peoria church of the Nazarene started in the Ben Hur Hall in Highway Village on February 24, 1952, with Mrs. Cecile Barnett as pastor. In April of 1952 the church leased the old Highway Village



The Free Methodist Church on East Washington Street as it looked from 1922-1953. The building was later expanded and is currently used by the East Peoria Community Church of God.

School building. Three years later the building was purchased to serve as the permanent church.

East Peoria's other churches include the Highway Village Mennonite Church, organized in 1951; the Assembly of God, Glad Tidings at 2201 East Washington; the Calvary Baptist Church on Bloomington Road; the Sunnyland Christian Church; the Church of Christ of East Peoria; the East Peoria Community Church of God, which occupies the former Free Methodist Church of E. Washington Street; the Fondulac Congregational

Church organized in 1958; the Faith United Methodist Church; the Twin Oaks Missionary Baptist Church; the East Peoria Southern Baptist Church; the Elm Ridge Missionary Baptist Church; the Oakwood Avenue Baptist Church; the Richland Southern Baptist Church; the Roland Manor Baptist Church; the East Peoria Christian Church; the First Church of God of East Peoria; the Church of God of Prophecy; the Pleasant Hill Mennonite Church; the full Gospel Lighthouse; the Glendale Church; the Bethel Temple; and the Faith Assembly of East Peoria.

15. GRADE SCHOOLS

The first school building in East Peoria was a one-room log cabin with oiled-paper windows, located on the northwest corner of Main and Washington Streets. In 1850, David Schertz donated the land where Central Junior High School now stands, and a new one-room frame building was constructed. Katie Schertz, David's granddaughter, went to this second school building. She remembered it as also being very crude, with hard benches and oiled-paper windows. This building was later moved across the street and enlarged. About 1860 a two-room brick building, later enlarged to three rooms, was built on the old site. For several years John Keil taught the upper grades in the brick building while the primary grades were held in the old frame structure.

Meanwhile, rural schools were being established up on the hills to provide instruction to the farm children. The first school in Groveland Township was taught by John McGinnis during the winter of 1834-35 in a little log cabin on the southwest corner of section 11 (roughly across from the fire station on what is now Muller Road). Glendale School was started in "skunk Hollow" in 1847.

Pleasant Hill was started in 1855, about one-half mile south of the present site. Miss Amanda Bartlett was hired to teach the first 3-month term at \$4.24 a week. The rolls listed seven pupils in the first class: Mary Saul, Elijah Mooberry, Jefferson Saul, Harrison White, Lucinda Marion, Edwin Roberts and Margaret Marion. They paid an average of \$2.82 in tuition.

Other rural schools were in session by 1873, including the Koch School (near the present Armstrong School) and the Harrison School, near what is now the intersection of Farmdale Road and Washington Road.

In 1899, East Peoria began construction of the new seven-room, two story Central School, over the objections of those who felt that "East Peoria will never see the day when they will fill a seven-room

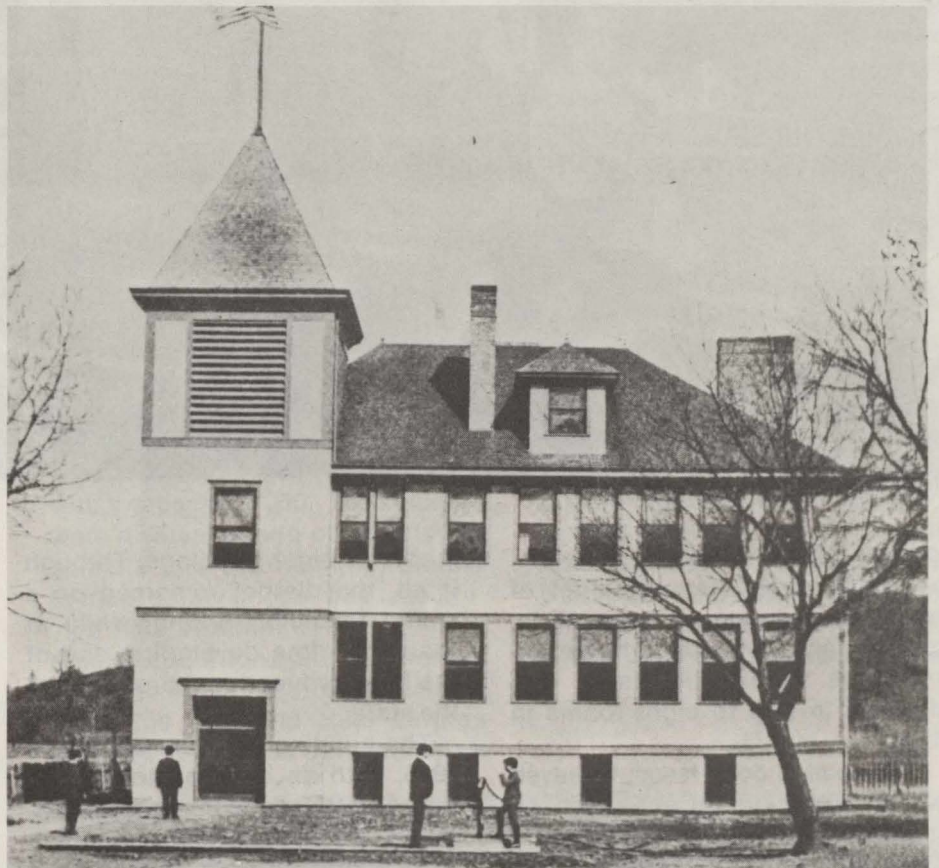
school." In the fall of 1900, 350 students occupied the seven rooms of the new school, and the one-room building across the street (which continued to house the first grade).

By 1904 there were six teachers, C. Nora Kinsey, Maude Mount, Edith Yale, Margaret Mauschaugh, Avis Price and Ada E. Arnold and the principal, Singleton A. Dennis, who also taught classes.

Conditions were still spartan. All of the grades and the high school were in the same building; there was no indoor plumbing and all of the students had to walk to class.

receive the dubious benefits of a day at school. To encourage regular attendance, the district employed a truant officer, who reported making 16 visits in one month "all with good results."

Teachers salaries ranged from \$50 to a high of \$62.50, depending on education and experience. These were not particularly high, even by the standards of the day, but they still constituted the vast majority of the budget. Supplies, for instance, came to \$3.85 in June, 1908; library books purchased in December of that year cost \$8.63, and the



Central School as it looked at the turn of the century. Ray and Clarence Defenbaugh at the pump, Principal S. A. Dennis is standing at the door. Wilbur Defenbaugh is beside him.

Extracurricular activities were few in the early days. Requests for a school dance were turned down by the Board as "not in the best moral interests of the students."

School was in session from mid-September to Memorial Day. Each teacher formulated her own curriculum, and students bought their books from one of the local stores.

Absenteeism was a problem. Parents often preferred to have their children work at home rather than

May, 1906 electric bill cost the district 95 cents.

Meanwhile, new industries were locating in East Peoria, and the population was growing. A new four-room school was built in 1905-1906, to meet the expanding enrollment. Margaret Mauschaugh, a teacher whose career with the district spanned some 50 years, named it Roosevelt School. To pay construction costs, district voters approved

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1916 fourth grade class at Roosevelt School.

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a \$5,000 bond issue, the first of many needed over the years to increase capacity to meet larger enrollments. Roosevelt, itself, was doubled in size to eight rooms in 1924.

The second bond issue, however, was for a new, brick, Central School. It was completed in 1916. Shortly after that, the High School was detached as a separate district and plans were made to move it to a new building.

The next school built was Richland in 1927. It originally had eight rooms, and cost the district \$88,000 in bonded indebtedness.

In 1929, Paul L. Bolin became Superintendent of East Peoria District #86. Bolin guided the district through 34 years of almost constant challenges and changes. Several new schools and additions to existing ones were built. There were also annexations and replace-

ments of older buildings. Through it all, the district remained on a sound financial footing, while at the same time developing one of the finest educational programs in the state.

The building program started in 1936, with an addition to Central that gave the building more classrooms, as well as indoor plumbing for the first time. In 1937 the old wooden Jefferson School, which started years before as the Heights School, was annexed to the district. Shortly after that, the need for a new school in the area of East Peoria High School became apparent. Students from that area were being taught in two rooms in the basement of the High School. In response to a campaign by residents of the area, Washington School was completed in 1940.

After World War II, the trend continued. More additions were made to existing schools to serve a grow-

ing population, and, as the city expanded, more outlying districts were annexed and their old schools replaced with modern structures.

Additions were made to Richland about 1947, Washington in 1948, and again the next year, and Central received a new gymnasium and stage, plus the administrative offices in 1951. Lincoln School on Springfield Road was started about 1947, and two years later, it, too, needed an addition. In 1949, the Highway Village School was annexed. It was replaced in 1951 with the new Woodrow Wilson School.

Two schools were built in 1954. Paul L. Bolin, named after the superintendent, was built at the top of Arnold Road hill to provide classrooms for the rapidly expanding northeast part of the city. Also, the old Jefferson School was replaced with a new building next to the existing one (which was demolished).

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Roosevelt School at 114 Gold Street after the 1924 expansion.

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The next few years saw two controversial annexations. The first was Glendale District #75 in 1955. The District 86 Board opposed the annexation because it meant committing the District to building another school, without a commensurate increase in assessed valuation. Glendale, at the time, was still using the original 1847 building, augmented by several additions.

Nevertheless, Glendale was annexed, and the voters approved a \$575,000 bond referendum—the largest to date—for the construction of the new Glendale School, at a new location on the top of Bloomington Road hill. It opened in August, 1960.

The other addition, of the one-room Koch School, District #84, in 1958, was tied up in the courts for some time over the legality of the move, which was hotly debated by the residents of District 84. Ultimately, the annexation went through, and the pupils from that area were bussed to Bolin until population increases warranted a new building.

In October, 1960, another of the district's oldest schools was closed. Roosevelt School, at 114 Gold

Street, was by then over a half century old and in need of extensive repairs. Industrial expansion had changed the neighborhood into one with few residences, and enrollment was down to 91 (for a building with a capacity of 350). The students were divided among other existing schools and the building, unable to meet safety codes, was razed.

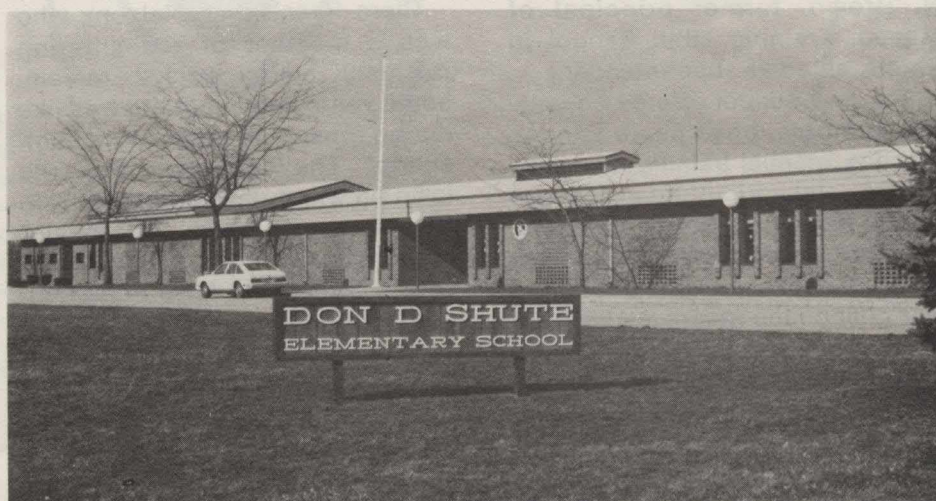
In 1963, Washington and Lincoln received additions and another adjustment was made to the district when the Highland Hills Estates area of the city was detached from

District 86, and annexed by Robein District #85. Also, that year, Paul Bolin announced his retirement. Don D. Schute, who started as principal of Richland in 1937, and advanced to become assistant superintendent, was named to succeed Bolin as superintendent.

Shute's annual report for 1964 listed an enrollment of 2,938, nearly 3½ times the roughly 850 students in class thirty years before. During that time, educational programs also expanded. Anne Gottschalk began the kindergarten program in 1946 at Washington and Roosevelt. She later moved to Bolin School, and taught there until her retirement in 1975. Other new programs included vocal and instrumental music, hot lunches in all but two of the district's schools, special services for the handicapped, inter-school athletics, and an audio-visual department. Also, by the early sixties, the space program had fueled an increasing emphasis on science education, as evidenced by the sketches of rockets and an astronaut on the 1964 report.

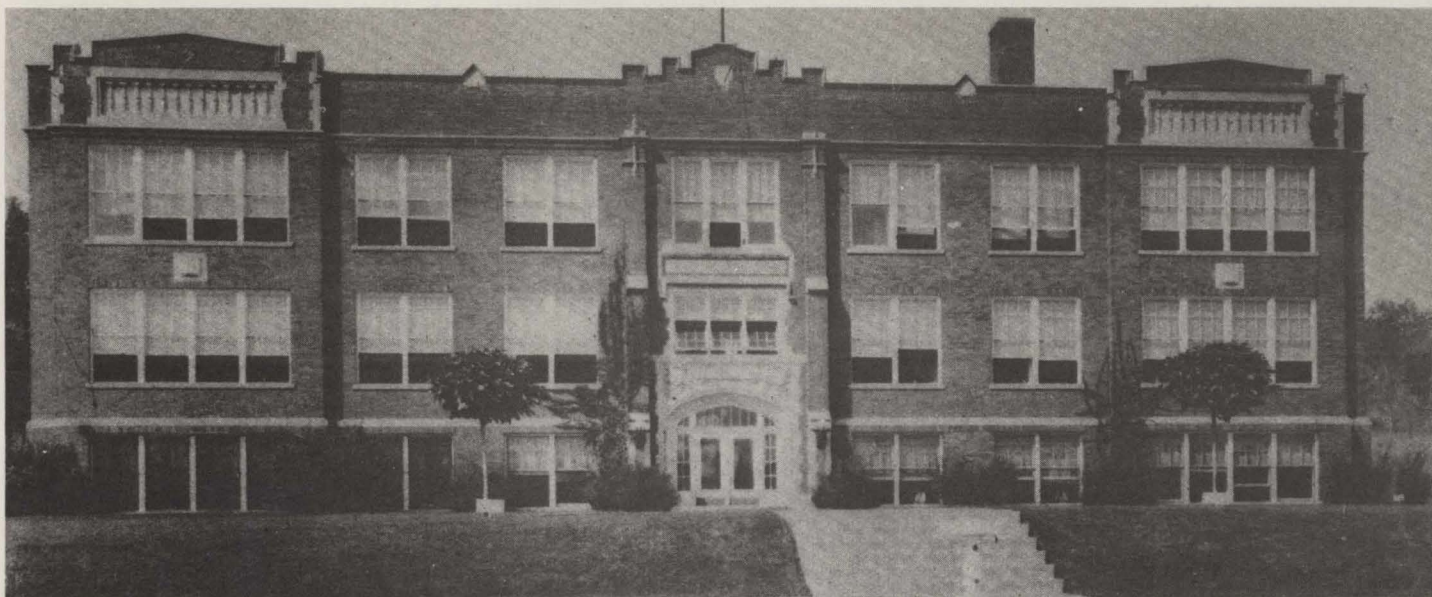
An extensive science program was one of the features of Central Junior High School, which opened in 1966, after a two-year renovation and expansion of the Central Grade School. All the seventh and eighth graders in the district went to CJHS, which allowed for more specialized

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Don D. Shute School, 300 Briarbrook Drive, as it looked in 1984

16. HOME OF THE RAIDERS



To thousands of EPCHS students this is a part of "A" building. In 1922, though, it was the new Community High School — touted as the "finest and most complete school in the county." The students were "overjoyed to move from their crowded conditions of former years to the beautiful new building." After 22 years of renting rooms from the grade school district, the high school finally had a home.

Designed by Hotchkiss & Whitmeyer and built by W. M. Allen, the building cost \$150,000 and could accommodate 210 students. There were nine teachers when classes began in the fall of 1922, and William N. Brown, former principal of Manual Training High School in Peoria, acted as superintendent.

The new school offered chemistry, biology, physics, business practice, manual training, domestic science and agriculture in addition to the usual academic subjects, and had a gymnasium, stage, labs and greenhouses. An athletic field was built on the vacant land in front of the school shortly after the classes got underway.

With an enrollment of barely over 100, some of the local citizens thought the building was too large, as well as being too far out of town. But, the twenties were a boom de-

cade for the high school. Enrollment increased rapidly and new programs were started.

A band was organized in 1925 — the beginning of an outstanding and continuing program at EPCHS. In August of 1927, Director Thompson took his fledgling band, numbering about 50 to compete at the State Fair. He asked the stores to close and the townspeople to accompany the band to Springfield on a chartered train. Despite a controversial classification system that forced East Peoria to compete against established bands from larger schools, they brought home third place.

Clara Reen, (then Nelson), who was a member of the entering freshman class of 1922, remembered years later what life was like during those first years at the high school. The cafeteria "was the lawn on warm days and the inside steps, on cold days." The health center "consisted of a small room with a cot" where Miss Friedham, home Economics teacher, "dispensed aspirin, hot water bottles and peppermint tea on occasion."

Basketball games were the most important school events — particularly the games against arch-rivals Pekin and Averyville (now Woodruff).

There was a dashing young stu-

dent teacher from Bradley named John Fritz. He came over from Peoria in a "tin lizzie" to teach industrial arts. Fritz came back to East Peoria as a full time teacher in 1928, and eventually became superintendent, before retiring in 1964.

There was also a student named Arnold Reider who earned the nickname "Daniel Boone" with his classmates because of his coonskin cap. He used to like to hunt and fish on his way to school — an activity which led to his being sent home on more than one occasion.

In all, there were 31 students who graduated on the night of May 25, 1926. Clara Reen remembered receiving her diploma "that looked as big as a newspaper" rolled up and tied with a ribbon; then being dismissed only to find out that the diplomas were "distributed regardless of name." Bedlam ensued for a time, until everyone finally got their own diploma.

Contrast that night with the June evening in 1904, when Superintendent Singleton A. Dennis, the founder and first teacher at East Peoria High School, led the first four graduates — Alpha Arnold, Lala Arnold, Mary Giebelhausen and Maggie Hufeld up to the green

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and white bedecked stage for the first commencement. Each recited a graduating essay from memory. Dr. C. E. McFall, president of the school board, took the opportunity to extoll the benefits of a high school education before presenting the diplomas.

It wasn't long, of course, before most everyone realized that "the day of homesteads and cheap lands are gone, and the schools open the only way to better conditions." The graduating classes grew larger as enrollment grew. The school became a "community" high school in 1918, which meant an expansion in territory and an enrollment of 80.

By 1929, enrollment had reached

219 and the school board decided to build an addition that would double the size of the new high school. The expansion provided space for industrial and homemaking classes, a cafeteria seating 85, and a new boys' gymnasium. The dedication game at the new gym was played in the fall of 1930 against Tremont.

The hill back of the school building was cleared by WPA workers during the depression and Stamper Stadium, named for athletic director Harvey Stamper was constructed in 1939.

After World War II, another addition became necessary. The power house was built in 1947 to provide the additional heat needed for a larger school, but work on the actual building had to wait until

1948 because of material shortages. The new wing, later dubbed "C" Building, included a new cafeteria, office, shops and more classrooms. It went into use in the fall of 1950.

Enrollment exceeded 1,100 in 1954, and the following year a new gym and an auditorium seating 1,231 were built. The gym was named for Clarence Allison, an EPCHS basketball star who came back to coach and teach at EP for 28 years. The auditorium was named for Byron R. Moore, long-time Superintendent of EPCHS, who served until his death in 1962.

The "B" wing added a library and more classrooms in 1962, and the school reached its current size with the addition of the new library, student commons and classrooms of "D" Building in 1972.

Announcements.

MOTTO:

"The Start is Made. Move Onward"

GRADUATES

Alpha Arnold

Lala Arnold

Mary Giebelhausen

Maggie Hufeld

CLASS COLORS — Green and White

CLASS FLOWERS — White Roses

Program

MUSIC

INVOCATION

CHORUS

ESSAY

ESSAY

DUETTE

ESSAY

ESSAY

MUSIC

PRESENTATION of DIPLOMAS

ADDRESS

MUSIC

BENEDICTION

East Peoria Band

Rev. Ivins Chatten

Girls' Glee Club

Alpha Arnold

Lala Arnold

"School Days — Preparation for Life"

"Purchase of Louisiana"

Florence Reichelderfer and Ruby Cumming

"True Nobility"

"Frances E. Willard"

Mary Giebelhausen

Maggie Hufeld

Ladies' Quartette

C.E. McFall M.D.

Charleston, Ill.

Prof. W.M. Evans

East Peoria Band

Rev. C.M. Sturdevan

The Class of Nineteen hundred and four
East Peoria High School
requests the honor of your presence
at the
First Commencement Exercises
Monday evening, June the sixth,
at eight o'clock
in the Public School Auditorium
East Peoria

Baccalaureate Address
Rev. Ivins Chatten
Sunday, June 5th at 8 p.m.
at the Methodist Church.



17. ILLINOIS CENTRAL COLLEGE



A current aerial view of the main campus of Illinois Central College.

The concept of a state-wide system of public junior colleges was first formulated by the Governor's Commission on Higher Education back in 1957. The Commission recommended that community colleges be established in 23 cities, including Peoria. Bradley University President, Dr. Harold P. Rhodes spoke out in favor of the idea and in April, 1960, the State Commission on Higher Education requested that an "immediate study" be made of the possibility.

Peoria School Board President, Espey C. Williamson, felt there was "no need" and the idea languished for another three years before the

Board authorized the study, which concluded, after 8 months, that the proposal was "premature".

In April, 1964, new Bradley President, Dr. Talman W. VanArsdale, proposed that the junior college be established next to the Bradley campus. Discussions again got underway. The East Peoria High School Board endorsed the idea and, finally, the Peoria Board. The Tri-County Public Junior College Steering Committee was then formed, with representatives of 19 local high school boards.

By July, 1965, six possible sites were selected. The eventual choice was third on the list. Petitions for a

referendum to authorize a tax levy to establish a community college district began circulating in September.

The referendum won approval from the voters in May, 1966, by a margin of 16,870-8,421. Community College District #514 thus came into being. It encompassed Peoria, Tazewell, Woodford, and parts of Marshall and McLean Counties. The first board was elected the following month.

On November 10, 1966, the Board decided on the name — Illinois Central College ("ICC") and, based on the availability of land and its

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central location, East Peoria was selected as the site for the new junior college. Dr. Kenneth Edwards was named the first president of ICC in December, 1966.

The land, eventually totaling 437.6 acres, was purchased from the owners, except for 45 acres that were donated by Miss Mabel Dingeldine as a memorial to the John Dingeldine family. That tract was part of the original half-section Philip and John Dingeldine purchased from the United States Government in the 1830's.

Having secured the land, the Board then decided to lease a number of pre-fabricated buildings from Becker Bros., Inc. so that the college could open with the 1967-68 school year.

Two thousand, four hundred and eighty-six students enrolled for the fall 1967 semester at what became known as the "interim campus". There were 113 faculty members and a total of 38 programs of study were offered, including 20 transfer degree programs.

Plans were then being finalized for the "permanent campus" which was to be built west of the "temporary" buildings. Funds for construction were to come from the State and from a \$9.7 million bond issue approved by the voters of the district

in March, 1968. A state freeze on building funds, however, delayed the start-up of work and the Board decided to buy the leased buildings.

Construction of the permanent campus finally began in May of 1970, and the main academic building opened for classes in September, 1972. This building was plagued the first few years with leaking roofs and other problems which earned it some uncomplimentary nicknames, but the problems were eventually solved and work proceeded on the other permanent structures. The Physical Education Building and the Library Administration Building were opened in 1974, and the Technology Building and Performing Arts Center opened in December, 1977.

As the college moved to the permanent campus, programs and courses multiplied rapidly. By 1981 there were 41 transfer degree programs, 40 other degrees offered, and 37 occupational certificate programs. Over 15,000 students enrolled for the Fall 1981 semester. The faculty had increased by then to 600 members. A total of 1,147 classes were offered that semester, including many at off-campus extension centers.

ICC started offering off-campus classes in the Spring of 1971. They began at four local high schools, one of them being East Peoria, and gradually expanded to some 50

locations around the District. Athletic programs officially began at ICC in the fall of 1973, although the women's basketball team had been participating in inter-collegiate competition since the winter of 1969-70. Despite (or perhaps in part because of) a no-scholarship rule, ICC's teams have enjoyed considerable success, particularly in women's basketball and softball. In 1982, the softball team won the National Junior College Athletic Association championship and in the same year, the basketball team placed third in the nation.

While growing and expanding programs, the district expanded geographically as well. Part of Bureau County was added in 1973, and parts of Mason and Livingston Counties were added in 1974.

Although up from the original \$5 per semester hour, tuition remains relatively low at \$20 an hour.

Reflecting ICC's philosophy of service to the community, a recently appointed Director of Economic Development works with business and industry. And, with a look towards the future, some 15,000 currently enrolled students may select from numerous new course offerings, including robotics, computer-aided design, computer-aided manufacturing, numerical control, and word processing.

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instruction, and relieved overcrowding in some of the other buildings. For a time, one wing at Central continued to be used as the neighborhood elementary school, but it was phased out as school-age population in the area declined.

In 1970, three new schools joined the district. Shute School, named for the superintendent, was constructed at the southern end of the city and Armstrong-Oakview School, named for astronaut Neil A. Armstrong (the first man to walk on the moon on July 20, 1969) was built at the corner of Highview Road and Oakwood Road, across from the old Koch School (which was recently demolished to make way

for the Riverview development). Pleasant Hill was added that year by annexation.

The first three years of the seventies were the peak years for District #86. Those three years the district operated ten elementary schools (not including Ten Mile, which was outside the city), plus the Junior High School. Robein School remained the only one in the city in a separate district.

At the end of the 1973 school year Richland closed for essentially the same reasons Roosevelt shut down a dozen years before. The Richland building survives, although its future is uncertain.

With the exception of additions to Jefferson in 1970 and 1971, the

district remained stable for several years. In 1981, however, the recession and declining enrollments led to financial problems. Jefferson and Washington had outgrown their enrollments. The School Board approved, by a 4-3 vote, over much opposition, the closing of Jefferson and the conversion of Washington into the district administration building. This year, again over strong opposition, the board voted to close Pleasant Hill as a further cost-cutting move.

Enrollment for the district now stands at 2,400. And, despite current financial worries, most East Peorians agree that their elementary schools still provide a quality education for East Peoria's children.

18. FINANCIAL INSTITUTIONS

"Prosperity can only come from thrift and big wages and great incomes will not bring prosperity to those who receive them if the wages and income are spent as fast as received. Save some of your earnings monthly..."

This was the advice East Peorians received from the new Tazewell Building, Loan and Homestead Association in 1920.

Ten local businessmen formed the Association the year before for the purpose of making first mortgage loans to people building new homes. Clair Lee received the first loan, for \$2,000 on August 19, 1919.

With construction booming, more loans followed, and assets grew from \$14,992.90 on December 31, 1919 to over \$63,000 by the summer of 1922.

In a period later known for "loose" credit, loans were limited to 60% of the value of the property.

For the first several years of its existence, business was conducted from the offices of the Dageforde Lumber Co. Carl W. Dageforde, the Secretary of the Association, was in charge of its day-to-day operation. Herman Albers served as President during those years.

On October 1, 1927, Phillip J.

Schmidt accepted the position of Secretary and the Office of Tazewell Building, Loan and Homestead was moved to the Schmidt Insurance Agency office at 142 East Washington Street. It remained there for only three years, though. In November 1930, the Association moved into its new office building at 113 East Washington Street. Assets by then were over \$600,000, and the Association was strong enough to survive the Depression to become East Peoria's first million dollar financial institution on January 1, 1940.

Tazewell Building, Loan and Homestead Association changed its name to Tazewell Savings and Loan Association on March 8, 1944.

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The interior of the Tazewell Building, Loan and Homestead Association. The calendar on the left side indicates it must have been taken in January, 1940.

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Two years later the office building was completely remodeled.

Another landmark was reached in April, 1961 when machine bookkeeping replaced hand posting of accounts.

In November 1962, the board of directors decided that, despite an addition in 1954, the Association had outgrown its building, and plans were laid to build a new office. Construction began on the site, at the corner of East Washington Street and Springfield Road in 1968, and the move was completed on April 19, 1969. The old building was sold at auction and today the building houses the Chamber of Commerce.

The Association observed its Fiftieth Anniversary in business that year, with assets of nearly \$26 million.

A series of mergers during recent years has greatly enlarged the Association resources. It is now known as United Federal Savings and Loan Association of Illinois, and assets amount to over \$400 million. In addition to the East Peoria building there are thirteen other offices in Central and Western Illinois.

East Peoria's pioneer financial institution was the First National Bank of East Peoria. It opened June 1, 1903 on the southeast corner of Main and Washington Streets. The bank grew rapidly under the able direction of President Herbert R. Dennis and, in 1918, a new building was constructed on the opposite side of Washington Street. The bank's resources more than doubled

between 1917 and 1920, to a total of nearly three-quarters of a million dollars. During that era of relatively low inflation, the bank paid 3% interest on savings deposits.

The First National Bank's competition was Warren Sutliff's Fondulac State Bank. Sutliff, of course, was a well-known area businessman whose interests included the Sutliff and Case Drug Stores and the South Side Bank, of which he was also President.

Neither of these banks survive today. The East Peoria First National Bank, which is a successor of the old First National Bank, was chartered February 17, 1934. The old bank had closed its doors the year before when President Roosevelt issued a proclamation ordering financial institutions to cease operations and it was not strong enough to re-open when the moratorium ended.

In order to obtain the new charter the office of the Comptroller of the Currency required that the new bank differentiate its name from that of the old. Thus the new bank was entitled "The First National Bank In East Peoria."

The Comptroller also required each director to submit a personal financial statement.

The founding directors were Paul L. Boehme, a local bakery operator, Albert R. Haag, who was co-owner of Haag Brothers Washing Machine Company, Fred C. Heiden, owner of Brass Foundry, Harry H. Mooberry, a farmer, Phillip J. Schmidt, who oper-

ated Schmidt Insurance and headed the Tazewell Building, Loan and Homestead Association, William O. Sommerfield, owner-operator of Sommerfield's Hardware, and Thomas W. Thompson, a local real estate investor and President of Manhattan Coal Company. Paul Boehme became president of the new bank, and Phillip Schmidt Vice-President. Schmidt succeeded to the office of President in 1937 and remained until 1947, when his brother Charles assumed the office.

From initial assets of \$385,000, the bank grew to over \$12 million when Charles Schmidt retired in 1965. The number of employees went from four to thirty over that time span. That was also the year the bank moved from the Main and Washington Streets location first occupied in 1918 to the new facility a block east at 140 East Washington Street.

The bank grew rapidly at its new location, and its assets exceeded \$80 million when the Centennial year of the City — and the Golden Anniversary Year of the bank began.

In addition to the First National, East Peoria has two other banks — the Community Bank, organized in 1955 and the Sunnyland Bank, organized in 1972.

There is also one credit union, the Construction Equipment Credit Union. It began as the Caterpillar Employees' Credit Union in 1937 and is now the largest industrial credit union in the nation. Its new office at 500 West Washington Street was completed in 1982.

19. SPORTS

In the early days of East Peoria, high school basketball games were the biggest sporting events in town. Virtually everyone turned out to cheer the team on. The Bluebird Theater closed its doors on game nights, some said to boost ticket sales, some said to boost attendance, others that nobody would go to the theater anyway.

East Peoria High School football gained prominence during the years the team was coached by Harvey Stamper (1928-1939). The Red Raiders went undefeated for three straight seasons — 1934, 1935, and 1936, had another undefeated season in 1938, and lost only a single game in 1939.

The most famous product of those years was fullback Corwin "Cornie" Clatt. At 15, he became the youngest player ever to be named to an all-state team when he was named to the third All-State Football Team in 1939. As a senior, he was named to the first All-State

team in 1940, and was also chosen the Outstanding Prep Footballer in Illinois for the 1940 season.

Clatt played college football at the University of Notre Dame, where he lettered all four years — 1941, 1942, and after serving in the Army in World War II, 1946 and 1947. He was selected an All-American in his sophomore year, and played in three college All-Star games. Notre Dame was the National Champion in 1946 and 1947.

After graduating, Clatt played in the backfield for the Chicago Cardinals of the NFL for two seasons (1948 and 1949). He is recorded in the Guinness Book of World Records for "most opponents fumbles recovered" in a game — three, during the Chicago Cardinals vs. Detroit Lions game on November 6, 1949.

The only other East Peoria athlete to make it to the pro ranks was Roger Phegley. He started his athletic career early, as a member of the CJHS State Champion baseball team in 1968, and the State Cham-

pion basketball team of 1969. He also played in the Junior Football League, and was named to the Peoria area All-Star team in 1968. At East Peoria High School Phegley's famous curveball led the baseball team to a second place finish in the State Tournament in 1974, his senior year. He then accepted a baseball scholarship to Bradley University, and became a walk-on to the basketball team.

Phegley did play baseball at Bradley, but his four years on the basketball team rewrote the record books. He set the Bradley record for most points in a season his junior year with 739, his 27.6 points-per-game average as a senior is Bradley's highest season average, and he broke the all-time Bradley scoring record in 1978, when his college career ended with a total of 2,064 points. He also has the best free-throw percentage (85.5%), and most career free-throws (554). He was twice named the Braves Most Valuable Player and was an All-

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The East Peoria Pirates baseball team of 1907. Back row, L-R: Ed Tucker, catcher; John Tucker, third base; John Hoffman, manager; John Sullivan, center field; Nick Thome, left field; Wm. (Dingle) Mauschbaugh, first and second base; Martin Coogan, right field; Louie Carius, first base; Bottom row: John "Slivers" Harris, pitcher; Tom "Yoke" Calligan, catcher and Billy Carius, pitcher.



The members of the Pirates held their first reunion September 24, 1950, at the home of John Hoffman. Back row, L-R: Ed Tucker, John Hoffman, William J. Mauschaugh, Martin Coogan, Louie Carius; on ground, John Harris, Tom Callihan and William Carius.

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American in 1978.

Although the all-time scoring record has since been broken, all of Phegley's other Bradley records still stand.

Roger was a first-round draft choice by the World Champion Washington Bullets of the NBA in 1978, and has since played for the New Jersey Nets, Cleveland Cavaliers, San Antonio Spurs, and Dallas Mavericks as well.

In addition to football and basketball East Peoria High School competes in a number of other sports. EPCHS was a track powerhouse during the mid-fifties under Coach Jake Schoof. One of the stars of that era, Dick Abner, won the Illinois state long jump title in 1954. In more recent years, the cross-country team excelled under the leadership of Coach Ed McGraw.

Another of East Peoria's famous coaches was Ted Panish, who was a EPCHS for 37 years (1939-76). Panish was a member of the nationally-known Bradley "Famous 5" basketball team from 1936-1939.

During the time he was being recruited by Bradley, Panish remembers receiving a phone call from a Eureka College senior named Ronald Reagan. Being interested in basketball, rather than football (Reagan's sport), Panish declined Eureka's offer and went to Bradley. He came to East Peoria as a coach and teacher after graduation.

Central Junior High School has also had its share of fine teams and great athletes, particularly in recent years. CJHS won the state title in track in 1958, with an outstanding performance by Wes Coulter. Coulter won the shot-put, placed second in the discus, second in the hurdles, and was a member of a relay team that also placed second. Matt Quinn also was an individual state champion in the low hurdles in 1983.

The Central girls' track teams have also produced two state champions — Brenda Waldinger, who won the 440 yd. dash at the second girls' state meet in 1975, and Tonya Termaat, who won first place in the 50 yd. dash in 1978.

Coach Jerry Hubbs and Assistant Coach Dave Rogers have led their CJHS baseball teams to four state baseball championships, first in 1968, and then an unprecedented three years in a row in 1981, 1982, and 1983.

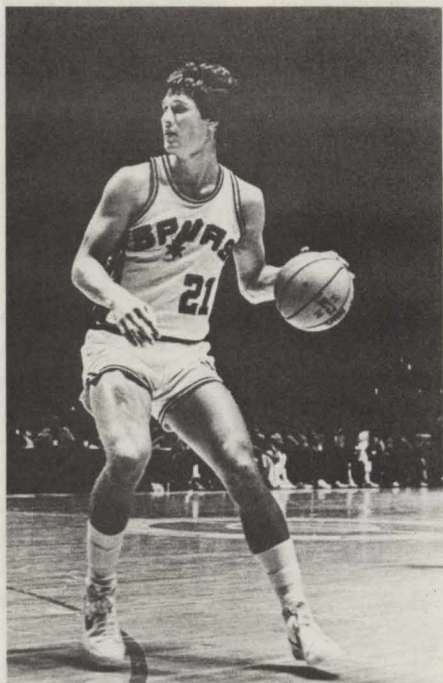
Rick Schwab coached the Central boys' basketball team to a state title in 1969.

Central girls teams have won two state championships in softball in 1979 (under Coach Paul Bahnfleth) and in volleyball in 1980 (under Coach Dot Melvin).

As well as school programs East Peoria has put together some excellent independent sports programs.

There was once a baseball team in East Peoria known as the "East Peoria Sluggers". During the early years of this century they played on a diamond on South Main Street. All but three of the players were native East Peorians, who had other jobs and played baseball as a hobby. Each player had to purchase his own uniform, although he got some reimbursement after the team bought

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Roger Phegley playing for the San Antonio Spurs.

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a canvas to put around the field to make it possible to charge admission.

In those days the fans were known to be somewhat rowdy. If the team lost a game the local fans had bet on, the players probably left the field amidst a shower of bricks. If a player made an error that helped lose a game, it wasn't safe for him to venture out of his house the next morning. Nevertheless, the Sluggers somehow survived and local fans have improved considerably.

In recent years, the East Peoria Community Baseball Program ("Little League"), the Junior Football League, and the East Peoria Girls' Summer Softball League have provided the opportunity for thousands of boys and girls to participate in organized sports.

The baseball program was started by Bob Harvey in 1957, as a league with only four teams. There are now over 500 youths, age 7-16 participating in five leagues and on "traveling teams" that compete with other cities. The playing facilities have been continuously upgraded over the years and now include lights, electronic scoreboards, and "cyclone" fencing. A batting cage was installed in 1982.

Most of the work necessary to

operate the baseball program is provided by volunteers. People like Jack Quinn, who helped promote advertising, and Eber Pennington who helped acquire the lights for the Pony League diamond, are just two examples. All of the funds needed for the program are raised through registration fees, advertising, sponsors and concession sales.

A few of the outstanding little league teams in the last few years were: the 1982 LeRoy Schmidt Team of 13-14 year olds that won the Pony District Tournament (in East Peoria), the Pony Regional Tournament (in Paducah, Kentucky), the Pony Sectional in Rapid City, South Dakota, and placed second at the

Pony Zone Tournament in Belton, Missouri; the 1983 First National Bank team, of 11-12 year olds which finished the season with a 54-5 record after winning the Bronco Sectional and placing second at the Regional in Lafayette, Indiana; and the 1983 M.D. Revell 9 and 10 year old team, that won the Mustang Sectional at East Peoria and the Regional World Series at Belton, Missouri.

East Peoria girls have also put together some excellent softball teams. Progressing from an overgrown diamond at Woodrow Wilson school in 1973, to a program encompassing 28 teams and 377 girls in 1983.



The 1923 Tazewell County Champion East Peoria basketball team in 1923-24. Top row, L-R: Lloyd Millard, Coach Byron R. Moore, Paul Bonham. Middle row, L-R: Team Captain Joseph F. Day, Clarence Allison. Bottom row, L-R: George Keys, Thomas Widdop, and Ed Abbey.

20. FONDULAC DISTRICT LIBRARY



The German Lutheran Church and School on Everett St. The school became the East Peoria Public Library in 1942.

According to an article in the September 27, 1902 edition of the *Peoria Herald Transcript*, early East Peorians were interested in providing public library service: "Tomorrow evening the East Peorians will meet at Mosiman's Hall to jubilate over the installation of their free public library and reading room. An interesting programme will be

rendered, refreshments served and a cordial invitation is extended to all to join in the jubilation." The success of this venture is unknown, since no further information about the library exists. The formation of the present public library was accomplished through the efforts of the East Peoria Woman's Club, organized in 1934. Plans were made to start a library fund and open at

least a reading room by the end of 1935. In June, 1935, with Louise Moore in charge of the library committee, a reading room was opened. Volunteer librarians were Hilda Schelm, Sophie Boales, Anna Gagan, Naomi Reichelderfer, Lillian Kastein, Laura Mills, Myrtle Coogan, Eliza Sommerfield, Mrs. K. C. Becherer, Mrs. E. J. Walker, and Mrs. John Fritz. Hours were Wednesday and Friday afternoons; at the end of the first month, 530 books had been borrowed.

When school opened, the reading room was moved to two rooms over City Hall, then located on the northwest corner of Main and Washington Streets. The city council contributed \$10 to purchase shelving. Members made a number of trips to the State Library in Springfield for collections of books and several East Peorians donated books, among them was the entire collection of Professor W. N. Brown, the first principal of the new East Peoria Community High School. Money was raised through food sales of donated bakery and canned goods, vegetables and farm produce. These sales were held at the Humpty Ice Cream Parlor on the corner of Washington and Anna Streets.

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Present Fondulac District Library building at 235 Everett Street.

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When the city hall was moved to the new building on North Main Street in 1936, the library was moved to two rooms on the upper floor of a township building at 108 North Main Street. The township provided the rooms rent free, and Florence Tjaden reported on other donations at this time, including coal from Parnham Coal Company for the duration of the winter.

Following another move to two rooms over the First National Bank in East Peoria, a special election was held to provide tax support for the library. On July 20, 1937, Fondulac Township residents voted a tax of one mill on the dollar, levied on all taxable property in the township. The first board of trustees was composed of Florence Tjaden, president; Rev. I. H. Fennen, vice president; Maude Harrison, secretary; Clarence Trapp, treasurer; Hilda Schelm, and Michael Sary. Madeline Weber was appointed librarian. The name, East Peoria Public Library, was chosen by the trustees since the city boundaries were within Fondulac Township at that time.

When Helen Culley was appointed librarian in 1939, more books had been added to the collection, circulation was up, and the rooms were crowded. Following Martha Hindman's appointment in 1941, the library site was changed to its permanent location on the corner of Cole and Everett Streets. The Library Board purchased the German Lutheran School for \$5,500 in 1942 from St. Peter's Lutheran Church.

During World War II, the library was chosen by the American Library Association as one of 1200 War Information Centers in the United States. Each month a new collection of material devoted to a selected phase of national defense was received.

On August 24, 1954 a bond issue was held to raise funds for the construction of a new library. The referendum passed by a vote of 173-86 and while construction took place, the library was moved to a temporary location on McKinley Street.

An open house was held on November 13, 1955 following completion of the new building. The Library Board at the time of dedication consisted of three original board members, Rev. J. H. Fennen, Florence Tjaden, and Clarence Trapp. Other members were Eva Biggs, Clayton Boyd, and Naomi Reichelderfer who served on the board for 32 years. When the new library opened, the book collection numbered about 12,000 volumes; the present collection of 34,000 volumes is still housed in the same space.

Helen Culley was again appointed head librarian after Martha Hindman's death in 1957. Mrs. Culley, who later became Helen Fabre King, was responsible for the library's highly successful story hour program, now in operation for over 25 years.

At the July 25, 1966 board meeting Florence Tjaden resigned. She was the last original board member and the board honored her with a plaque for her 29 years of "faithful and productive service" as a library trustee. Mrs. Tjaden served as president of the board for the entire 29 years. Dorothy Dowell, also a charter member of the East Peoria Woman's Club, was appointed to fill the vacancy and served on the board until the time of her death in 1975.

The library has maintained a tradition of long terms of employee dedicated service, such as John and Kathryn Leary who took great pride in keeping the facilities clean for many years, and Kathryn Ferris, a charter member of the Woman's Club, who was head of circulation and assistant to the head librarian for 25 years.

To reflect the actual financial support, the name of the library was changed to Fondulac Township Library on June 1, 1962. In 1973, Fondulac Township voters approved conversion of the township library to a district library and the name was changed again to Fondulac District Library.

Arlita Austin was named head librarian in 1967 and served until 1974. Among new services she insti-

gated was Dial-a-Story, a 3-minute taped telephone message which was one of the first six installations in the United States; and Goodtime Hour, a monthly program for Older Americans. In addition to books, magazines, and records, other items were added to the circulating collection during this time: film and slide projectors, pocket calculators, and educational games and toys.

Norma Smith is the present head librarian. Since her appointment in 1974, automation has come to the library with the installation of the Online Computer Library Center (OCLC), a bibliographic data base; and an automated circulation system involving 16 libraries, scheduled to begin circulating items September 1, 1984. The non-print collection now contains video-cassettes and video games. In an effort to utilize all available space, the children's department was moved to the lower level in 1981.

Another milestone in library service to the community was reached during this centennial year when areas within the city limits in Groveland Township were annexed to the library district.

Present board members include Harold G. Kolb, president, who is completing 24 years of service; Karen Stone, vice president; Joyce Haller, secretary; David Schneider, treasurer; Cynthia Tousley, Judith Murphy, and Louise Reeser.

From a starting collection of 350 books in 1935 to 34,000 volumes in 1983, from East Peoria Woman's Club volunteers in 1935 to a staff of 12 in 1983, from a monthly circulation of 530 in 1935 to an average monthly circulation of 14,000 items in 1983, the library continues its goal to provide East Peorians with the best service possible.

21. CEMETERIES

When five-year-old Peter Schertz died in the fall of 1832, a small part of the family farm was set aside as a cemetery. As the years went by, more of East Peoria's early pioneers joined Peter in what became known as the Schertz-Mosiman Cemetery. Between 1832 and 1872 twenty-two of those early settlers were laid to rest, including four more Schertz children, dead of scarlet fever, and, in 1859, David Schertz himself. The plot, which measured 48 x 48 ft. square, was surrounded by a wrought iron fence and had a broken millstone in the center.

About 1906, the Dooley Brothers Coal Mine opened on the hillside above the cemetery. The company offered to buy the land and move the graves, but the family refused. Eventually, slag from the mine spilled over the fence and finally covered the almost forgotten cemetery. Today it lies beneath the Interstate 74 ramp across from Central Junior High School.

Another early cemetery was located across from the Eisele farm on Springfield Road. It was called the "Gypsy Cemetery" because the first burial was that of a wandering gypsy man, sometime before 1848. The spot was marked by several evergreens, taken from nearby woods and planted near the knoll where the man was interred.

The first local resident to be buried there was nine-year-old Daniel Shannon, who died on February 14, 1848. He was the son of John Shannon, who settled on Section 15 of Groveland Township in 1834. All five members of the Shannon family were buried in this cemetery, including John Shannon, when he died in 1880, at the age of 90.

Hannah Lower became the forty-seventh and last burial in 1957.

Another early rural cemetery was the Holland's Grove Cemetery on Highview Road, near Illinois Central College. Stones there date back to the 1860's; some of them bearing German inscriptions. Dingeldein and Keil are among the prominent

families represented.

East Peoria's largest cemetery is, of course, the Fondulac Cemetery. It was originally known as the Camelin Cemetery. The first known burial was back in 1835, of a man named Waughop.

The Fondulac Cemetery Association was formed on February 17, 1857 to administer the tract as a township cemetery. John Leadley quit-claimed an additional ten acres to the Association on June 29, 1864, and ten more acres were sold by Dan and Sharon Sheen in 1917.

Today, the 26½ acres that comprise the Fondulac Cemetery serve as the burial ground for many of East Peoria's citizens. Records show prominent names like Serpette, Moushon, Schertz, and Keayes, as well as hundreds of others — German farmers, Irish miners and Eastern-European factory workers.

At present, there are some 7,000 graves in the record book, including many war veterans in the VFW Post 2078 section.



VFW Post 2078 veterans' plot in Fondulac Cemetry. The artillery piece is a French "75" acquired from the War Department in 1932.

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VFW Post 2078 veterans' plot in Fondulac Cemetery. The artillery piece is a French "75" acquired from the War Department in 1932.

22. BUSINESSES AND INDUSTRIES



The interior of the Sommerfield Hardware and Grocery Store in 1902. L-R, Joe Rebholz, William O. Sommerfield, William F. Sommerfield. This building remained relatively unchanged until it demolished in 1983.

Sommerfield Hardware

William F. Sommerfield was born near Berlin, Germany, November 17, 1855. He came to America in 1869 with his parents and two sisters and first worked on the Meyer farm two miles east of Dunlap, Illinois. He came to Coleville in 1871.

The first retail store in the town was located at the site of the Sommerfield Hardware Store (112 Peoria

Street, now known as East Washington Street).

Joe Mosiman had a tailor shop and sold whiskey as a sideline. Later he built a frame store building and sold groceries, hardware, notions and coal (this store building was later moved to 102 Poplar Street and made into a double house which is still standing). The business became known as Mosiman Brothers

and William F. Sommerfield went to work there in 1871. Later Sommerfield and Joseph Schertz formed a partnership and then, in 1879, William F. and Fred Gladfetz purchased the building and added drugs, ice, lumber and feed.

In 1881, William F. married Louise Faust. They had two sons, Clarence D. Sommerfield and William O.

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Sommerfield. The home where William F. lived was on the west side of the store. (This house was moved to 337 McKinley Street before the Sommerfield Hardware and Grocery was built, and a new two story frame house was constructed in 1902 on the east side of the Hardware Store). In 1882, William F. Sommerfield bought Gladfeld's interest and the business became known as Sommerfield Grocery and Hardware.

After two years of high school, William O. Sommerfield worked in the store fulltime. One of his jobs was to deliver groceries to Wesley. He said his father always bought the wildest horses. This was a problem because the P & PU was switching in the yards and passenger trains ran about every thirty minutes. With all the action on the railroad and the teams pulling the coal and brick wagons, he had his share of runaways. There were always broken kegs of sugar, flour, broken jugs and potatoes with other assorted groceries spread along the road.

In October, 1908, after 39 years in business, William F. Sommerfield disposed of the grocery stock and retired from business.

William O. Sommerfield enlarged the stock and operated as a hardware store. On July 21, 1909, he married Eliza Appleby; they also had two sons, William Earl Sommerfield and Robert John Sommerfield.

William O. Sommerfield served on the District 86 School Board, was on the City Council from 1917-1923, and was mayor from 1933-1939 and again from 1942-1947. During the years he served on the City Council, East Peoria had two very cold winters. The old wooden city hall was so cold that City Clerk Ed Tucker couldn't work there. The hardware store had central heating, which was a rarity then, so Sommerfield made a space about 10 ft. sq. on the right front side of the store (just in front of the four chairs and checkerboard) and moved the city clerk's office there for the winter months.

Sommerfield also allowed the

East Peoria Relief Association to use the backroom of the store to keep their supplies. A few days before Thanksgiving and Christmas, Bernie Schuyler, the head of the Association, and a group of volunteers would fill the baskets and Sommerfield would deliver them to the needy in East Peoria in his Dodge truck.

William E. Sommerfield joined his father in business in 1929. He added a complete line of electrical supplies, appliances and electrical contracting. The name was then changed to Sommerfield Hardware and Electric.

In March, 1938, a 5th and 10th department was opened on the left side of the basement. When remodeling the basement, the cistern top and sidewalk to the old house where William O. Sommerfield was born was uncovered. This sidewalk was six feet below the present sidewalk.

In April, 1939, they built a 30 x 54 addition to the east side of the hardware store and moved the 5th

and 10th into the new building. That brought another new name, Sommerfield Hardware and Variety.

In 1946 Robert J. Sommerfield joined the business. The electrical contracting and variety department were dropped and lumber and building material were added. Again a new name, Sommerfield Hardware and Lumber Company. William O., William E., and Robert worked together and made many improvements, a modern truck, fork lift, electric elevator, air conditioning, unloading dock with two small overhead cranes and four additions to the building.

The house on the east side of the store (built in 1902) was razed for a parking lot in March, 1969.

William O. Sommerfield retired from business in December, 1972. He died December 8, 1977. At this time, Sommerfield Hardware and Lumber had 27,000 sq. ft. of land, 6,000 sq. ft. retail floor space, 14,000 sq. ft. warehouse and over 140,000 items.



Dan Perrell's blacksmith shop on North Main Street in 1918.

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On January 1, 1979, William E. and Robert sold the business to Bije Sherwood. The city bought and razed the store at 110 East Washington Street. The new store at 219 Junction is still under the name of Sommerfield Hardware Company. It is East Peoria's oldest business.

Newspapers

East Peoria's first newspaper, *The Pilot*, was published September 13, 1901 by A.R. Zimmerman. The lead story told about the celebration of the opening of the first paved road to Peoria.

During the teens and early twenties the *East Peoria Post* was published weekly. In 1922 the *Post* sold for 5 cents a copy, or a year's subscription for \$2.00. W.W. Goddard was the publisher.

The *East Peoria Courier* first appeared in February, 1927. It was founded by Aaron K. Brill, a 19-year-old entrepreneur who already had won the nickname "Scoop" for his work on the *Peoria Star*.

The *Courier's* main competitor in the early years was the *East Side News*, published by Charles Arnold. Back then, journalists were openly partisan and when the *News* was named the official newspaper of the city in 1934, a *Courier* article noted that it was the low bidder and had a higher circulation, but Arnold was "the superintendent of the sanitary district."

The *Courier* was later purchased by Tazewell Publishing Company, and for a time was known as the *Tazewell Courier* before reverting to its original name in November, 1980.

Schelm Brothers

Schelm Brothers Inc. began as the Kastien and Schelm Blacksmith Shop in 1904. After 14 months Mr. Kastien sold his interest to his partner, William H. Schelm. Over the years the shop was expanded from one which concentrated in repair work to a production facility specializing in commercial vehicle bodies.

Among the products Schelm produced over the years were buses, motor hearses, truck bodies, freight



Levi King's barbershop in 1928. Barbers, L-R: Mr. King, Fred Bailey, Charlie Lange.

trailers and rural fire trucks.

The company was still in business, fabricating sheet metal parts, as recently as 1960.

William H. Schelm was also the builder of East Peoria's first theater, the Bluebird, in 1913. It had a capacity of 400, and included a stage for vaudeville attractions. The name was later changed to the "Luxe," before it closed in the mid-fifties.

ABC

Silas and A.W. Altorfer invented their power wooden tub washer in the basement of their father's hardware store in Roanoke in 1909. Their purpose was to relieve some of their mother's work load, but demand for the machines caused them to form a business, the Altorfer Brothers Co. (ABC), to manufacture the washers commercially. They soon outgrew the basement, and in 1914, the ABC plant was located in East Peoria.

ABC made a media splash in 1919, when they shipped an entire trainload of washers out of East Peoria.

In 1952, the ABC plant covered

32 acres and employed 1,000 people, but five years later the plant was destroyed by fire.

Levi King

Levi King came to East Peoria from Urbana about 1915 or 1916, and started a barbershop with Mr. Dainty. At that time haircuts cost 25¢, and a shave cost 15¢.

Dainty left the business and, after a couple moves, King located at 109½ East Washington Street, where he operated for some 50 years. In that shop, King had three chairs, and he hired two other barbers to work with him.

Mr. King remembers that during the depression, when people were short of cash, he often accepted goods instead. "Farmers used to bring in vegetables or maybe a duck or chicken dressed."

For several years King was the Chief of the volunteer fire department. "Many a time I have left customers sitting in the chair and run to go to the fire," King recalls. "A lot of times, the customer would

continued on page 59

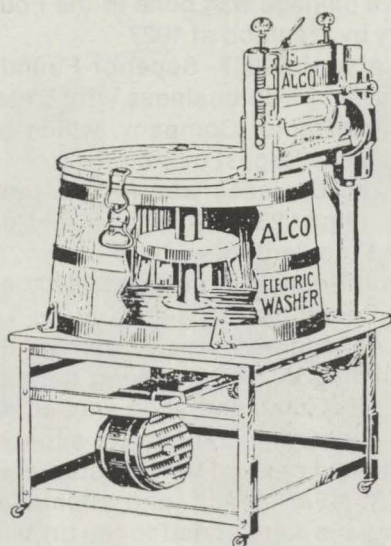
Washes and Wrings at Same Time

Safety First

No danger of injury to children
or operator becoming
cought in gear.

All moving parts
underneath tub.

Very simple to operate;
You merely superintend
the job.



Saves Clothes and Money

At a cost of three cents the entire
washing can be done.

$\frac{1}{4}$ H. P. Motor enough
power to do washing and wring-
ing at same time.

THE A-B-C ALCO-ELECTRIC Made in Peoria by



continued from page 58
go with me to the fire."

Anthony's Grocery

Charles Anthony, Sr. opened his grocery business on South Adams Street in Peoria in 1917, with Mike Couri. Two years later, Anthony moved to 483 West Washington Street, where he rented a store from Al Lawrence. In 1920, Anthony bought a lot at 447 West Washington Street from Charles Messer. The grocery was built with lumber he bought from the Army barracks across the street at Fort Herring. The family lived in the back of the store.

Shortly after the store opened, a grocery supply salesman made a delivery with a horse-drawn sleigh. It was a winter Friday and, while leaving, the salesman dropped his billfold, containing \$7,000, in a snow bank. Later, Mr. Anthony discovered the billfold while shoveling the snow. He didn't have a phone yet, so he waited until Monday morning and traveled to Peoria to return the billfold. The salesman was, under-

standably, relieved to find his money intact. That Wednesday, the grocery supply company sent a representative to Anthony's store with carpenters and they proceeded to build shelves, and stock them with supplies. The company told Anthony they were doing that to show their gratitude for his honesty. Mr. Anthony later credited that gift, at a crucial time for his young business, with providing the start he needed to make it a success.

Charles Anthony continued to manage the store until Charles, Jr. took over in 1962. Another son, Victor, ran the business from 1970 until his death in 1974.

Anthony's Tavern, built next to the grocery in 1933, remains in business today.

Couri's

Michael ("Mike") Couri, Sr. started his grocery store in the living room of his Peoria home in 1909. He had another store in Peoria from 1914-1919, and then moved to the corner of Center and Washington Street in East Peoria.

Couri went into partnership with Mr. Rafool from 1919-1933, at which time Couri sold out his interest and started the Glee Club, East Peoria's first night club.

Three years later Couri decided to get back in the grocery business, and he purchased the property where McDonald's is now located. His sons helped tear down Central School, and they used salvage lumber from the school to construct the new store.

In 1950, Couri bought the property across the street and built the new "Couri's Food Town." It opened in May, 1951, and, with an addition built in 1968, is still at that location. The store is now managed by Michael's son, Bob Couri.

Schmidt Insurance Agency

The Schmidt Insurance Agency was formed by Phillip Schmidt on April 17, 1923. Prior to then, Schmidt worked for Jim Millard at the Millard & Dennis Real Estate and Improvement Co.

Schmidt recalls working there
continued on page 60

continued from page 59

when his father was running for City Councilman. "Jim worked against him," so "the next morning I went down and said, 'Mr. Millard, I'm going to quit.'" "Oh, you can't do that," Millard responded, "this was all a business deal, I had to work against him." Schmidt said, "that's all right, I'm quittin'."

Schmidt then started his Real Estate & Insurance Agency in his home at 211 East Washington Street, which for a time he shared with the Tazewell Savings Loan & Homestead Association (of which he was an officer). The real estate business was dropped in 1927, when the savings and loan moved in.

Kenneth Schmidt, Phillip's nephew, came into the business later, and ran it until his death in 1965. Clifford Hedrick, who came to the agency in 1957, took over when Kenneth died.

In 1969, the offices were moved to the new Tazewell Savings Building.

Superior Foundry Company

Superior Foundry was established by C.J. Bucklar in 1925, to manufacture brass and aluminum sand castings. The Foundry was started

in a small red brick building on East Herschel Street. In 1927 the Foundry was moved to 151 West Herschel (where it is now located). Extensive damage was done to the Foundry by the flood of 1927.

Also, in 1927, Superior Foundry started to do business with Caterpillar Tractor Company, which became its largest customer.

The business was incorporated on August 23, 1934, with Mr. Bucklar as President, his wife, Kathryn, as Vice President, and son, Charles, as Secretary.

An addition was added to the building in 1948 doubling the capacity. A machine shop was added to enable the company to supply a finished product to its customers.

In 1949 brass and aluminum plaques were added to the product line. These plaques were supplied to contractors and architects, mostly in Illinois, although some plaques were shipped as far as Arizona. Later, statues, crosses, and other art objects were added.

After the death of Mr. Bucklar, its founder, the business was operated by the family until 1978, when it was sold to George B. McNeeley III, the present owner.

C. Iber & Sons, General Contractors

Conrad Iber, Sr. came to the

United States from Rottenburg, Germany in 1867. A cabinetmaker in Germany, Iber formed a partnership with his four sons in 1890 called "C. Iber & Sons Contractors & Grocers." About 1912, Conrad Iber, Jr. separated from his father's firm and formed "Conrad Iber General Contractor." Both of these early firms were located in Peoria.

In 1925, Conrad, Jr. moved with his wife and three sons, Howard, Robert, and Conrad C. to 428 Fondulac Drive in East Peoria. The name was changed to Conrad Iber & Sons in 1936, after sons Howard and Conrad had joined the firm. Offices were still in Peoria, but the company had a small warehouse on Fondulac Drive and a storage yard on Caterpillar Trail.

The firm nearly went out of business when Conrad died in 1942 and World War II materials shortages made it almost impossible to complete a job, but a severe storm in 1944 brought the company months of repair work, and the firm survived. Offices by then were in the Fonulac Drive warehouse, but it proved inadequate, and a new office and warehouse was built on Caterpillar Trail.

In 1952, the name was changed to C. Iber & Sons, Inc. It continues in business today, although the Ibbers no longer own the company.

Parnham Co.

The Parnham Company began as the Parnham Coal Co. in 1920. Floyd Parnham, Sr. ran the business until 1965. In the early years the company delivered coal from the railroad yards where it was brought in, to local customers.

Today the company is in the blacktop paving business. Eldon Parnham is the current owner.

Schmidt-Haller Funeral Parlors

The Schmidt-Haller Funeral Parlors at 211 East Washington Street was founded in 1933 by Harold Schmidt, who was also coroner at the time. It was purchased by Robert Haller in 1965 from the estate of Harold Schmidt. Although the building has been remodeled three times, it remains at the original location.

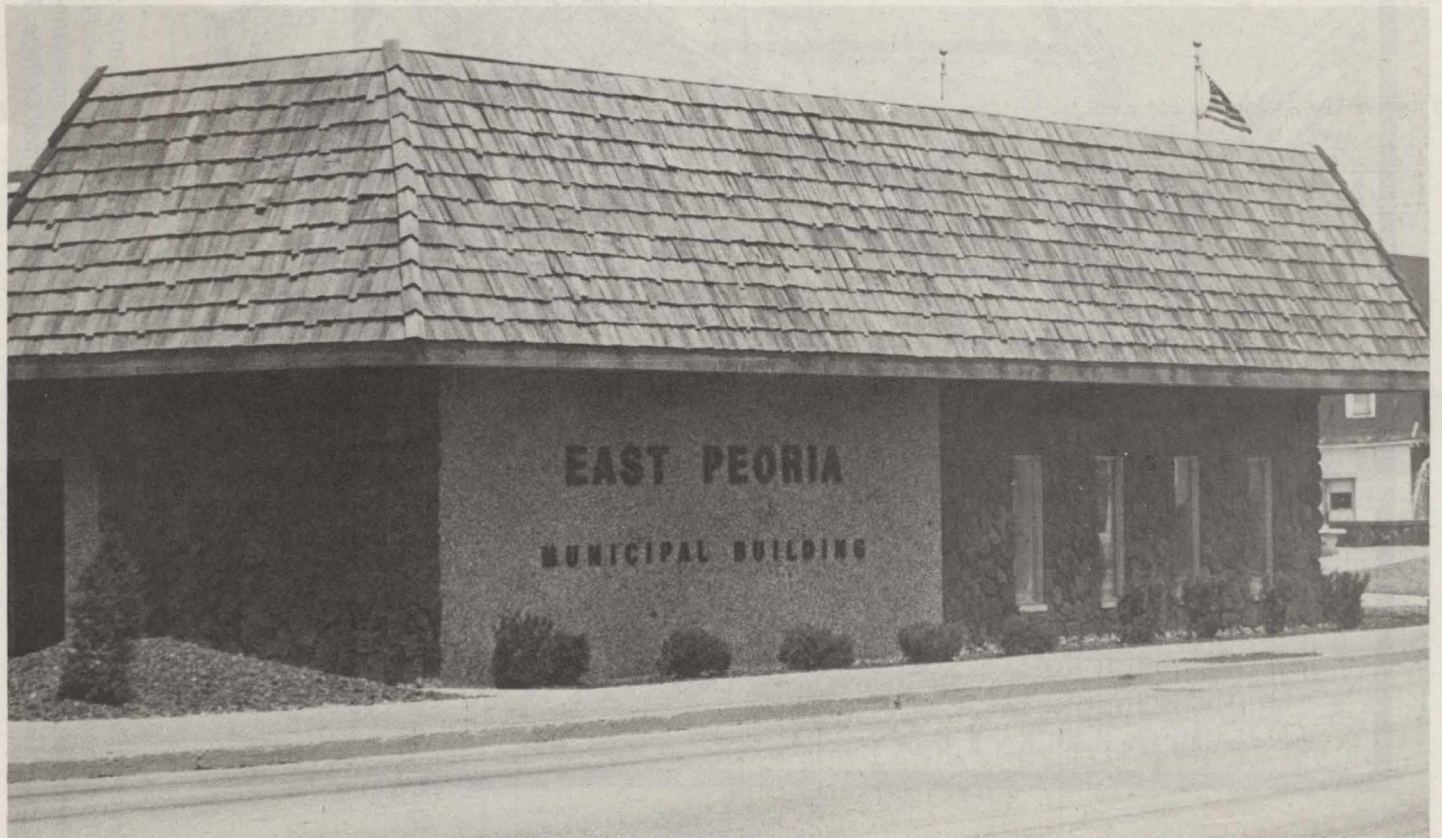


Anthony's Grocery Store in 1919. Owner Charles Anthony is behind the counter on the left. Note the early telephone to the left of the rear door.

23. CITY GROWTH

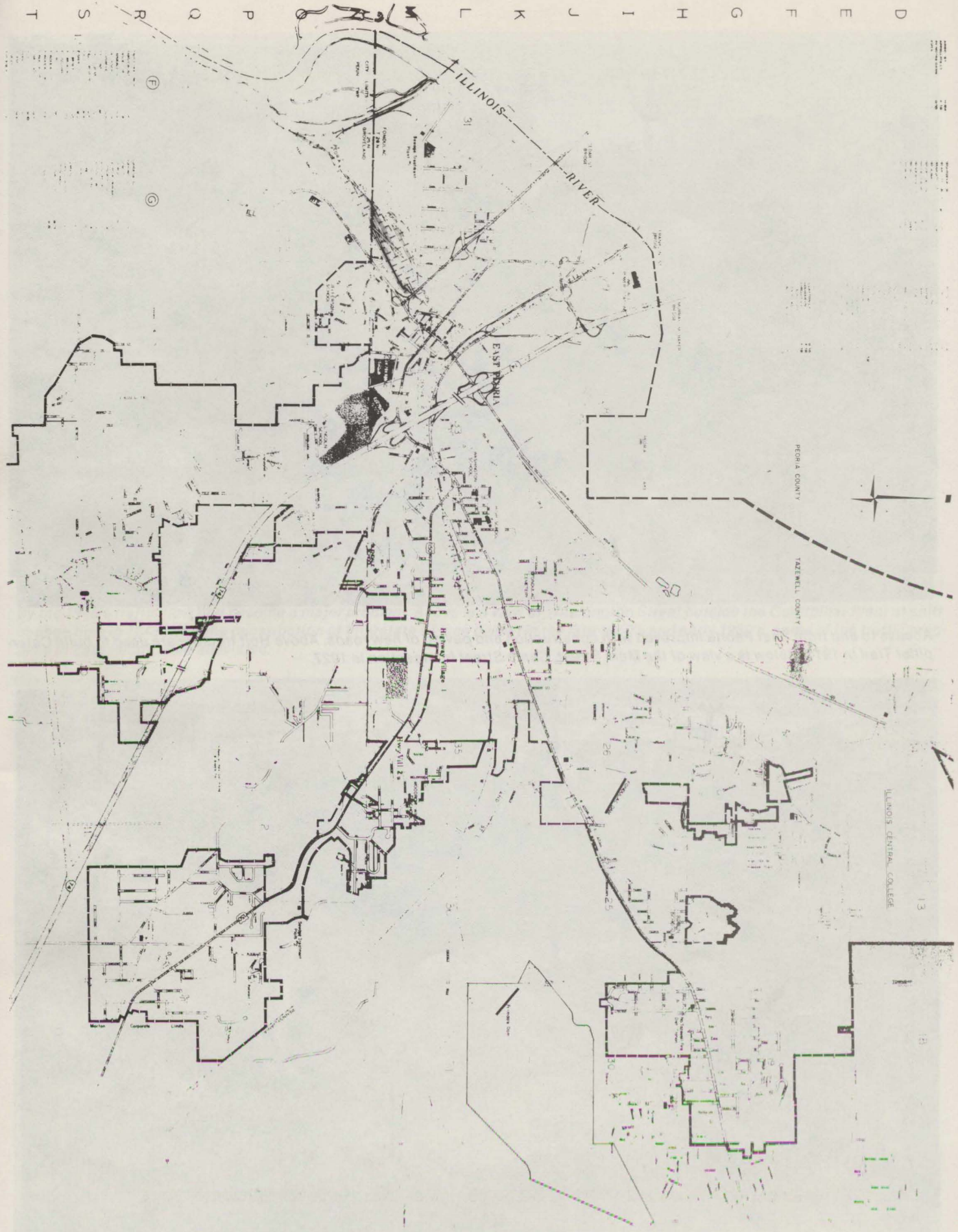


This building at 201 N. Main served as administrative offices, council chambers, fire station and police station from 1939 until 1976. To satisfy the need for more space a new municipal building at 100 S. Main opened in 1976 and administrative offices as well as council chambers are now housed in this building. The building at 201 N. Main is now the Public Safety Building housing the Police Department and Fire Station #1. The plaza and fountain in front of the municipal building was financed, built and landscaped jointly by the city and volunteers from civic organizations in the city.



Much of East Peoria's growth has been through annexation. Above is a map showing city boundaries in 1937. The map below shows East Peoria's present boundaries. The first annexation in Groveland Township was the Pekin Avenue area in 1937. The next major annexations came in the 1950's with the addition of Highway Village, Springfield Road, and Arnold Road areas to the city. In the 1960's annexations included Robein area, Main Street to McCluggage Bridge, Vicic area, Pinecrest Drive, Cloverdale- Gardena area, Fondulac Heights, and Illinois Central College. The latest major annexations were Sunnyland and the Oakwood Road areas in 1970.

D E F G H I J K L P Q R S T



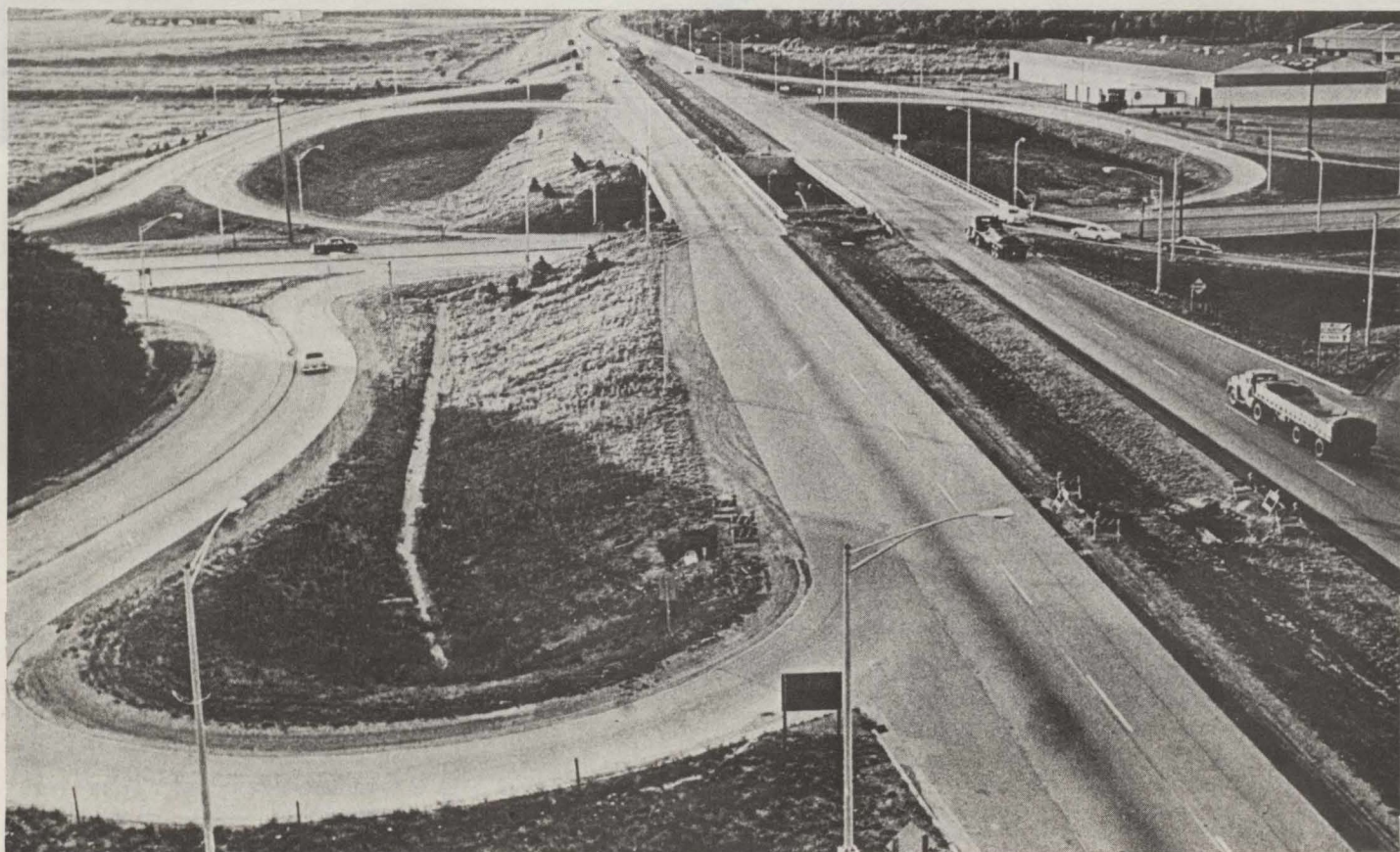


Access to and from East Peoria improved with construction and paving of new roads. Above Holt tractors are used to build Caterpillar Trail in 1917. Below is a view of the Main Street, Camp Street intersection in 1927.





By the 1940's traffic flow had become a major problem. Above is a view of Washington Street outside the Caterpillar Plant at shift change time in 1943. With the construction of Interstate 74 (see below) in the late 1950's and early 1960's, some of the traffic problems in East Peoria were alleviated.



THE FUTURE

A prosperous and exciting future awaits the City of East Peoria. The rebirth of the downtown area into a viable commercial district will bring back fond memories for the senior citizens in the community and instill excitement into the minds of the younger members of the City. When the four quadrants are completely developed downtown it will be an aesthetically pleasing area as well as an active business district. A variety of goods from fresh seafood and bakery items to small appliances and clothing will be available to the citizens.

The completion of major residential projects, such as the Riverview Retirement Community and the planned but not yet completed single family residential subdivisions will continue to stimulate growth of the City of East Peoria until its population will eventually exceed 30,000 people.

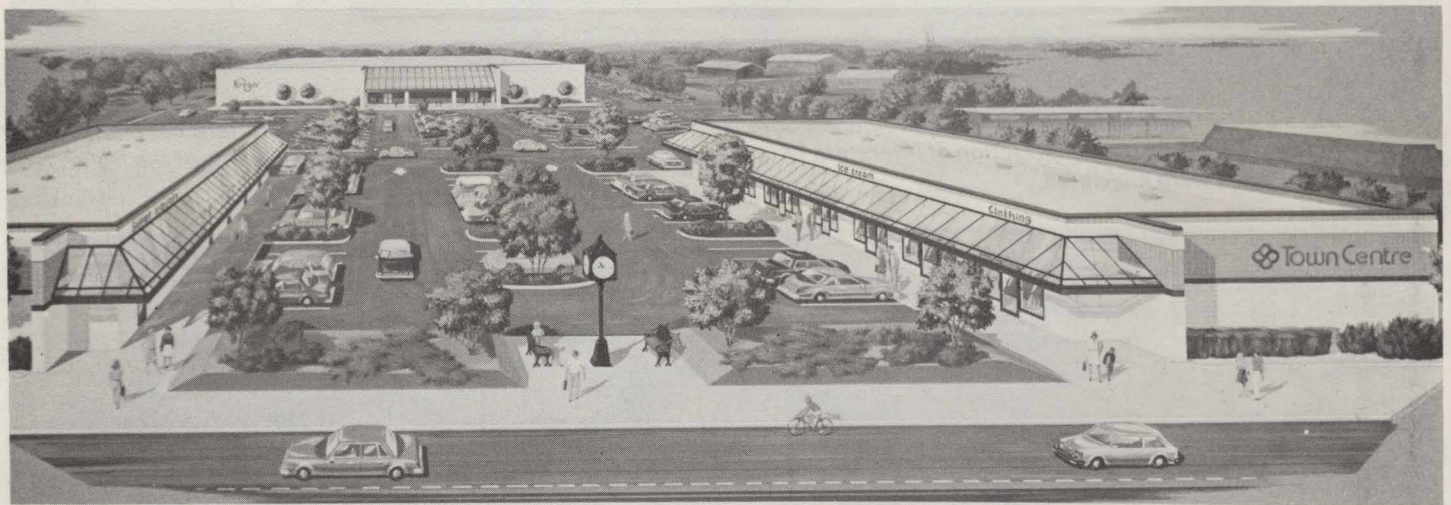
The Pinecrest Interchange, where at present many acres of agricultural land exists, will be a well planned, attractive, suburban development area comprised of commercial, light industrial, multi-family residential and single family residential. The growth of the area will be cautiously planned in order to assure all citizens a multi-purpose development in a very natural, well buffered setting.

A continuation of the thrust for beautification will be very evident in the City of East Peoria's future. Redbud trees and chrysanthemums will highlight the many green areas that will dot the East Peoria landscape. All citizens will point with pride to the beauty of their city.

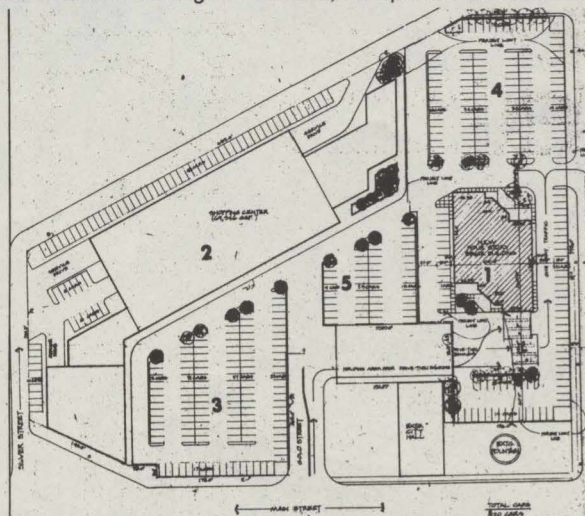
In addition to the expansion of the business community, the excellent industrial base, with which East Peoria and its' citizens have become accustomed, will go through a renaissance and become much stronger and more diversified in the future.

In essence, the City of East Peoria is a sleeping giant soon to be awakened. It will be a City that all citizens can point to with pride.

James L. Ranney, Mayor
September, 1983



New Town Centre Development at Main and Washington Streets, completed in 1984.



Phase 1, downtown redevelopment, Main and Washington Streets, completed in 1984.

24. FIRE DEPARTMENT

An ordinance providing for the establishment of operation of a fire department was adopted by the Village Board on August 18, 1884. It provided "that there shall be a fire department in the village of Hilton which shall consist of a Chief Engineer, Assistant Engineer, and such fire engine men, hose men, hook & ladder men, ax and saw men, as shall compose the Company or Companies organized for the charge of and working of their respective apparatus."

The ordinance, however, remained a dead letter on the village books until a couple of major fires led to the organization of The East Peoria Volunteer Fire Department in 1903.

Beecher H. Reichelderfer was elected Chief at the first meeting of the department on October 19. The

membership consisted of: George H. Doering, William Walser, John Dean, Henry Dean, James Preston, William Hufeld, James T. Rose, William Ehrett, Henry Mauschbaugh, John Kraehenbuhl, William Caldwell, William Wamsley, L.B. Irmeger, Louis Petri, Phillip Schmitt, Sr., Joe Hoffman, William Leers, and one other.

That same year the department held its first annual fireman's dance to raise money to purchase equipment. The dance proceeds and the village's contribution of \$500 enabled the department to buy its first horse-drawn hook and ladder truck. (see picture on page 14).

Fireman Phillip Schmidt, Sr. was the truck driver and for \$5.00 per alarm he furnished the horse team to pull the truck. On one occasion

he and his team were delivering merchandise from his store to the upper end of town when the fire bell rang. He raced to the station for the equipment where he found out that it was his store on fire.

In 1914 the department acquired its first gasoline-powered pumper. Records of other acquisitions are sketchy, but the department's dances continued to be an important money-raiser for over 60 years. By 1955 the department had one 500-gallon-per-minute pumper, two 750-gallon-per-minute pumpers, a rescue truck, and a motor boat.

Up until 1954, all the equipment was apparently stationed downtown. The department nearly lost its pumper when the City Hall and fire station was demolished during

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East Peoria's first gasoline pumper in 1914. Members, L-R, front row: Charles Barker, Mike Olson, Clarence McKensie, B. H. Reichelderfer, Charles Vogelsang. Back row: Louis Nieu Kirk, Isaac McKense, William Wamsley, Joe Hoffman, John Sullivan, Jesse Hall, John Kraehenbuhl, Louis B. Iremeger, Chief.

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the 1927 flood (see page 32). The present Central Station was built by the WPA in 1939.

Fire Station #2 opened in the Richland area in May, 1954, with the help of a donation by the Caterpillar Tractor Co.

In 1961, three more stalls were added to Central Station (making a total of five).

The training center and Fire Station #3 was opened in June 1969 on East Washington Street near Arnold Road on a tract of land donated by the Toledo Peoria & Western RR Co. The newest Station, #4, on East

Muller Road, was built in 1979 and includes a solar heating system.

Among the departments more memorable fires was the Blue Bird Theater and Hotel fire in 1940. It was below zero, hoses froze, and the fire equipment was frozen in the street for a week until chemicals arrived from Chicago to thaw them out.

In 1959, the department suffered its most tragic fire at the Green Gable Restaurant. That fire took the lives of Assistant Chief Marvin Stein and Fireman George Cornwell. Stein, along with Charles Cusac, Jr. had been the city's first full-time firemen. The latter served as Chief

from 1951-1957.

During the 1950's and early 1960's the department gradually changed from a volunteer force to a professional tax-supported department, and the equipment has become larger and more sophisticated.

Today the department has 18 full-time firefighters, 18 special firemen and 6 fire-medics. The equipment consists of six class "A" pumpers, including 1000 and 1250 gallon-per-minute trucks; also one 100-foot aerial truck and three ambulance/rescue vehicles.



East Peoria Fire Department assembled with their equipment outside Fire Station #1 in the mid-fifties. L-R: Ernie Ballerin, Donald Densberger, Charles Reeser, Louis Erickson, William Bush, Abe Tennant, Chief Charles Cusac, Pappy Blakley, Don Heininger, Paul Schelm, John Held.

25. POLICE DEPARTMENT



A group of prominent citizens during the early 1900's. Front row, L-R: Hick Hoffman, George Wuester. Back row, L-R: Charles Barker, Lew Irmeger, Art Miller, Jake Mauschbaugh, Jack Maloney, and George Walmsley, President.

The first set of ordinances passed by the trustees of the Village of Hilton authorized the formation of a police force to "see that all of the ordinances of the Village of Hilton are observed and enforced." The force was to consist of the Village Marshall and "such policemen as the village board shall from time to time appoint."

The police were instructed to "arrest, with or without warrant, any person . . . found breaking the peace, or violating any of the ordinances, or any criminal law of the State of Illinois; and to hold or commit such person . . . for examination, and, if necessary, detain such person . . . in the village calaboose until . . . they can be brought before the proper magistrate . . ." It was also the duty of the police "to attend

to the street lamps, if any there be, and to clean and light the same."

The Marshall had the additional responsibility of attending all meetings of the Village Trustees and "to attend to the heating and lighting of the council room" during the meetings.

The police uniform consisted of "a metal star," provided by the Board, and worn "upon their breast, on the outside of their coat or vest . . . in plain view."

A man named Hansen became the first Village Marshall in 1885, and for most of the next 37 years, the police department remained a one-man force.

Prior to 1947, very few police records were kept. In that year there were nine officers and one 1946 Chevrolet Sedan Squad car equip-

ped with a two-way AM radio. The desk officer who received calls from the public had to telephone the Peoria Police Radio Operator to relay the information to the squad car because East Peoria had no transmitter.

One notation which remains from the years before 1947 involves Officer Henry P. Kounse. Almost forgotten for half a century, the department records summarize his story in one line: "February 10, 1931 — Henry P. Kounse killed in the discharge of his duty as Police Officer."

Newspaper accounts reveal that Kounse was one of the officers who discovered wanted gangster Orville "Gale" McDaniels hiding in the Partner house on Cole St. As he approached the house, Kounse was

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shot and killed by McDaniels.

The killer reportedly fled into nearby woods and a search was immediately organized. In addition to regular law-enforcement personnel and a number of hastily - deputized men, several hundred armed citizens roamed the vicinity looking for McDaniels and his accomplices. A large crowd gathered around the police station to await news about the manhunt.

The next morning, Officer Paul Carroll, and other members of the small East Peoria force, along with officers of the State Highway Department and Tazewell County deputies, captured McDaniels in the woodshed of the Ritter home.

There was talk of a lynching, but police transferred the prisoner to the County jail in Pekin.

Justice was swift. Within hours a grand jury returned a six-count murder indictment. McDaniels pleaded guilty and within 24 hours of his

arrest, he was on his way to Joliet to spend the rest of his life at the State Penitentiary.

Kounse was the only East Peoria Police Officer ever killed in the line of duty. Chief Walter Hellstrom recently established a memorial award in his honor, and Lester Knight has provided a scholarship fund to make an annual award in Kounse's name to an East Peoria High School Senior.

Efforts to modernize and systemize Police Operations began in 1947. Classification, filing and indexing went into effect. More squad cars and a base station radio transmitter were purchased and more officers were hired.

It was the increasing volume of traffic and number of accidents in the city that provided much of the impetus for the expansion of the police department. Traffic control became an important function of the department, particularly at rush hours.

By May 1957, the department numbered seventeen, and had four squad cars and a motorcycle. Stricter enforcement of traffic regulations had produced improvement in the accident statistics, but congestion continued to be a problem.

In the meantime, other changes were made. A lie-detector was purchased for use in criminal investigation; a Police Pension Fund was established in 1955, and Civil Service was put in effect in 1956.

All of these changes were introduced while Vern Roberson was Chief. Roberson served the department, first as an officer, and then as Chief, for a total of 31 years, before retiring in 1973.

The current Chief, Walter Hellstrom, has held that position since 1979. The department now has 27 members, and occupies the former City Hall building on North Main Street.

The all-time roster lists well over 100 men and women who have served the city as Police Officers.

26. CLUBS AND ORGANIZATIONS

One of East Peoria's oldest clubs is the Independent Order of Odd Fellows, Lodge #668. It was instituted on November 23, 1893 with five charter members: Jacob Mauschaugh, a boot-maker, William Reynolds, a coal miner, Frank J. Dickens, a mover and hauler, C.E. McFall, a physician, and C. L. Farrington.

The lodge first met on the second floor of the Mauschaugh's cobbler shop at 108 West Washington Street. When the number of members increased, meetings were moved to the hall above the Peter Schertz grocery store, near the corner of East Washington Street and Bloomington Road. They were held in that building, which later became George Defenbaugh's Store, from 1900 until about 1914, according to Rev. Robert Brandstatter. The 1903 report listed 48 members in good standing.

Later, meetings were held above the blacksmith's shop in the building at 110 North Main Street that much later became Newell's Hotel. Henry Reichelderfer remembers going to meetings in that building. The windows, he explained, had to be closed due to the noise, making it very uncomfortable during hot weather.

An auxiliary of the Odd Fellows, East Peoria Rebekah Lodge #623 was chartered in 1923.

George W. Jackson was the Noble Grand when the lodge constructed its own hall at 249 East Washington Street in 1927. The ground floor of this hall also served as the East Peoria Post Office from 1938 until the new post office building was opened in 1957.

In 1972, the Lodge returned to meeting above businesses after the Hall was purchased and demolished by the Community Bank.

Over the years the Odd Fellows

have participated in civil defense exercises, contributed to polio research, and aided a number of worthy charities, including aid to children and senior citizens.

East Peoria has two active veteran's organizations, and both have auxiliary posts as well.

The Veterans of Foreign Wars (VFW) Post #2078 was organized in 1928 with Roy Martin as the first commander. It began sponsoring the Armistice Day Parade in 1931, and also acquired the VFW veteran's plot at the Fondulac Cemetery, which it still maintains.

The VFW Hall was built in 1937, with the assistance of Fred Luthy.

The VFW Ladies Auxiliary was organized by Mrs. Clara Thompson on May 15, 1935. They have been active in helping needy veterans, donating flags to schools, and assisting the VFW with memorial services and observances.

American Legion Post #983 was organized in 1946, with C.F. Smith as the first commander. The Ladies Auxiliary was organized in May, 1947. A new hall was completed on the present site at 100 Legion Street during this Centennial Year.

After several meetings to discuss forming a club, the East Peoria Women's Club was officially organized March 13, 1934. There were 35 charter members, with Mrs. William (Julia) Schelm serving as the first president.

On February 5, 1935 the Club started a library fund, which led to the establishment of what is now the Fondulac District Library. The Club held its meetings at the library until the fall of 1981, when space considerations forced a move to the Fondulac Park Administration Building.

In 1936, the Woman's Club began

an immunization program in the schools with the help of the State Health Department. It has sponsored a number of other immunization programs and health-related activities since then, including Heart Fund Drives and sponsorship of the Red Cross Bloodmobile.

The Woman's Club also awards scholarships and has made donations to the YMCA, and various other civic and charitable organizations.

The Rotary Club of East Peoria was chartered on February 2, 1937. Nobel Y. Dowell served as the first president, and Byron Moore was the first secretary. Of the nineteen charter members, Joe Rafool and Ches Reichelderfer are still active.

Meetings have been held over the years at local churches, schools and other buildings. The Club now meets at the Holiday Inn. Among the projects the Rotary has participated in are an annual scholarship program, the Sterling Merit Awards Program, Rotary Youth Exchange, sponsorship of Boy Scout Troop #27, the first little league program, Toys for Tots, Meals on Wheels, aid to the Salvation Army, the Epilepsy Foundation and other charities.

The East Peoria Junior Chamber of Commerce — the "Jaycees" — was formed in July, 1951, with 155 charter members. Howard Moreland was the first president.

Among the projects the Jaycees have participated in are the providing of street signs and sponsorship of the annual Independence Day celebration at Fondulac Park.

27. EVENTS

An explosion of color signals the finale of East Peoria's Independence Day celebration. Begun as part of the Bicentennial observance in 1976, this has become an annual event sponsored by the East Peoria Jaycees. Virtually the whole city assembles at Fondulac Park on the evening of July 3 for picnics, entertainment and, of course, the fireworks display.

It was over a half a century before

that East Peoria had its first big celebration for returning World War I veterans. A parade formed at the four corners in the morning and marched to Emery Park, where a Mr. Lawrence roasted a cow for a barbecue. Governor Yates was there as guest speaker and that evening the celebration concluded with a street dance and a "picture show."

During the 1950's there was a "Fall Festival" every other year. There were ball games, a parade, dances, amateur contests, and a

festival pageant. Doris White was voted Queen at the first Fall Festival in 1950 and Mayor Ray Allison got a round of laughter when he placed the crown on backwards. Nineteen fifty-eight was the last year for the Fall Festival.

Two other annual events which continue today are the Veteran's Day observances sponsored by the local VFW Post and the East Peoria High School Homecoming Celebration.



Downtown East Peoria in the 1950's during the Fall Festival.

28. DID YOU KNOW?



This group of women met regularly to quilt at the Burroughs home (the former Cole mansion). Shown during one of their sessions in 1927 are standing, L-R, Hattie Reichelderfer, Mame Frey, Ida Hopkins, and Sarah Ehrett; seated, L-R, Tennys Defenbaugh Ogg, Mary Moushon, Mary Jacobs and Emaline Burroughs.

James L. Frey's grandfather, William L. Frey (1869-1948) and grandmother, Mamie (1868-1949) moved to East Peoria from Pekin in 1898, bringing with them Jim's father, William Leroy (1893-1974). The grandparents built a residence at 100 Cole Street (which is now the First United Methodist Church parsonage) in the early 1900's. The Frey Family had an orchestra that played for the first Fireman's Ball in East Peoria. An accomplished violinist, William Leroy was a member of the Peoria Symphony Orchestra for 45 years.

The Frey's neighbors were Emaline and Ruth Burroughs who lived in the former Almiron Cole mansion. As a child, Jim recalls picking up threads from the carpet after the many quilting sessions held in the front parlor.

Prior to pollution and the demise of clams in the Illinois River, Clarence Keil remembers that many people would gather a boat load of clams from the clear water at the bottom of the river and take them to the button factory on shore. His first job was operating a machine for attaching buttons to shoes at Kinney's Shoe Store. Clarence recalls that some people would walk across the railroad bridge to Peoria because the Franklin Street Bridge had no sidewalks. When a train

came along, they would step out on the railroad cross-ties hanging over the river, a practice too frightening for Clarence.

Louise (Hersemann) McClallen was born in 1892 on her grandfather's farm, now Pekin Avenue. She would open a gate in the middle of Pekin Hill to let her grandfather's cows out, then would chase them up the hill. Louise now lives on Springfield Road and is 92 years old this centennial year.

Earl Reichelderfer was born March 29, 1893 in East Peoria and will be 91 years old this centennial year.

In the late 1800's it was reported Jake Densberger was sitting in front of Sommerfield's Store when a baby fell out of the upstairs window and landed in Jake's lap. His only comment, "Must be raining babies now."

Conrad C. Iber, Jr. moved his family to East Peoria in 1925 and in the 1927 *City Directory* their house was the only listing on Fondulac Drive.

Carl J. Schmitt and Elizabeth Hulse's parents were neighboring truck garden farmers in the late 1910's and early 1920's in the Oakwood Road area. Their neighboring led to romance and marriage in 1923.

A photograph of East Peoria citizens taken April 3, 1888 shows Jack Sheppard, a farmer with a flowing white beard, who was famous for his Indian relics. After his death, his son placed the collection in a museum in Boston, Massachusetts.

The log cabin in Oakwood Park was built about 1917 for Mr. and Mrs. M. L. Houser. The construction was similar to New Salem cabins because Mr. Houser was a noted authority on the books Abraham Lincoln had read and studied. The cabin, named "Oakwood," was lined with bookshelves containing Mr. Houser's Lincoln collection which was obtained from all parts of the United States, England, and Scotland. The Oakwood Club, a group of men who shared interest in Lincoln, was formed and met in the home. In 1950, the valuable book collection was given to Bradley University and that same year Mr. Houser received an honorary doctoral degree from the University.

Ray Bahnfleth's parents, Albert (1894-1979) and Rose (1894-1982), lived at 232 East Washington Street for over 50 years. They moved to this address in 1929 when Ray was in the second grade.

If you cannot remember the middle initials of the William Sommerfields of East Peoria, think of the word FOE (which they were to no man). The oldest born in 1855 was William F., next was William O., born in 1884, then William E. born in 1910.

As reported in a Peoria newspaper, July 17, 1899, "About 35 to 40 people of East Peoria's most respected citizens, both men and women, their whole being overflowing with happy thoughts and good intentions marched up to the home of George millard, Sr. The object was to carry encouragement and sunshine."

* * * *

John Bennett, a memeber of the Hartz, Couch, and Heyle families, moved to East Peoria in the Early 1930's. His parents, Forrest Bennett and Madeline (Hartz) Bennett, built a home at 612 Fondulac Drive which was so far out of town thay they had to run their own water and electricity. John recalls spear fishing at the bottom of Fondulac Drive hill (across from the present day Holiday Inn) when the water from the Illinois River at a high level.

* * * *

Henry Reichelderfer's grandparents settled in East Peoria in the late 1800's. Reichelderfer means "rich villager" but with a family of 12 to feed, the bountiful fish and game was the attraction that brought them here.

* * * *

According to Ann Haworth, when her mother was born in East Peoria in 1889 to Ike and Mindy McKenzie they must have thought she would be an only child since they gave her so many names, Iva Mae Frances Anna McKenzie. Later, when a son was born, he received only one name, Jess.

* * * *

Ray E. Densberger (1897-1970) and Frances (Brodt) Densberger (1900-) lived within three blocks of the Four Corners all of their married life, 52 years. Their daughter, Mildred (Densberger) Erickson, was responsible for taking the \$13.20 home loan payment to the loan company each month, an assign-

ment she took very seriously since she had to cross traffic at the Four Corners carrying that large sum of money in the late 1920's.

Frances wonders how many remember taking a special Easter ham to Hiller's Bakery on East Washington Street where they would wrap it in bread dough and bake it for a small fee.

In addition to Ray's working at Herschel Manufacturing Co. for 22 years, the Densbergers operated a grocery store at 208 South Main Street in the late 1930's and 1940's, Ray also delivered coal from the East Peoria mines to homes, which cost \$2.00 per ton. Customers would get 3 or 4 loads a year.

* * * *

Gilford (1895-1965) and Grace (1905-) Hagey moved to East Peoria in 1921 and lived in the Richland area most of their married life. Once when Gilford developed appendicitis at their home, Dr. Fred Stiers rushed him to the hospital, driving down the sidewalk because the street was so rutted and muddy.

* * * *

Robert Wagner's grandfather and father owned a farm in the Fort Crevecoeur area in the late 1920's. About 1928 a plane landed on the property during a rainstorm and the pilot asked for some old newspapers to prevent the mail he was carrying from becoming wet. The pilot told the wagners his name was Charles Lindbergh.

* * * *

Another report of Charles Lindbergh receiving aid from local people was related by Harold LaConte. He remembers his grandmother working for a banker in Low Point, Illinois. One day she answered the door to a young man in an airman's uniform. He had landed his plane in their field and in trouble. After a phone call to Peoria and a cup of coffee, parts were delivered to fix his plane. He was then on his way, but not before he told his name Charles Lindbergh.

* * * *

When Phillip Schmidt (1902-1983) was a youngster he and his family lived at 211 East Washington Street, also the location of their feed store. One night a Lake Erie & Western train went by blowing its whistle and the family awakened to find the train was warning them of a fire. Phillip Schmidt, Sr. furnished the team of horses for the fire department, so he had to take them down to city hall, get the fire truck and bring it back to fight his own fire.

* * * *

Dorothy Pinkham has made East Peorians very much aware of East Peoria history over the past years, and is currently writing a column, "A Look Back," in the *East Peoria Courier*. She reported that her father-in-law, T. V. Pinkham, died in East Peoria in 1891 of rabies. He was treated by an East Peoria physician who cauterized his wounds with a red hot iron.

* * * *

Jerry (Boales) Lotz recalls that her home at the foot of Fondulac Park on Stewart Street was a nice place to grow up; Stewart Street was shut off to traffic for sledding after each big snow in the 1930's.

* * * *

A Peoria paper announcing the wedding of Beulah Belle Boundy to Chester Arnold, May 27, 1922 read: "Childhood romance culminates in secret wedding of pretty East Peoria girl. The couple used to accompany their parents to Peoria in the old time 'Hack' that plied between the 'Big city' and 'village' but the elopement was made in Chester's automobile." Beulah has lived on Stewart Street for 62 years, 36 with Chester and 26 as a widow this centennial year.

* * * *

Charles C. Mooberry (1874-1961) was featured in a *Peoria Journal* story on February 10, 1941. The reporter's first line: "Breathes there a man, or anybody for that matter, around East Peoria who doesn't know Charlie Mooberry?"

Eugene Brown described five East Peoria families in "East Peoria History Reviewed," in the *Peoria Journal*, January 23, 1946: "*Carroll Family*, who grew up in the Richland Farms District, at the time when it took a lot of nerve to call Center Street the center of activities, are continuing to do their share even without the father, Charles M., who is now retired . . . This year finds Louis at Caterpillar, Ernie helping manage the Peoria Dry Goods Co., Jimmie at Fondulac Hardware Co., Paul (better known as "Doc") who was once an East Peoria Police Officer, now is with the State Patrolmen, and William E. is city clerk and tax collector. *Carter Family*, capitalizing on the truth that East Peoria's superior clay, when made into bricks and burned, develops a tensile strength, Frederick R. Carter's son, Charles, and Harry Mau, another member of the family, The East Peoria Brick Company have produced brick and tile for numerous years. *Doering Family*, hundreds of neat comfortable homes clustered along the beautiful slopes of East Peoria owe their existence and neat appearance to a family of builders, headed by William F. Doering, Sr., son of Henry Doering, pioneer brick manufacturer of 80 years ago. *Schelm Family*, starting as blacksmiths under their father's stern tutelage, the Schelm Brothers have made a name for themselves in developing the traveling home, known as the trailer, into production of buses, trailer cars and traveling land yachts."

John Boundy (1913-) and his sister Kathryn (Boundy) Cress (1919-) remember riding bicycles down Springfield Hill to Central School in the years 1925 and 1926. Kathryn recalls that the boys would allow the girls to ride, one in front and one in back.

Rev. Sellers of the Methodist Church and Dr. Stiers had the only two cars in town in 1914.

Beulah Belle (Keil) Biggs and Leonard L. Biggs will be married 62 years this centennial year. All of those years have been spent in East Peoria, 42 of them on Cole Street.

In the 1936 heat wave, people would come from Peoria to the Cole Street and Fondulac Park area to sleep because of the cool air coming out of Cole Hollow. Jack Keil tells of people sleeping in his parent's front and side yard. People also slept in their cars or spread their blankets in the park.

Clarence (Heavy) Allison's Root Beer Stand and Diner on North Main Street in the 1930's and 1940's was a favorite hangout in East Peoria and furnished many high school students with parttime jobs. "Heavy" was also a coach, Athletic Director, and teacher at the high school. Ira Allison retired from East Peoria High School as a teacher, and Ray Allison was an East Peoria mayor. Don and Floyd were the other two Allison brothers of Lottie (Allison) Girvin. Lottie was the baby sister of these Allison boys and she is known in East Peoria for her singing. She has sung in the First United Methodist Church Choir for over 52 years.

Jacob Ullick of 219 Sheen Street, a Russian immigrant employed as a millwright by Caterpillar, was one of six Caterpillar employees who were featured on a national radio broadcast from Roosevelt School in May, 1945.

Cecil H. VanEtten was a member of the Penicillia Research Team, which received the Lasker Award in 1945 and the USDA's Distinguished Service Award in 1946. Cecil retired from Northern Regional Research Center after 41 years of government service in 1979. Also, he was one of the first chemists in the country trained in microanalytical techniques.

Patrick Winston (1961 EPCHS), son of Mr. and Mrs. Robert Winston, was pictured in the *Tazewell Courier*, October 25, 1979, shaking hands with Juan Carlos, King of Spain, at a World Scientific Conference in Madrid. Patrick at that time was director of the Computer Science Laboratory at Massachusetts Institute of Technology.

East Peorians have been calling Mary Moore, East Peoria Administrative Assistant in City Hall, for 27 years to find out when cleanup week will begin.

Paige Mayberry (1975 EPCHS), designer of clothes with the Grass Orchid of Chicago, designed several pieces in their first collection presented in March, 1982. One of Paige's creations, a handpainted coyote coat, was featured in the 1983 Neiman-Marcus catalog. It carried a \$10,000 price tag and was sold to a lady in San Francisco.

Jane G. (Bolin) Martel, daughter of Paul Bolin who was superintendent of Grade School District #86 for 35 years, edited a cookbook, *Smashed Potatoes*, a "kid's-eye view of the kitchen."

Levi King was interviewed by the *Peoria Journal*, March 12, 1942. He said his only ambition was "just to live to be an old man." Levi will be 89 years old in June of this centennial year.

Sid Eslinger came to East Peoria in the 1940's but knows more about East Peoria history than most natives. She believes in historical awareness and has donated many copies of historical material to Fondulac District Library. Through hard work and research she has also contributed much information to the local papers.

Several East Peorians were interviewed on tape by members of the Centennial Historical Committee. The tapes are housed at Fondulac District Library and are available to the public. Interviewees include Charles Anthony, Jr., Beulah (Boundy) Arnold, Sheldon Arnold, John Bennett, John B. Boundy, Aaron K. Brill, Kathryn (Boundy) Cress, Frances R. Fischer, Honorine (Murphy) Frost, Lottie (Allison) Girvin, Grace Hagey, Margaret Keayes, Levi King, Harold LaConte, Louise McClallen, Albert E. Rebholz, Sr., Henry H. Reichelderfer, Harold Schelm, Phillip Schmidt, Ray Sharp, James C. Spinder, and Robert G. Wagner. An interview with William Mauschaugh (1889-1976) was completed during the Bicentennial and is also available at the library.

East Peoria Woman of the Year, presented by the East Peoria Woman's Club, is presented at the Annual Dinner in October each year. Winners are: 1980, Marge Creek, 1981, Marilyn Davis; 1982, Peg Bahnfleth, 1983, Kathy Barkley.

East Peoria's outstanding young men who have received the Jaycee Distinguished Service Award are: 1955, Warren Reynolds; 1956, Ray Sharp; 1957, Charles E. Schmidt, Jr.; 1958, Kenneth Schmidt; 1959, James C. Spinder; 1960, Calvin Cummins; 1961, Jack Boynton; 1962, Dick Bornac; 1963, Dick Brownfield; 1964, Dick Elward; 1965, Dick Dodson; 1966, Carl Reardon; 1967, Ted Johnson; 1968, Sherman Burrus; 1969, Robert E. Haller; 1970, James L. Frey; 1971, none named; 1972, Brett Bode; 1973, Ken Shallenberger; 1974, Dan Giebelhausen; 1975, Larry Avery; 1976, Jim Mamer; 1977, Stephen Carr; 1978, Roger Cramer; 1979, David Rodgers; 1980, Robert Ward; 1981, Bill Riddle; 1982, Jim McIntyre; 1983, David Durbin.

Gary L. Robard's music was familiar in East Peoria and his motto was "Music As You Like It." He composed the Millikin College school song while attending there in the early 1900's.

Dean Slocum (1967 EPCHS) played piano for Boots Randolph at the Shrine Mosque in Peoria in 1981. He has also toured with Lynn Anderson, Red Skelton, Andy Williams, Slim Whitman and Charlie Rich.

Ellie (Johnston) Stoller (Cristy Lane) won the Top New Female Artist Country Music Award at the 14th Annual Academy of Country Music Awards Ceremony, May 2, 1979.

Gary Richrath (1967 EPCHS) plays guitar with the nationally and internationally known group, REO Speedwagon.

East Peoria Chamber of Commerce Business Person of the Year, given on the basis of business accomplishments, community service and personal attributes, is presented during the Chamber of Commerce Annual Dinner. Winners are: 1978, James C. Spinder; 1979, Charles Schmidt, Jr.; 1980, Kenneth Bogard; 1981, Virgil McGlothlin; 1982, Maurice Jospeh; 1983, James E. Mamer.

OFFICIALS OF THE CITY OF EAST PEORIA

1833	LITTLE DETROIT				John Hulse
1854	COLEVILLE by Captain A.S. Cole				George Millard, Sr.
1855	VILLAGE OF FONDULAC by Seth Abbott by a petition for charter				Joseph Schertz
1863	LITTLE DETROIT TO EAST PEORIA	1891	President:	Nicholas Slagle	Samuel Allen, Sr.
1864	BLUETOWN		Clerk:	Thomas J. Floyd	
1869	HILTON		Trustees:	Joseph Schertz	
1884	VILLAGE OF HILTON INC. President: Nicholas Slagle Clerk: Thomas J. Floyd Trustees: Peter Schertz H. F. Capps J. G. Vogelsang Sanuel Allen, Sr. Edward Lange, Sr.			H. F. Capps	George Baker
				George Baker	Edward Pennamann
				Edward Pennamann	William Harper
				William Harper	Jacob Muschbaugh
1885	President: Nicholas Slagle Clerk: Thomas J. Floyd Trustees: Samuel Allen, Sr. James Dolan William Sommerfield Joseph Ely Jacob Muschbaugh	1892	President:	C. L. Farrington	
			Clerk:	Thomas J. Floyd	
			Trustees:	John T. Keil	
				Joseph Schertz	
				A. G. Brilby	
				Jacob Muschbaugh	
				Sam Allen	
				George Baker	
1886	President: Joseph Schertz Clerk: B. F. Schertz Trustees: H. F. Capps Joseph Ely William Sommerfield William Harper Jacob Muschbaugh	1893	President:	George Baker	
			Clerk:	Thomas J. Floyd	
			Trustees:	Frank Dainty	
				Ed Tucker	
				James LaPoint	
				Henry Crawford	
				John T. Keil	
				Sam Allen, Jr.	
1887	President: Joseph Schertz Clerk: Thomas J. Floyd Trustees: Joseph Ely William Harper George Millard, Sr. Samuel Allen, Sr. H. F. Capps	1894	President:	John T. Keil	
			Clerk:	Douglas Perry	
			Trustees:	Jacob Muschbaugh	
				C. F. Dainty	
				Ed Tucker	
				James LaPoint	
				Baker and Lasher	
1888	President: Joseph Schertz Clerk: Thomas J. Floyd Trustees: H. F. Capps George E. Kerlick Jacob Muschbaugh William Harper George Millard, Sr. Samuel Allen, Sr.	1895	President:	J. H. Dehority	
			Clerk:	Thomas J. Floyd	
			Trustees:	J. C. Densberger	
				H. C. Rabold	
				Charles Dean	
				Jacob Muschbaugh	
				Baker and Lasher	
1889	VILLAGE OF EAST PEORIA President: Nicholas Slagle Clerk: Thomas J. Floyd Trustees: George Millard Sr. Samuel Allen, Sr. Joseph Schertz George E. Kerlick Jacob Muschbaugh H. F. Capps	1896	President:	John T. Keil	
			Clerk:	B. H. Reichelderfer	
			Trustees:	Oliver Champ	
				Edward Tucker	
				Jacob Muschbaugh	
				Ed. C. Ansbaugh	
				J. C. Densberger	
				Charles Dean	
		1897	President:	William F. Sommerfield	
			Clerk:	T. J. Floyd	
			Trustees:	Oliver Champ	
				Edward Tucker	
1890	President: Nicholas Slagle Clerk: Thomas J. Floyd Trustees: William Harper H. F. Capps			Jacob Muschbaugh	
				J. C. Densberger	
				Sam Martiness	

		C. F. Dainty		Trustees:	Charles Arnold
1898	President:	William F. Sommerfield			L. B. Irmeger
	Clerk:	T. F. Floyd			William Baching
	Trustees:	W. H. Bowers			John Dean
		A. C. Blake			James R. Dickens
		George Kennedy			John Franks
		J. C. Densberger	1906	President:	George Walmsley
		Sam Martiness		Clerk:	William Ehrett
		C. F. Dainty		Trustees:	Charles Arnold
1899	President:	John T. Keil			S. A. Dennis
	Clerk:	B. H. Reichelderfer			L. B. Irmeger
	Trustees:	H. H. Brown			John Kraehenbuhl
		T. P. Arnold			William Backing
		A. C. Martiness			A. E. Kastein
		W. H. Bowers	1907	President:	George Walmsley
		A. C. Blake		Clerk:	William Ehrett
		George Kennedy		Trustees:	Edward Bailey
1900	President:	John T. Keil			William Backing
	Clerk:	John Maloney			S. A. Dennis
	Trustees:	W. H. Bowers			Edward Tucker
		A. C. Martiness			John Kraehenbuhl
		H. H. Brown			A. E. Kastein
		T. P. Arnold	1908	President:	George Walmsley
		William Cruickshanks		Clerk:	Thomas W. Maloney
		Jacob Muschbaugh		Trustees:	Charles Arnold
1901	President:	John T. Keil			Edward Bailey
	Clerk:	Thomas W. Maloney			William Backing
	Trustees:	Jacob Muschbaugh			John Kraehenbuhl
		Michael Bort			Oscar Nelson
		W. T. Thome			W. W. Tucker
		W. H. Bowers	1909	President:	Charles Arnold
		Edward Murrey		Clerk:	Thomas W. Maloney
		William Cruickshanks		Trustees:	George Abel
1902	President:	W. H. Bowers			S. A. Dennis
	Clerk:	Thomas J. Floyd			John Kraehenbuhl
	Trustees:	William Cruickshanks			Oscar Nelson
		Victor Serpette			F. L. Steirs
		L. B. Irmeger			Martin Vogelsang
		Michael Bort	1910	President:	Charles Arnold
		Edward Murrey		Clerk:	Walter Boundy
		W. F. Thome		Trustees:	George Abel
1903	President:	John T. Keil			S. A. Dennis
	Clerk:	T. J. Floyd			John Kraehenbuhl
	Trustees:	William Backing			Isaac McKenzie
		William Cruickshanks			F. L. Steirs
		L. B. Irmeger			Martin Vogelsang
		Jacob Muschbaugh	1911	President:	John T. Keil
		B. H. Reichelderfer		Clerk:	Walter Boundy
		V. J. Serpette		Trustees:	George Abel
1904	President:	John T. Keil			S. A. Dennis
	Clerk:	T. J. Floyd			John Kraehenbuhl
	Trustees:	J. R. Dickens			Isaac McKenzie
		John Dean			F. L. Steirs
		B. H. Reichdelfer			Magnus Olson
		Jacob Muschbaugh	1912	President:	Charles Arnold
		William Backing		Clerk:	Walter Boundy
		William Cruickshanks		Trustees:	S. A. Dennis
1905	President:	George Walmsley			John Kraehenbuhl
	Clerk:	William Ehrett			Isaac McKenzie

		Magnus Olson F. L. Stiers George Abel			Charles Parks (Charles Parks resigned 5/10/26, Edward Blonts Appt.)
1913	President: Clerk: Trustees:	George H. Walmsley Walter Boundy S. A. Dennis G. W. Millard William Risen John Kraehenbuhl Isaac McKenzie Oscar Nelson	1927	Mayor: Clerk: Commissioners:	Jesse Hall E. W. Tucker E. C. Blonts William Carroll Henry Dean Fred Doering
1914	President: Clerk: Trustees:	George H. Walmsley B. H. Reichelderfer S. A. Dennis W. T. Risen George Defenbaugh George Millard Peter Keil Jesse Hall	1931	Mayor: Clerk: Commissioners:	Jesse Hall E. W. Tucker E. C. Blonts William E. Carroll Henry Dean Fred Doering (Jesse Hall resigned 8/2/33, W. O. Sommerfield Appt. (E. W. Tucker resigned 1/16/34, Charles E. Schmidt Appt. Henry Dean resigned 5/1/34, Fred W. Doering resigned 6/9/34, Thomas Thompson and Ben L. Harris appt.)
1915	President: Clerk: Trustees:	George H. Walmsley B. H. Reichelderfer John Kraehenbuhl E. W. Tucker Phillip Schmidt Peter Keil George Defenbaugh Jesse Hall	1935	Mayor: Clerk: Commissioners:	W. O. Sommerfield Charles Schmidt William J. Mauschbaugh appointed 4/1/36 Otto Bruans H. H. Zook Ben L. Harris Charles Anthony
1916	President: Clerk: Trustees:	George H. Walmsley Henry Dean J. R. Boundy Ben L. Harris Peter Keil Phillip Schmidt E. W. Tucker John Kraehenbuhl	1939	Mayor: Clerk: Commissioners:	Otto Brauns, resigned 11/17/42 William O. Sommerfield appointed William J. Mauschbaugh Charles Anthony Ben L. Harris H. H. Zook N. M. Stickkfaden
1917	COMMISSION FORM OF GOVERNMENT		1943	Mayor: Clerk: Commissioners:	W. O. Sommerfield William E. Carroll William Nelan John Phillips H. R. Schmidt Ben L. Harris (Ben L. Harris removed from office by election contest: Ray Allison Appt.)
	Mayor: Clerk:	Jesse Hall A. H. Knapp to May 28, 1918 E. W. Tucker			Otto Brauns (deceased 11/15/48) Ray Allison (Filled unexpired term)
	Commissioners:	W. O. Sommerfield Peter Keil J. R. Boundy James Millard			William J. Mauschbaugh George Donaldson
1919	CITY OF EAST PEORIA—APRIL 22, 1919		1947	Mayor: Clerk: Acting Clerk: Commissioners:	Ray Allison (Mayor to replace Otto Brauns) Charles Anthony John Keayes William Nelan John Phillips
	Mayor: Clerk: Commissioners:	Jesse Hall E. W. Tucker W. O. Sommerfield Henry Dean Ben L. Harris C. M. Carroll (Ben Harris resigned 11/16/20, Charles Parks Appt.) (C. M. Carroll resigned 2/14/22, Ray Bonham Appt.)			
1923	Mayor: Clerk: Commissioners:	Charles C. Arnold George H. Defenbaugh John Schuster Louis Nieu Kirk William J. Mauschbaugh			

1951	Mayor:	Ray Allison	1967	Mayor:	James C. Spinder
	Clerk:	William J. Mauschbaugh		Clerk:	Robert L. Arnold
	Acting Clerk:	Fred Stiers		Commissioners:	Calvin E. Cummins
	Commissioners:	Charles Anthony			Alvin B. Armstrong
		William Nelan			John A. Sullivan
		John Phillips			John L. Mayberry
		Abe Hatfield			James C. Spinder
1955	Mayor:	Ray Allison (Deceased 10-11-55)	1971	Mayor:	Robert L. Arnold
		John Keayes (Appointed		Clerk:	Calvin E. Cummins
		Mayor 11-22-55)		Commissioners:	John L. Mayberry
	Clerk:	William Mauschbaugh			Eldon L. Parnham
	Acting Clerk:&	Fred Stiers			Sherman F. Burrus
	Commissioners:	John Keayes (Appointed	1975	Mayor:	Calvin E. Cummins
		Mayor 11-22-55)		Clerk:	Robert L. Arnold
		Eugene Carroll (Appointed		Commissioners:	Dan McCormick
		Commissioner 11-22-55)			James L. Ranney
		John Phillips			Eldon Parnham (Resigned 1978)
		William H. Nelan			Jimmie E. Steenbergen
		John L. Mayberry			(Replaced Parnham)
1959	Mayor:	John Keayes			Charles Dobbelaire
	Clerk:	William Mauschbaugh	1979	Mayor:	James L. Ranney
		Robert L. Arnold 6-1-59		Clerk:	Robert L. Arnold
	Commissioners:	James C. Spinder		Commissioners:	Charles F. Dobbelaire
		Eugene Carroll			Jimmie Steenbergen
		John L. Mayberry			Richard W. Dodson
		Henry H. Reichelderfer			J. Kenneth Creek
1963	Mayor:	John W. Keayes	1983	Mayor:	James L. Ranney
	Clerk:	Robert L. Arnold		Clerk:	Robert L. Arnold
	Commissioners:	James C. Spinder		Commissioners:	Charles F. Dobbelaire
		Henry H. Reichelderfer			Kenneth Creek
		John L. Mayberry			Harold Fogelmark
		Calvin E. Cummins			Terry W. Tucker

BUSINESSES IN OPERATION 50 YEARS OR MORE

Anthony's
Caterpillar Tractor Co.
Central Illinois Light Co.
Courier
Couri's
First National Bank

Herschel Manufacturing Co.
C. Iber Contractors
Levi King Barbershop
Parnham Co.
Peoria Brick & Tile
William Schelm

Schmidt Insurance Agency
Schmidt-Haller Funeral Parlors
Sommerfield Hardware
Dr. F. L. Stiers
Superior Foundry
Tazewell Savings and Loan

BUSINESSES IN HILTON, 1888

Edward C. Ansbaugh, Blacksmith
and Horseshoer
Michael Bort, Plasterers' and
Bricklayers' Sand
Central Hotel and Saloon, John
Hulse, Proprietor
Almiron S. Cole, Real Estate
Charles F. Dainty, Barber
Frank Dainty, Barber
Wilber Deffenbaugh, Dairy
Henry Doering, Brickmaker
Eagle Roller Mills, F. L. Capps, Prop.

Christian Heintz, Boots and Shoes
Michael Iremeger, Painter
Edward Lange, Meat Market
Joseph Mosiman, Hardware
Jacob Muschbouch, Boots and Shoes
John Nack, Cigar Manufacturer
Nicholas Petri Saloon
Rusche Bros., Dry Goods, Boots
and Shoes, Coal
Benjamin F. Schertz, Grocer
Peter Schertz, Grocer
Joseph Schmuck, Vineyard
Victor Serpette, Grocer

Adam Sholl, Coal Mines
Charles F. Slagle, Livery and Feed
Stable, Hack Line
William F. Sommerfield, Grocer
Thomas C. Thomas, Physician and
Surgeon
Thomas & Kerlick, Blacksmiths and
Wagonmakers
Joseph W. Zehr, Carpenter,
Contractor and Builder

BUSINESSES, DOWNTOWN EAST PEORIA, 1928

102 N. Main.	City Hall	Eller Insurance Agency	
	East Peoria Courier		
100 E. Washington	Fon Du Lac State Bank	101 W. Washington	Sutliff & Case Co. Drugs
101 E. Washington	First National Bank of East Peoria	103 W. Washington	East Peoria Hardware
102 E. Washington	Fredrick Klenk Bakery	104 W. Washington.....	Edward Lange Grocery
104 E. Washington	Hoffman Soft Drinks	105 W. Washington	Neff Bros. Billiards
105 E. Washington.....	F. G. Hopkins, Physician	107 W. Washington	Amsler Variety
	H. B. Hopkins, Dentist	111 W. Washington.....	Ludlam Restaurant
106 E. Washington	Pinkham Bros. Grocery	112 W. Washington	Schoeller Cigar Manufacturer
106½ E. Washington.....	Kroger Grocery	116-118 W. Washington.....	Watkins Motor Co.
107 E. Washington	J. Natsey Soft Drinks	119 W. Washington.....	Gerber Restaurant
108 E. Washington.....	Sommerfield Hardware	121 W. Washington	George Jackson Barbershop
109 E. Washington	Levi King Barbershop	135 W. Washington.....	Donald Purcell Blacksmith Shop
	East Peoria Post Office		Lancaster Welding
	John Dean Grocery	150 W. Washington	Ruesch Electric Co.
113 E. Washington	Louis Talbot Restaurant	155 W. Washington	John Dellert Harness Maker
117 E. Washington	Blue Bird Theatre	157 W. Washington.....	East Peoria Coal & Ice Co.
119 E. Washington	Blue Bird Restaurant	200 W. Washington	Howard Hall Restaurant
119½ E. Washington.....	Blue Bird Hotel	210 W. Washington.....	Dageforde Lumber Co.
121 E. Washington	Piggly Wiggly Store	501 Bloomington Rd.	East Peoria Sand & Gravel Co.
123 E. Washington	Fred Graff Shoes	130 Cole	Doering Bros. Contractors
129 E. Washington	Conrad Head Jeweler	Cole	Peoria Brick & Tile
131 E. Washington	Nickel Plate Restaurant	Columbia Ave.	Herschel Superior Foundry Co.
142 E. Washington	Schmidt Insurance Agency	Herschel	Victor Foundry
	Tazewell Building, Loan, and Homestead Assoc.	McKinley Ave.....	William Schelm & Sons Auto Bodies
213 E. Washington.....	Charles Arnold Grocery	Silver	Columbia Schmitz Banana Carrier Co.
222 E. Washington ..	East Peoria Electric and Welding Co.	400 W. Washington	Victory Oil Co.
243 E. Washington	Percy Reading Grocery	W. Washington.....	Caterpillar Tractor Co.
100 W. Washington	East Peoria Development Co.,		Herschel Manufacturing Co.
	Real Estate		Altorfer Bros. Co.

PHOTO CREDITS

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8 bottom	Mrs. Elmer Alberts
9, 52 bottom	Tazewell Courier
10 bottom	"The Coming City", East Peoria Improvement Association
12, 56	William E. Sommerfield
13.....	Plat Book of Tazewell County, Illinois, The Occidental Publishing Co., 1891
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52 top	Richard Dodson
57.....	Myrtle Coogan
58.....	Levi King
59.....	Altorfer Bros. Co., "World War I"
61, 62, 63	City of East Peoria
66 top	The Joseph Company
66 bottom	East Peoria Courier
69.....	Louis Billmeyer
73.....	James L. Frey

— NOTES —

