

“Commencing at the southwest corner of Section 31, Township 9 north, Range 9 east, thence on the county-line to the southeast corner of Section 32, Township 9 north, Range 10 east; thence north with said section-line to the northeast corner of Section 22, Township 10 north, Range 10 east; thence west with said section-line to the line dividing Ranges 8 and 9 east; thence south with said line to place of beginning; said precinct to be known under the name and style of *Greenup*. The place of holding elections to be at the schoolhouse in Greenup, in said precinct. A. S. Freeman, Abner Rees and James M. Ward are hereby appointed judges of election in said precinct.

“Commencing at the southwest corner of Section 33, Township 9 north, Range 10 east, thence north with said section-line to the northwest corner of Section 9, Township 10 north, Range 10 east; thence east with said section-line to the county-line; thence south with the county-line to the southeast corner of the county; thence west with the county line to the place of beginning; said precinct to be known under the name and style of *Long Point*. The place of holding elections to be at the schoolhouse near M. Ruffner in said precinct. John Welker, Lewis Hall and Elijah Russell are hereby appointed judges of election.

“Commencing at the northeast corner of the county, thence west with the county-line to the Embarrass River; thence south down said river to the line dividing Sections 14 and 23, Township 10 north, Range 9 east; thence east on said line to the southeast corner of Section 17, Township 10 north, Range 10 east; thence north on said section-line to the northeast corner of Section 8, Township 10 north, Range 10 east; thence east with said section-line to the county-line; thence north with said county-line to the place of beginning; the place of holding elections to be at the house of James Gill, Esq., in said precinct, which said precinct is to be known under the name and style of *Hurricane*. Lawrence Stull, Joseph Wade and Gideon McMillen are hereby appointed judges of election in said precinct.”

In the following December, *Wabash* precinct was formed out of Clear Creek as follows: “Commencing at the northwest corner of the county, thence east four miles; thence seven miles; thence west four miles; thence north to the place of beginning.” Elections were held at the house of Thomas B. Ross, and Adrian Higgins, John McCartney and James Sawyers were first appointed judges. In the latter part of 1849, the boundaries of Wabash and Clear Creek were again readjusted, Wabash being made only two miles wide, and Clear Creek absorbing the two-mile strip thus regained. In March, 1852, *Spring Point* precinct was formed from Woodbury, its limits

“commencing at the southwest corner of the county, thence running east on the county-line to the southeast corner of Section 36, on the range-line between Ranges 7 and 8 east, thence north on said line to the northeast corner of Section 36, Township 10 north, Range 7 east; thence west on said section-line to the west county-line, thence south on the county-line to the place of beginning.” The place of holding elections was fixed at the house of A. Walker; and Thoda Garrett, Edward Brown and Reuben Schooley were appointed judges of election.

In March, 1856, there was a general relocation of precinct lines, each of the eight older ones being shorn of their territory to form two new ones. Wabash, situated in the northwest corner of the county, was made five miles wide east and west, and seven miles long from north to south; Spring Point, next on the south, occupied the southwest corner of the county, was seven miles north and south, and six miles east and west; Clear Creek, joining Wabash on the east, was five miles from west to east and seven miles in the other dimension: Woodbury joined Spring Point on the west and reached to the Embarrass River on the southern county-line. Following up the river to where its line reaches the present southern boundary of Sumpter, its northern limit followed the present boundary of Sumpter to within two miles of its western limit, then turned north and west taking six sections from the present outline of Sumpter; Cottonwood extends east from Clear Creek to the Embarrass River, its eastern boundary being formed by the river to the section-line between Sections 14 and 23, Township 10 north, Range 9 east, where its line ran west to the southwest corner of Section 15; thence north to the northwest corner of said Section 15, thence west along the present northern line of Sumpter to the line of Clear Creek. *Prairie City* precinct was formed out of the territory thus provided with the following boundaries: “Commencing at the northwest corner of Section 14, Township 10 north, Range 8 east, thence south to the southwest corner of Section 11, Township 9 north, Range 8 east; thence east to the southeast corner of Section 9, Township 9 north, Range 9 east; thence north to the northeast corner of Section 16, Township 10 north, Range 9 east; thence west to the place of beginning.” On the east side of the river the territory was divided into four precincts. Greenup was composed of the territory contained in the three or four fractional sections west of the river, and that between the river and a line drawn from the southeast corner of Section 32, Township 9 north, Range 10 east, to the northeast corner of Section 20, Township 10 north, Range 10 east. Its northern boundary ran from the

last named point due west to the river. Hurricane occupied the northeast corner of the county, with the Embarrass River as its western boundary. Its southern limit was rather irregular, and began on the river at the section-line between Sections 14 and 23, Township 10 north, Range 9 east, thence east to Lost Creek, thence due north two miles, and thence east through what is now called Union Center, to the county-line. South of Hurricane was Long Point precinct, and in the southeast corner of the county, just five miles square, was Crooked Creek, the other precinct formed anew at this time. At the June session of this year the Commissioners, moved by petitions of sundry inhabitants, enlarged Prairie City precinct by a few sections at the expense of the precincts of Woodbury and Clear Creek. In 1858, the precinct of Wabash was changed to Neoga, the name adopted by the railroad village then springing into existence. In 1859, a new precinct called *Johnstown*, was formed from Clear Creek and Cottonwood precincts, with the following boundaries: "Commencing at the northeast corner of Section 25, Township 11 north, Range 8 east, thence west on county-line to the northwest corner of Section 29, in said township, thence south on the section-line to the southwest corner of Section 5, Township 10 north, Range 8 east, thence east on the section-line to the southeast corner of Section 3, said township and range, thence south on the section-line to the southwest corner of Section 11, thence east on the section-line to the southeast corner of Section 12, said township and range, thence north on range-line to the place of beginning." In September following, Woodbury precinct was divided into two, called Turkey Creek and Pleasantville precincts.

In November, 1857, a vote was had whether the county should be organized upon the township plan, and decided in the negative. Two years later, however, the same question was decided affirmatively, and in December, the Commissioners' Court appointed Thos. Brewer, E. Miller and Hugh Reed to divide the county into townships. The committee met on January 22, 1861, and divided the county into eight townships, as follows: Union, Crooked Creek, Greenup, Sumpter, Cottonwood, Woodbury, Spring Point and Neoga. The divisions thus made are very irregular, and varying from an area of thirty-five square miles to one of fifty-six square miles.

Neoga, in the northwest corner of the county, was formed from the precinct of the same name and Clear Creek, and is the largest in area in the county. It is also about the wealthiest township in the county, is well adapted to growing wheat, corn, grass and flax, and can boast of some of the best tilled farms and largest stock-dealers in

the county. Its settlement was not early, but among its leading citizens may be mentioned Tracy Kingman, Thos. Apperson, Wm. and John Miller, David Neal, W. B. Phillips, Jas. Clark, Lemuel Peterson, J. G. Buchannan, Geo. Swangle, and others.

Cottonwood Township, east of Neoga and north of Sumpter, is nearly a regular parallelogram, four by eight miles in extent. Its eastern end abuts upon the Embarrass River, and a few square miles by the eastward curves, and comprises an area of about thirty-four square miles. It is provided with an excellent soil and a varied surface. It contains one of the oldest settlements of the county, and on its eastern extremity is the site of DeKalb, which was successful in the first vote for the county-seat. Johnstown, a little northwest of the center, was an important village in 1837, but has since deteriorated, and is more remarkable for the signs of its past than for present prosperity. Among its citizens should be mentioned Richard Easton, Wm. Ryan, Thos. True, Wm. Morris, Joseph Berry, McCandlish, Reed, Brown, Tate, Scott, Flake, Bloomfield, Russell, and other families.

Union Township is a large, irregular division, occupying the northeast corner of the county. It has an area of about fifty-three square miles, and is a fine body of land, beautifully diversified with timber and prairie, and is a section of the county noted for its well improved farms. Among its earliest settlers were James Gill, Thos. Sconce, Lawrence Stull, Joseph Wade, Gideon McMillen, Cutright, Neal, Lawyer, Franklin, McMorris, Waddle, and other families.

Crooked Creek Township forms the southeast corner of the county, is bounded on the north by Union, the east and south by the county-line, and on the west by Greenup. Its outline is regular, being about six miles east and west, and seven miles north and south. It contains about forty-one square miles of good farming lands. It is especially noted for its large yield of wheat. It originally formed a part of Greenup precinct, and is one of the more recently settled portions of the county. Among the leading families are the Kellys, Baumgardners, Bakely, Layman, Hamilton, etc.

Greenup Township lies just west of the preceding township, and is quite irregular in its outline. Its longest dimensions are nine and a half miles from north to south, and six miles from east to west. It lies principally upon the east side of the Embarrass River, but, in the laying out of the county, some ten sections were added to it from the west side of the river, making an area of some forty-six square miles. It claims Greenup, a village with the largest plat in the county, and the larger part of Jewett, a village on its western

boundary. In this township is found some of the finest timber in the county. There is a large area of cultivated land, also, in this township, upon which some of the best wheat and stock is grown. Its settlement was one of the earliest in this region, both Greenup and Jewett being smart villages as early as 1837. Among the older citizens and farmers, not elsewhere mentioned, are David Carson, Sr., O. K. Bosworth, Jas. Prentice, Thos. Tutewiler, Jno. Weatherholt, T. C. Smith, Chas. Conzet, Sr., Jas. Paul, Joseph Gilbert, Evelands, Campbell, Glenn, McClain, Forrester, Troxel, Shiplor, Talbott, Ward, Cook, Ewarts, Brights, and Monohon.

Woodbury Township is regular in outline, in the form of an L, and contains thirty-seven sections. Neoga and Sumpter townships bound it on the north, Greenup on the east, on the south by the county-line, and Spring Point on the west. Although numbering among its citizens some of the earliest settlers of the county, its development has been rather slow, and for some time has been jocosely called the backwoods township of the county. It has a larger area of timber than any other section of Cumberland, and is more noted for its timber products than for grain. It is rapidly outgrowing its early reputation, however, and now has some of the best cultivated farms in this region. Fruit, grain and stock are successfully grown, and this community bids fair to excel in this as in its timber industries. The latter are a prominent feature in the activities of its people. Thousands of ties for the railroad are gotten out annually, and a considerable number are constantly engaged in supplying these and timbers for the Vandalia road. Among the older families are those of the Harrises, Kingerys, Cullum, Wells, Berry, Russell, Niccum, Cheezam, Evans, Shaffer, etc.

Spring Point Township forms the southwest corner of the county. It is five by seven miles in area, and contains thirty-five sections. Its outline is regular, being bounded by section-lines, and is generally cultivated in good-sized farms. Stock-raising and trading is quite a feature among the business interests of the farmers. Among the leading farmers are mentioned, E. Smith, McElhaney, Faunce, Mather, Pugh, Smith, Westly, Sehi, and others.

Sumpter Township lies in the center of the county, and contains about forty-five square miles. Its surface is crossed by the Cottonwood and Muddy creeks, which furnish water the larger part of the year, and by their timbered banks supply the farm with that diversity so necessary for the best success. Some of the best farms of the county are found here. Among the older citizens of the township should be mentioned Lewis Harvey, John Vandike, John Berry, Sr.,

William Richardson, John Bolp, Henry Bader, Aaron Morton, Beni White, J. A. Elder, Sr., Charles Bolin, Charles Scott, Armers, Judson, Ashwill, Perry, Henry Green, Ezra Stitt, Ray, John Tabott, Holesapples, Hubbard, Seeley, etc.

#### PUBLIC BUILDINGS.

For fourteen years Cumberland County had no public buildings. The location of the county-seat was delayed so long that no action could be taken in this matter. In the meanwhile temporary quarters were secured of James Ewart, who furnished room for the County Court and the Clerk of the Circuit Court, which office he first held. Later a house was secured of Daniel Porter, and this served as courthouse for some ten years. The Circuit Court was domiciled in an old log schoolhouse, which continued to serve as a temple of justice until a hall was secured, and then the courthouse at the county-seat. In 1855 the County Commissioners, reciting the fact of the election by which Prairie City was made the county-seat, ordered the building of a courthouse as follows: "Whereas, at said election Prairie City received 608 votes and Greenup 518 votes, making a majority of 90 votes in favor of Prairie City; and, whereas, it is made the duty of the County Court of Cumberland County, by the terms of said act in the event of a majority of the votes cast at said election being in favor of the removal of the seat of justice to Prairie City, to procure suitable public buildings for the public officers of said offices of said county, and also to provide a suitable place for holding court in said Prairie City. It is therefore ordered by the court here, in pursuance of the provisions of said act, that a brick courthouse be erected upon the public square in the said town of Prairie City, of the following dimensions, to-wit: — feet long, and — feet wide, and the side walls of the house to be twenty-eight feet high from the ground, and made of good merchantable sand-moulded brick, and to stand upon a foundation of limestone rock, to be two feet below and two feet above the surface of the earth, the top foot to be of cut rock, hammer-dressed, and be well bedded and laid in lime mortar; and said building is to be covered with sound joint shingles, and finished in a neat and substantial manner; and it is further ordered that the Clerk of this county receive sealed proposals until the last day of this month for furnishing the materials for the construction of said building, and also for the mechanical work in erecting the same according to such plans and specifications as may be furnished by the court previous to the time of letting said contract, and that James Redfern, Esq., be and he is hereby appointed a committee to superintend the erection of

the courthouse and other public buildings at Prairie City." This was done in June, 1855. In the meanwhile Charles Hubbard was appointed agent of the county to make contracts and supervise the construction, because of the hostility of the County Clerk to the removal of the seat of justice. In the following December a contract was made with Bennett Beals and Wiley Ross for the erection of a courthouse at a cost of \$10,500, the building to be enclosed by November, 1856, and the lower room to be completed for the April term of the Circuit Court in 1856. So determined was the opposition to all this action by the Clerk that he refused to record the contract, and it did not appear on the Commissioners' journal until his successor wrote it in 1857. The contract provided that the building should be forty feet square, that the foundation should be of good thick heavy limestone, three and a half feet high, twenty inches below the ground and twenty-two inches above; to be three feet thick below the ground and twenty-eight inches thick above. The walls were to be twenty-seven feet high; the first story walls fifteen feet high and twenty-one inches thick, the second twelve feet high and seventeen inches thick. Other specifications called for three outside doors, nineteen twenty-four light windows, a cupola and "a bell that can be heard five miles;" the entire building to be painted and penciled outside, the blinds painted green and trimmings white. The plan and inside arrangement were common in that day, but appears quite primitive beside the structures of to-day. Double doors provide for admittance to the Circuit Court rooms from both the east and west sides, while a single door on the south side, with an inclosed entrance and stairway, leads to the offices above. One-half the courtroom is reserved, by a substantial railing, to the court, bar, jury and witnesses, while the other half is provided with pews for the accommodation of interested spectators. In its prime the outside presented an attractive appearance. The bright red of the brick, with regular and clear penciling, its green blinds and white trimmings, made it an ornament to the village, and even now, though shorn of its early freshness and beauty, it possesses a quaintness and air of decayed luxury that hides, to a great extent, its lack of repair. This first and only courthouse still serves the county in its original capacity. There is a wide-spread feeling that a new building is imperatively demanded for the safety of the records, which are now protected only by wooden closets, but the old competition in regard to the county-seat has so far intervened to prevent a new building. Greenup still affects to believe that the seat of justice may be moved, although this would require a three-fifths vote in its favor, and hence uses its

efforts against a new courthouse at Toledo. Considerable repairs have been made upon the structure, of late, and as it is will probably serve the county for several years to come. The site of the public square was originally very unpromising. A large pond of water covered a part of it, and one of the first improvements attempted was the filling of this slough. In 1858 a neat wooden fence enclosing the square was built by Reuben Beals and W. H. Laughter, at a cost of \$488. This fence is now sadly broken down, but the Board of Supervisors have contracted for a fine fence with the Champion Iron Fence Company of Kenton, Ohio. This is to be a park railing of iron spears, very ornamental in its style, and to cost \$1.85 per foot. About one thousand feet are required.

A jail building did not seem so vital a necessity to the county, and under the circumstances in which the Commissioners found themselves, they made no attempt toward erecting one until 1859. In the meanwhile when a prisoner was had that required secure keeping, the jails of Coles or Clark counties were brought into requisition. Petty offenders were kept in a large "gum" which the Sheriff had near his house on the bank of the Embarrass River. This it is said was quite as secure for the time as the modern iron contrivances of the present. It is related of one prisoner, that he succeeded in reaching the top, and after knocking off the board covering was attempting to make good his escape, when the whole institution toppled over, shooting the prisoner down the bank into the river, from which he finally emerged none the worse for his involuntary bath. This was probably the cheaper way of releasing him, and nothing further was done for his recapture. In March, 1859, however, a contract was entered into with William Jones and Reuben Bloomfield, to construct a jail and jailor's quarters. The building was a single story brick, twenty by thirty-two feet in outside dimensions. This was divided into two parts, the west side being adapted for living apartments. An official report upon this building, in 1874, gives the facts in the case: "It will offend nobody in Cumberland County, to say that the jail at Prairie City is a miserable affair. The jail and jailor's house, one block north of the courthouse, are a one story brick building, twenty feet by thirty-two, erected in 1859, at a cost of \$2,500, and now in very bad repair. The jail proper consists of four cells, two on each side of a dark and narrow corridor, three and a half feet wide, the corridor entered by a double door from the jailor's room, the cells about seven feet square and seven feet high, two of them of boiler iron, and two of oak timber. The iron cells are secure but uncomfortable, being destitute of sufficient light or



ventilation. The jail is insufficiently heated in winter by a stove in the corridor. There is no privy in the jail, but buckets are used instead; no water, except as it is carried in by the jailor; no separate provision for female prisoners (there never was but one, however, in the jail); and the corridor is perfectly unsafe. The floor and the ceiling are of plank, and both have been broken through. The jail was very dirty when visited (June 30), and entirely destitute of furniture, with the exception of straw ticks and blankets. There was but one prisoner in confinement." The building was poorly planned for the purpose for which it was intended, and has never properly satisfied the needs of the county. But few prisoners have occupied it a great length of time, though on one occasion some thirteen or fourteen were crowded into those contracted cells. In the latter part of 1863 the building was found greatly out of repair, the sleepers rotting, and greatly in need of renovating throughout. Considerable money was expended at this time, and other expenditures have been made from time to time to add to the comfort of the jailor's family. It has since been condemned by the grand jury, but it still remains to vex the public eye and disappoint the public service, and will do so until public sentiment will rise above the jealousies engendered in the county-seat contest, and consent to the building of a new one.

The care of the pauper poor in Cumberland County has long been a vexed question. During the early experience of the county the poor were cared for by some family in the neighborhood, and the cost of their maintenance paid by the County Commissioners. A tract of land was early secured with the design of fitting it for a public alms-house, but for some reason the design was never carried out and in 1862 the Board of Supervisors bought 160 acres of George Moreland, at a cost of \$1,900, \$500 of which were paid by the transfer of the land bought early. The more recent purchase is pleasantly situated in the northeastern part of Sumpter Township, about four miles from Toledo. The property was provided with a log barn, and an old residence part log and part frame. With slight repairs this was made to serve as the abode of tenant and paupers. The log part of the house was subsequently abandoned, as it was not worth repairing, and in 1873 a new building was erected at a cost of about \$1,500 for the tenant and his family. This building was without halls or other passage-way; partitions of inch boards, and ceiled with lumber. It contains seven rooms. Later in this year the report on the Poor Farm showed that the old house was in bad condition; that it was not worth repairing, and that a new house ought to be built at once. The Board of Supervisors, with commend-

able promptness, ordered a new one to be erected at the same meeting of the report, and in March of the following year the building was ready for occupancy. This is a neat frame, two stories high, and about forty by eighteen feet, with a wing sixteen by twenty feet. In 1875 the old log stable, which had literally rotted down, was replaced by a frame structure, thirty-four by thirty-six feet, at a cost of \$375. In 1882 a neat cottage was erected for the tenant of the farm, and the building formerly occupied by the tenant given up to the inmates of the institution. The farm is let to the highest bidder, who pays an annual rental, and receives a weekly allowance for each pauper boarder maintained. The tenant keeps, clothes, and boards the pauper, stocks the farm at his own expense, and gives a bond in the sum of some \$2,000. The rental at first was \$2 per acre for cultivated land, and the allowance \$2 per week for each inmate. Since then, as the farm has improved, the rent has increased and the allowance, at times, decreased, so that the annual rental reaches \$200, and the weekly allowance is something less than \$2 per week. The county employs a medical attendant by the year, the services of the lowest responsible being retained. The farm is provided with a good apple orchard and good fences, and presents an attractive appearance to the visitor.

#### FIRST COURTS AND JURORS.

The first Circuit Court was held in the village of Greenup, and presided over by Hon. William Wilson, a man of eminent judicial ability, with Alfred Kitchell as State's Attorney, and James Ewart as Clerk. The Grand Jurors that served on this court were as follows: M. Ruffner, foreman, Matthias Roberts, William Hutton, James Carpenter, Elcana Bright, James Phipps, Samuel Owings, Samuel B. Fairbanks, Jorden Brown, Benj. Drummond, Stephen Wait, Chipman Webster, John D. Gardner, R. K. Boyd, Jas. Cissna, William E. Smith, John Feltner, David F. Smith, and David B. Frizzell. It is reported that this jury when convened in council presented a very grotesque and novel appearance. During the time they were transacting business they were as sanctimonious as a Presbyterian deacon, but as soon as an interval of leisure interposed they would straddle their oaken benches in pairs, *vis-a-vis*, and engage in the harmless but scientific game of "mumble peg," or make a practical demonstration of each other's capacity as a "high low jack in the game." To be skilled in this latter accomplishment was as fashionable and indispensable in those days as it was requisite for a swallow-tail coat of home-made jeans to be "covered all over with shining buttons." "Old Davy Wisner" seems to have been among the first

unfortunates that was introduced to this august body of jurymen as a malefactor and flagrant violator of law and order, and although indicted was discharged and acquitted on final trial, with the exception of one charge of nonfeasance of his office as Justice of the Peace, for which offence he was mulcted to the tune of five dollars.

At this time Cumberland was struck off from Coles County. The last assessment of taxes had not been collected, but, under a provision of the act forming the new county, Coles was authorized to collect it. The new county people looked upon this transaction as legal robbery, and felt that it should properly have been turned over to help the new organization bear some of the new burdens of independent government. However, the courts could not wait for the people to pay taxes again, nor indeed for a courthouse to be built, so an old log schoolhouse was converted into a temple of justice, and, in justice and respect to the officials and attorneys of that day, it must be said that suits were as hotly contested, law and equity as impartially dealt out, and the cause of the client as ably and earnestly advocated in the old schoolhouse, as though it had been a costly stone structure, erected at a cost of a million and a half of dollars. Some of the attorneys who attended court in this building have since attained great celebrity. Among others was Abraham Lincoln. One case in particular in which Mr. Lincoln participated was the notorious "Lustre Case," which was brought here on change of venue from Coles County. The charge against Lustre was an assault with a deadly weapon, with intent to murder. Lustre was ably and earnestly defended by Lincoln and O. B. Ficklin, and prosecuted by State's Attorney Kitchell. Lustre was convicted, but through the efforts of his counsel was afterward pardoned by the Governor on petition.

Judge Wilson held the first circuit court in this county. He was an able jurist, firm and unwavering in the discharge of the duties of his position, and yet full of sport, and enjoyed an hour of pastime or a good joke as well as anyone. He was a lover of good horses, and was frequently a witness of the horse races which were so common here in the early day, but while enjoying the excitement with the keenest zest he was never betrayed into backing his opinions with a bet.

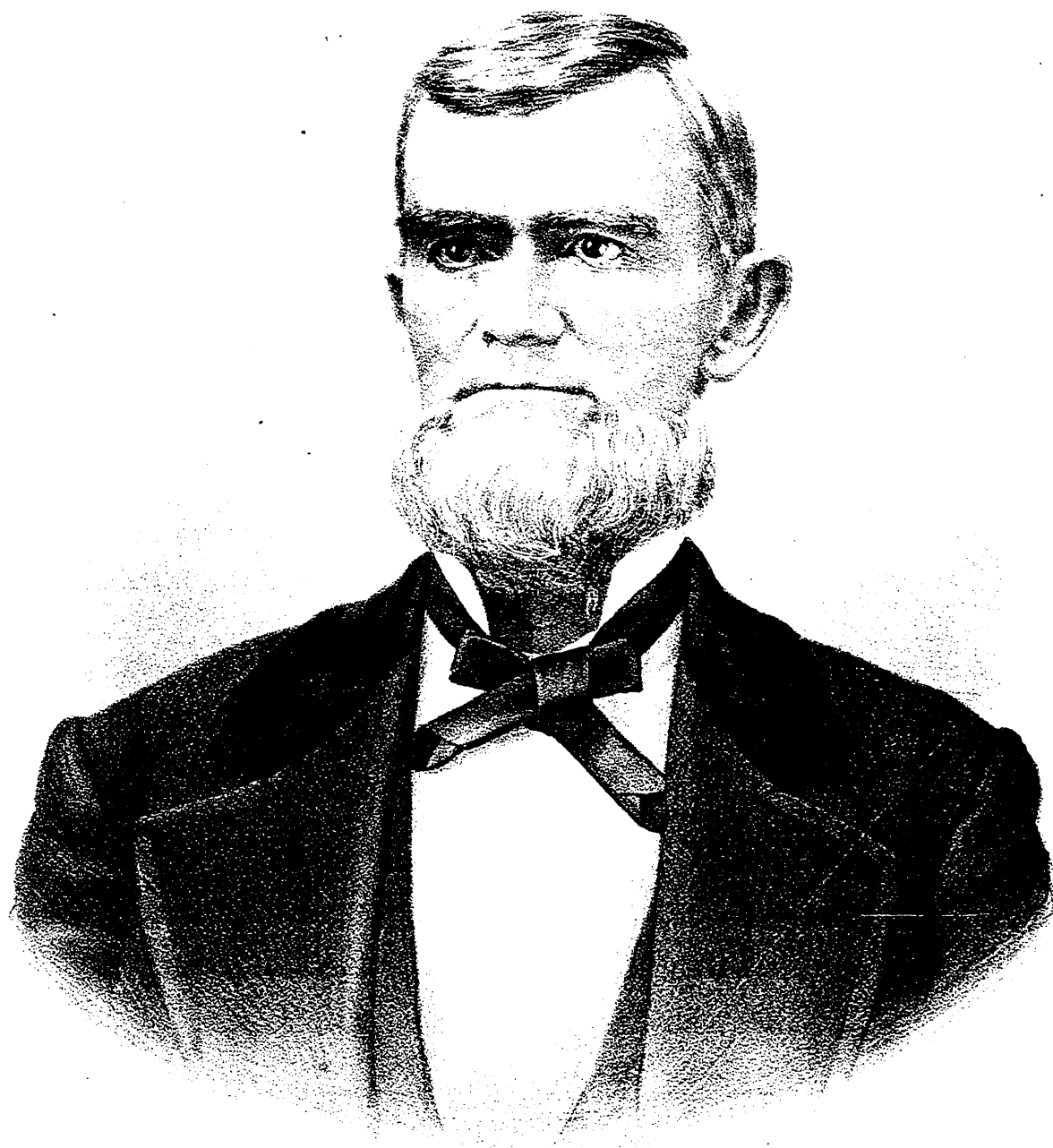
The old log structure which served so excellent a purpose as schoolhouse and courtroom, stood for several years, serving in this double capacity. It subsequently served as a warehouse, but has long since passed away, and its site is almost forgotten.

## COUNTY OFFICIALS.

The general administration of county affairs, in 1843, was in the hands of three Commissioners. In accordance with a provision of the organizing act the Commissioner receiving the highest number of votes was to serve for the full term of three years, the one receiving the next highest vote was to serve two years, and the remaining one to serve one year. The first, a special, election was held April 3, 1843, and in the following August the regular election occurred, in both of which the same choice was made for this office. The *Commissioners* of the county have been, therefore, in 1843—James Gill, for three years; David T. Wisner, for two years; Charles Chowning, for one year. In November, 1843, Amos G. Lacey was elected in place of Chowning, resigned; 1844—Isaac Hedges; 1845—David T. Wisner, re-elected; 1846—James Wright. In the same year Meredith Hazelwood was elected to fill the vacancy caused by the resignation of Hedges. In April, 1847, Jas. D. White was elected to fill the vacancy caused by the death of Wright; 1847—Meredith Hazelwood, elected his own successor for full term; 1848—John Vandike for full term, and Wm. Helm in place of Hazelwood, deceased.

On April 13, 1849, the act of the legislature establishing a *County Court* in each county, went into effect. By this act the regular election, which had been in August, was deferred to the Tuesday after the first Monday in November. The court organized by this act consisted of a County Judge and two Associate Justices, whose term of office was four years. The Judge alone had jurisdiction in matters pertaining to the probate practice and law, and the three together had charge of all county business hitherto devolving upon the Commissioners. The first court was elected November, 1849; and resulted as follows: James M. Ward, Judge; Thomas Brewer, and J. H. Williams, Associates. November, 1852—John S. Smith was elected to fill the vacancy caused by the resignation of Brewer. 1853—W. E. Smith, Judge; Jas. Redfern and Jas. Gill, Associates. 1857—W. E. Smith, Judge; Jas. Gill and M. B. Ross, Associates.

In 1859 the county voted to adopt the township organization provided by law, and in April, 1861, elected a *Board of Supervisors*. The following is a list of those who have represented the various townships in this capacity: Sumpter Township—W. M. P. Rush, 1861 to 1865; W. L. Morton, 1866; Thomas Brewer, 1867 to 1868; D. D. Judson, 1869; C. Woods, 1870; M. D. Ross, 1871; D. B. Green,



*David Neal*



1872; M. Ray, 1873 to 1874; James A. Elder, Sr., 1875; A. D. Morton, 1876; Montraville Ray, 1877; Benjamin Cooter, 1878; D. D. Judson, 1879; J. R. Richardson, 1880; Ezra Stitt, 1881; Henry Green, 1882; A. A. Lovins, 1883. Neoga Township—John G. Morrison, 1861; Aaron Peterson, 1862; William Neal, 1863; J. M. Reynolds, 1864 to 1865; John LaDow, 1866 to 1867; Thomas A. Apperson, 1868 to 1874; D. W. Ragsdale, 1875; Samuel F. Wilson, 1876; C. P. R. Rodgers, 1877; James M. Ewing, 1878 to 1880; David Neal, 1881; J. D. Morrison, 1882 and 1883. Cottonwood Township—Joseph King, 1861 to 1863; Reuben Bloomfield, 1864; Nathan G. James, 1865; M. G. Ryan, 1866; Joseph King, 1867; Samuel Brown, 1868; H. B. Russell, 1869 to 1870; William Berry, 1871 to 1872; F. Dunsing, 1873; W. L. Ryan, 1874 to 1875; H. B. Russell, 1876 to 1879; William Berry, 1880; Garrison Tate, 1881; C. P. R. Rodgers, 1882; James A. Carrell, 1883. Union Township—Matthias Roberts, 1861; D. B. Green, 1862; John G. Morrison, 1863; James E. Stanford, 1864; N. L. Seranton, 1865; James E. Stanford, 1866; A. J. Snarly, 1867; John Redman, 1868 to 1869; S. S. Yanaway, 1870; John Redman, 1871 to 1872; J. Bumgartner, 1873; J. C. Miller, 1874 [J. S. Reed, elected December, 1874, *vice* Miller, removed from township]; John Redman, 1875; William Classon, 1876; John Redman, 1877 to 1879; A. J. Carr, 1880; John Redman, 1881 to 1882; A. A. Neal, 1883. Crooked Creek Township—W. J. R. Leigh, 1861 to 1865; Walter A. Ruffner, 1866; W. J. R. Leigh, 1867 to 1868; Thomas F. Kelley, 1869 to 1874; W. H. DeBord, 1875; Henry Welker, 1876; W. H. DeBord, 1877 to 1878; George W. Sarter, 1879; W. H. DeBord, 1880 to 1882; G. W. Sarter, 1883. Greenup Township—James Ewart, 1861; John J. Kellum, 1862; William Neal, 1863; Warren Covill, 1864; John Feltner, 1865; John J. Kellum, 1866; G. Monohon, 1867 to 1876; Edward Talbott, 1877 to 1878; John Weatherholt, 1879; E. Talbott, 1880 to 1883. Woodbury Township—John W. Aleshire, 1861 to 1862; David T. Wisner, 1863 to 1864; Daniel Kingery, 1865; Levi Farmer, 1866; J. W. Aleshire, 1867; W. R. Patterson, 1868; John W. Aleshire, 1869 to 1870; William Cullum, 1871; James Russell, 1872; William Cullum, 1873; Henry A. Good, 1874; John L. Ivens, 1875; William McElhaney, 1876; H. A. Good, 1877; Joseph Berry, 1878; James McElhinney, 1879; A. M. Farmer, 1880 to 1881; William McKinney, 1882 to 1883. Spring Point Township—James Wisely, 1861 to 1863; Thoda Garrett, 1864; James Wisely, 1865; James B. Smith, 1866; James Wisely, 1867; James B. Smith, 1868 to 1869; Stephen Smith, 1870:

Clement Uptmore, 1871 to 1872; James B. Smith, 1873 to 1874; Frank Schumaker, 1875; Louis Sehi, 1876 to 1877; Charles McElhinney, 1878; Louis Sehi, 1879; Louis Schooley, 1880; Louis Sehi, 1881 to 1883. The following are the other officers from 1843 to the present, 1883.

*Sheriffs.*—The Hon. E. H. Starkweather was the first representative to the Legislature the county ever had, and took his seat in that body in the year 1844, and faithfully and ably represented the county and its interests. And during his legislative term he succeeded in having an act passed for the relief of Thomas Sconce, Sheriff, who had failed to make a settlement with the State Auditor, and pay over the State revenue due from the county. At that time the Sheriff was also *ex-officio* Collector, and was eligible to office as often as the people saw fit to elect him, and was only legally disqualified by failing to make proper settlement with the State and county, and get a clearance, or as it was in legal parlance called a “quietus.” Mr. Sconce failing to receive his “quietus” from the State Auditor, upon his second election, was refused by the Auditor his commission as Sheriff, but being a man of great popularity, and full of that magnetic power that drew and bound the people to him, went before the people for their endorsement and re-election, saying, “well, boys, it is true, I did not pay the money over to the State, and get my ‘quietus,’ simply from the fact that I never collected it—you have the money, and if anybody is defaulter, it is the people themselves.” And the people believed him, and such was their confidence in him, that they re-elected him by an increased majority over his former vote. After this popular demonstration in his behalf the Auditor commissioned him, and he served as Sheriff from 1843 till 1848, about which time he died. Mr. Sconce never did pay the deficit, and Hon. E. H. Starkweather, as above stated, had an act passed relieving his securities from the burden. Thomas Sconce, from 1843 till 1848; Edward Talbott, from 1848 till 1850; B. F. Aleshire, from 1850 till 1852; Thomas Brewer, from 1852 till 1854; C. C. Jones, from 1854 till 1856; B. F. Aleshire, from 1856 till 1858; Edward Talbott, from 1858 till 1860; Henry Rhodes, from 1860 till 1862; E. S. Meeker, from 1862 till 1864; John Prather, from 1864 till 1866; Henry Rhodes, from 1866 till 1868; John Prather, from 1868 till 1870; Edward Bumgartner, from 1870 till 1872; Henry W. Green, from 1872 till 1876; James A. Candlish, from 1876, and is the present incumbent. The term of office is now four years.

*Circuit Clerks.*—Under the constitution of 1848 the Recorder’s



office was an independent one, and Otis Perry was the first, and A. K. Bosworth the second to fill this office. Under the new constitution the Circuit Clerk was made *ex-officio* Recorder, and the independent office abolished. The Clerks have been James Ewart, from 1843 till 1852; Edward Talbott, from 1852 till 1856; S. D. Tossey, from 1856 till 1864; Edwin S. Norfolk, from 1864 till 1872; Andrew Carson, from 1872 till 1876; W. L. Bruster, from 1876, and is the present incumbent. The term of office is four years.

*County Clerks.*—In 1855, when the county-seat was removed from Greenup to Prairie City, A. K. Bosworth, who was then County Clerk, refused to move to the new county-seat as the law required, and was finally, upon an order of the court, removed from office, and A. G. Caldwell appointed in his place. The recalcitrant Clerk made an excellent officer, and was highly esteemed for his many good qualities as a man, but being determined to make his own village the county-seat, he could not endure defeat with equanimity. In this he had the sympathies of the community of Greenup, and in 1857 was re-elected, over Mr. Caldwell, to his old position. Legally, he was clearly in the wrong in his opposition to the removal of the records, and yielding to the inevitable, he went to the new county-seat, where he filled the office of Clerk for the ensuing four years. The County Clerks have been John F. Holley, from 1843 till 1847; A. K. Bosworth, from 1847 to 1856; A. G. Caldwell, appointed, from 1856 till 1857; A. K. Bosworth, from 1857 till 1861; M. B. Ross, from 1861 till 1865; M. R. Lee from 1865 till 1869; A. A. Lovins, from 1869 till 1873; W. R. Humphrey, from 1873 till 1877; L. B. Ross, from 1877 till 1882; G. M. Lemen, from 1882, and is the present incumbent. The term of office is four years.

*County Judges.*—This office was created under the Township Organization Act, but in 1843 an officer possessing similar powers was elected, and termed the Probate Justice of the Peace. E. H. Starkweather was first elected to this position in 1843. In the August election he was elected to the legislature, and J. M. Ward was elected to the Justice's position, which he continued to fill until the constitution of 1848 transferred the duties of this office to the County Court. He was then elected Judge, as before noted. As at present understood, the first County Judge was H. B. Decius, from 1861 till 1865; Reuben Bloomfield from 1865 till 1869; Wiley Ross, from 1869 till 1873; John W. Miller, from 1873 till 1882; L. L. Logan, from 1882, and is the present incumbent.

*Treasurers.*—Abram Trease, from 1843 till 1845; S. W. Huffcutt,

from 1845 till 1850; W. L. Morton, from 1850 till 1861; John Vandike, from 1861 till 1863; Andrew Carson, from 1863 till 1871; A. J. Edwards, from 1871 till 1875; T. L. Norman, from 1875 till 1877; John W. Goodwin, from 1877, and is the present incumbent.

*Surveyors.*—There is no record of any election to this position in Cumberland County before 1847. At this date record is made of the employment of Thomas Sconce. In 1848 the records note the employment of John W. Aleshire. In 1849 William E. Smith was elected, and served until 1853; William Jones, from 1853 till 1857; George Moreland, from 1857 till 1861; William Jones, from 1861 till 1869; W. H. Rissler, from 1869 till 1872; William Wyldes, from 1872 till 1879; George Moreland, from 1879, and is the present incumbent.

*County School Superintendents.*—This official originally had principally to do with the school lands in the county, and the distribution of the school funds. Under the school law of 1855, and subsequent enactments, the duties of the office were enlarged, and the County Superintendent of Schools established. The gentlemen who have filled this position in Cumberland County are D. C. Decius, from 1843 to 1845; J. F. Holley, from 1845—February, 1847, William Freeman was appointed to fill vacancy caused by death of Holley; L. H. Goodwin, from 1847 till 1851; A. K. Bosworth, from 1851 till 1853; H. C. Woodworth, from 1853 till 1855; Reuben Beals, from 1855 till 1857; H. B. Decius, from 1857 till 1861; L. H. Goodwin, from 1861 till 1865; William E. Lake, from 1865 till 1873; T. C. Kille, from 1873 till 1877; Henry J. Crosscup, from 1877 till 1881; W. E. Lake, appointed for 1881; Samuel C. Miller, from 1882, and is the present incumbent. The term of office is now four years.

#### SOCIAL DEVELOPMENT.

The pioneers of Cumberland County, with limited exception, came from Kentucky. The larger number reached this point of the State after some temporary stay elsewhere, in Indiana or in Illinois. A few years later a large accession to the settlement was received from Morgan County, Indiana. In 1850 the gold excitement attracted a considerable number of men from this county to California, but the smaller part of this number found their way back to Cumberland, and to this extent the "old stock" was depleted. On the whole, however, the community found here are the descendants of original pioneers, while enough of the fathers are left to trace back the ties which bind the present to the past. With the people came the

customs and prejudices of the section from which they came. Whisky was a prominent factor in all social matters. Distilleries were found in every part of the county, and their product was seen and used in every cabin and at every gathering. A citizen of the county describing the difference between the product of that day and this, said that the present liquor was stupifying, and had not more than one fight in a gallon. That of forty years ago had at least *ten* fights to the gallon, and was of that exhilarating sort that leads a man to think he might move mountains. A natural result of the general use of this beverage was the frequency of pugilistic encounters. At every ordinary gathering there was a tendency to quarrel, and few passed where many were brought together that a fight did not occur. Saturday afternoons were regular holidays, in which the male portion of the community came together at the various villages, and indulged in pitching quoits, wrestling, shooting at the mark, or running their horses on a wager. In most of these contests gambling in one way or another was a prominent feature. To one accustomed to different customs, such amusements seemed to betray a vicious character and a ruinous tendency, and it would be generally conceded that, continued to this day, such practices would greatly retard the prosperity of the community. But these practices had their origin in the customs of an older society. Brought here in contact with other customs, transferred from other sections, new forms of amusement and new customs were developed, and with the change of circumstances and surroundings society invented new modes of amusement. The early law allowed the voter in general elections to vote at the county-seat or elsewhere in the county, and such occasions and the opening of court brought a large proportion of the male population together. Subsequent changes broke the larger community into smaller ones, where the more thoughtful ones had greater influence, and this boisterous conviviality has gradually been done away with. Another powerful influence toward the social development of a community, is its contact with others. A profitable emulation springs up, business interests become involved, and orderly habits become a necessity. In this early stage of development, therefore, the first highways played an important part. They were the great arteries that touched the lines of the various minor communities, and linked their prosperity together.

The Cumberland or National road was laid out about the time, or before, of the earliest settlement here. It was subsequently completed sufficient for general travel as early as 1832. This was of

great influence upon the community, bringing, as it did, persons from all parts of the older settled portions of the east in contact with the community settled in the southern part of the county. From this road, at different points, the early roads led back on either side to the remoter settlements. Of the earliest wagon-ways in Cumberland County, scarcely more than trails, one led from Greenup to the Johnstown settlement; another led from Woodbury to Johnstown, and a third led from Greenup to the Glenn settlement, in Coles County, by way of "Cutwood Gap." These were at first the only regular routes of travel. These led along the edge of the timber, as the green-head flies made it impossible for animals to pass through the prairie during the larger part of the day. These roads were not officially established, nor regularly laid out, nor worked. They were simply the routes from one point to another, which the people generally agreed, under all the circumstances, were the most direct. Streams were forded, sloughs were avoided by circuitous routes, or plunged into and through by the dint of horse power and endurance. Often the teamster was forced to relieve his team by unloading a part of the burden in the midst of the slough, if his prudence had not led him to do so before entering, and then this portion of the load had to be transferred to the wagon again upon the shoulder of the man. Thus it frequently occurred that the day was spent in making a comparatively short distance, and the teamster would find himself worn out with his exertions and covered with the mud in which he had been obliged to work. In 1835, the road from Greenup to Charleston was established, connecting with a road that passed southward through Jasper County. In 1839, a road from Charleston, *via* Johnstown, was laid out to Louisville, Clay County, in this State; in 1846, a road from Greenup to York, in Clark County, and a little later, the State road, which runs northward through the center of the county. These were the principal inter-county roads. In the meanwhile, scarcely a session of the County Court passed without action was taken on some of the neighborhood roads. These at first were constructed upon the most available direct route from one neighborhood to another. As lands were entered, and these routes were found to interfere with private interests, they were changed to run on section-lines.

But with all this multiplication of roads it was found difficult to reach a profitable market by means of wagons. St. Louis was the principal market for produce in this section, and the National road was a great advantage to this county, but even by this way the cost

of transportation nearly consumed the value of the load. Along the larger waterways large flat boats were constructed, laden with grain and pork, and then floated to New Orleans. The Embarrass River was available for this purpose along its lower length, and under the supposition that it could be used in Jasper, Cumberland and Coles counties, the legislature passed an act, in 1847, authorizing these counties to levy a tax for clearing out the drift-wood and other obstructions from the channel and banks. This county did levy one tax, and in 1848 Wiley Ross was appointed to superintend this work. Debris was removed, overhanging trees cut away at considerable expense, but the river was never found available here. Two flat-boats started down from Coles County, only one of which got into the Wabash River. The numerous streams in the county added a serious difficulty to the early travel, and gave no little trouble to the County Court, which was embarrassed by a very limited treasury. The only important bridge in the county, until about 1830, was the bridge on the National road, built across the Embarrass by the government. This was built about 1832, and was a good specimen of workmanlike skill and patience. It served the public well, but the constant wear of travel and weather reduced it to a wreck in about thirty years. Warped out of shape and in a dangerous condition, it was still used until its final destruction, about 1865.

The destruction of this old bridge seems to have worked up a new era in the history of the Embarrass River, particularly in the locality of Greenup, for it seems the river had not been discovered to be navigable for boats, especially from bank to bank, until then. This is an epoch in the history of the Embarrass well remembered by some of the old Boards of Supervisors, who were so persistently assailed for ferry-boat licenses and charters, and price lists, along in 1866-67. After the destruction of the old bridge, Reuben Mattox established a ferry in 1836, at the point where the Cumberland road crosses the river. The charter of this ferry was granted by the County Board to Mr. Mattox, who run the boat until it passed into the hands of Abe Parker. This boat was first built with the intention of being kept up and sustained by the town of Greenup, but for some reason the enterprise failed and Mr. Mattox took it up. Mr. Parker was succeeded by Samuel Cisna, and he by Henson Bright. In June, 1835, Chas. Conzet, Jr. and Wm. E. Workman established a ferry at the point where the Charleston and Greenup road crosses the river. They run this boat for some time and

assigned it to Sam Cisna and Chas. Allen. The boat afterwards passed into the hands of Cisna alone, and afterwards back to Workman, who owned the boat when he died, in 1871. R. M. G. Cleghorn run the boat for some time after the death of Workman. It then passed into the hands of John Hallett, whose almost superhuman appeals to the Great Boatman, who ferries people across the river Jordan, could almost make the boat glide without any other exercise or propellant power. It then came back into the hands of Sam Cisna, who succeeded Hallett. During the time Workman ran it, a small saloon was attached to the boat, the result of which was to make the head swim as well as the body, making a kind of double ferry and adding to the financial part of the arrangement. Although this saloon was a small affair, its liquors spoke as loudly in their workings as though drank in one of the dashing saloons of London, or New York. During Workman's last term (under a twenty years charter), he constructed a "pontoon bridge," which rendered crossing more safe and convenient. But Workman has crossed the big ferry, and the pontoon bridge is gone.

The business of conducting a ferry, even at that date, had its discouragements. This route was considerably traveled, and while the Board had granted a very liberal list of charges, especially in the case of foreign travel, it did not prove highly remunerative. People did not seem to appreciate the private character of the enterprise, and it is said the irritated proprietor rushed before the Board, at one of its sessions, threw his hat upon the table before them, exclaiming, "Gentlemen, I want you to do something to compel people to pay, when they cross on the ferry; for, by G—d! I have to keep a hired hand to run the boat for me, while I stand on the bank with my coat off and sleeves rolled up, ready to flog them if they don't pay, d—d if I don't, and I am getting tired of it, and want you to do something to make them pay, without my having to flog it out of them." It is not recorded how the Board satisfied the irate ferryman, but as a memorial of Workman, and of the skill of James Eaton in the use of a broad axe, the boat remained for years, serving a temporary substitute for the old bridge. A ferry is still used, about two months in the year, on the road leading from Toledo to Greenup.

In 1862, the Board of Supervisors contracted for a bridge across the Embarrass River at Nees' Ford, where the section-line crosses the river due east of the courthouse, and for the repair of the old bridge on the Cumberland road. The first was built at a cost of some

\$650, paid by the county, and a subscription of \$380 by those interested. The repairs on the old bridge were carried forward very slowly, and the structure was carried away before it was finished. In this year, also, bridges were constructed over Muddy Creek, on the road from Toledo to Neoga, and over the Cottonwood Creek, on the road from Toledo to Greenup. These are unimportant structures, and were built at a cost of about \$300 each. Under the township organization, the county central authority has but a limited control of the subject of bridge building, and in this county, the unusual fact was presented, of the Board of Supervisors willing to construct, and the township backward in building. The Board had made several attempts to secure a durable bridge over the Embarrass on the National road, but no practical result had followed when, in December, 1875, the following "whereas" was passed: "Whereas, the county of Cumberland is greatly deficient in bridges, and that a bridge is needed across the Embarrass River, at the National road crossing in Greenup; also, one across Muddy Creek, at the crossing west of Prairie City, in Sumpter Township; also one across Muddy Creek, at the National road crossing in Woodbury Township; and also, one across the Embarrass River, at the Ryan Ford, in Union Township; and, whereas, our county is out of debt and amply able to build good and durable bridges on easy terms; now, therefore, we, the said Board, would respectfully recommend to the Commissioners of Highways, that they take the necessary legal steps to build bridges at the respective places above mentioned; that we recommend the building of good iron bridges at the said crossings, and that they be placed on good iron abutments," etc. The Board further recommended that contracts be made with the McKay & Nelson Iron Bridge Company, of Fort Wayne, Ind. This action on the part of the Board developed some activity among the township authorities, and contracts were let for three of these bridges, which were erected in the following year. The bridge at the Woodbury Ford was carried out by high water in 1882. The repair of this bridge, including the cost of raising the grade, it is estimated will cost upwards of \$4,000, and is now under consideration. The bridge at Ryan's Ford was contracted for in August, 1883, for \$6,700. The three bridges constructed in 1876, cost about \$20,000, of which fell to the county something over \$17,000. There was some difficulty in settlement with the contractors, and the Board finally compromised on \$16,087.95 as its share.

## RAILROADS.

*Illinois Central Railroad.*—With the application of steam to locomotion a new era dawned, and all systems of internal improvement founded upon wagon-ways, or in constant streams, were revolutionized. With the building of the railroads the great advantage of the National road was lost, and the public clamored for this new power that was to revolutionize the age. Situated, as it is, remote from navigable streams, and from large centers of trade, Cumberland County for years seriously felt the need of railroad facilities, and as one part after another of the State felt the invigorating influence of this new agent of civilization, it receded by contrast until what was a leading, enterprising section, became an isolated, non-progressive community. In 1855, the Illinois Central Railroad crossed the northwestern corner. The projection of this great enterprise is a part of the history of the State. Constituting a part of the State internal improvement system of 1837, it was abandoned in the general collapse of the project after some work on the line had actually been done. A part of the line was subsequently revived by legislation, but the enterprise lacked vitality, until congress in 1850 granted to the State a tract of some three millions of acres, through the central part of the State, in aid of its construction. This act granted the right of way for the railroad through the public lands, of the width of 200 feet, from the southern terminus of the Illinois and Michigan Canal, to a point at or near the junction of the Ohio and Mississippi rivers, and for branches from the main line to Galena and Chicago. Privilege to take from them earth, stone and timber for its construction, was also granted, but the main grant consisted of alternate sections of land, designated by even numbers, for six sections deep on each side of its main line and branches. Land sold or pre-empted within this twelve-mile area, might be made good by selections of even sections of public land anywhere within fifteen miles of the line of road. The lands in this space were immediately taken out of the market, and when placed on the market two years later, the price of public lands was advanced to \$2.50 per acre. The complete plan of the projectors of this bill in congress, was the continuance of this line of railroad direct to Mobile. In 1852 the road was begun and carried through without any great delay. The line through Cumberland was built in 1855, and a station made, called Neoga, which has given its name to the village and township. The effect of this road upon the development of the county was marked principally in the quickening of immigration to this point. A large proportion of the lands in



Cumberland County belonged to the general government in 1850. Some lands within the railroad grant had been purchased by settlers, and lands in lieu of these were selected by the railroad fully fifteen miles from its line in this county. By the time the railroad was actually built, there was scarcely a piece of public land in the county. The railroad lands were unsold until some years later.

*Saint Louis, Vandalia & Terre Haute Railroad.*—The location of the "Central" road made it of little advantage to the general business of the county. It developed a thriving village about its depot in this county, but its long distance from the main business points rendered the desire for another railroad none the less keen. The region of the State between lines running east and west through Terre Haute and Vincennes, found its best market at Saint Louis and the East. For these markets the Central furnished no facilities for transportation, but on the contrary its friends were bitterly hostile to the construction of any road from either of the points mentioned to Saint Louis. The agitation for the building of the Ohio and Mississippi began in 1849, and it was not until 1851 that the legislature reluctantly granted it a charter. The Atlantic & Mississippi Railroad was projected at the same time. This proposed to reach Saint Louis *via* Vandalia, from Terre Haute, and was popularly known as the "Brough road." This line was considered to be in direct conflict with the interests of Alton, which then posed as a rival of Saint Louis, and in ruinous competition with the Terre Haute & Alton Road, which was then being built. Col. John Brough, a leading public citizen of Indiana, was at the head of the enterprise. Refused a charter in 1851, he proceeded to organize a company under the general law of 1849, but after some \$500,000 was subscribed it was found impracticable to proceed under that law, and in 1853 application was again made for a charter and promptly denied. The determination of Col. Brough had brought out the full force of the opposition, and every attempt to charter, by individual links, a line from Terre Haute to Saint Louis was met with defeat. The survey of this line of road passed through Cumberland County considerably north of the National road, and in 1854 the people voted to take \$30,000 of stock. The Brough road, however, was relinquished, and a new organization took up the project. On November 25, 1853, the leading men of Cumberland, Clark, Crawford, Jasper and other counties to be traversed by the proposed road, met at Salem. A vigorous address was adopted, and a committee of twenty men appointed to present it to the Governor. An extra session of the legislature was

called, and the "Mississippi & Atlantic" road was chartered. Its construction was greatly delayed. One line after another was run, and it was freely charged in many quarters that the engineers were advertising, by their actions, for bids to influence their final location of the line. In 1866, the people of Cumberland County voted to take \$50,000 in stock of this company, upon the condition that the company should "locate, construct and equip a railroad" through the county in an east and west direction, and not south "of the line surveyed and adopted by the Mississippi & Atlantic Railroad Company." A proposition was made in 1868, by the company, that the county should vote \$100,000 in aid of the enterprise, provided that the road should be built within one and a half miles of Prairie City, otherwise to pay only \$50,000. This seemed to be an effort to evade the conditions upon which the former subscription had been made, and when submitted to the people was defeated by an overwhelming majority. The road was finally constructed upon a line south of the one stipulated in the conditions upon which the subscription was based, and the county has not paid, nor in fact issued any bonds to this company.

This road, in 1869, secured an amendment to the original charter giving the company the usual privileges, immunities and benefits for branch lines from the main track to Marshall, Prairie City, and one or two other points in the State. Some agitation was set on foot to secure a branch to the county-seat. The aggregate cost of the proposed branch was placed at \$9,000, and on April 5, 1873, a meeting of the citizens interested in the project was held, but the branch never made much progress in a practical way, and the other railroad projects drove it out of the public mind.

*Peoria, Decatur & Evansville Railroad.*—The brilliant success of the "Central" gave rise to a general desire among certain capitalists to try this sort of speculation, and, in 1855, a road was projected from Mattoon to Grayville, on the Wabash River. A charter was finally secured February 6, 1857, but up to 1876 nothing had been accomplished in the way of grading. A part of the original plan was to find an outlet through Indiana, and the Mount Vernon & Grayville Railroad Company was the name of the Indiana division. To the construction of this road the terminal county had voted a large subscription, which was subsequently diverted to the building of a new courthouse. The first spike had been driven on this division in the early part of 1871, and some five miles of the road graded and laid with rail, but the treacherous action of the people at the terminal

point discouraged further work in that direction. In March, 1872, the two companies were consolidated under the name of the Chicago & Illinois Southern Railroad Company, and about the same time, this new organization was consolidated with the Decatur, Sullivan & Mattoon Company, which had been formed under a charter granted in 1871. With all this activity in the transfer of franchises, and the utter absence of any apparent progress in the work, the people began to believe that the bonds voted at various points would be squandered and no railroad secured. In response to some of these complaints, the contractors of the time wrote to an influential friend of the enterprise, at Olney, Ill., as follows:

J. W. BECK, ESQ., Olney, Ill.

NEW YORK, July 24, 1871.

DEAR SIR:—In answer to your favor of the 21st inst., asking information in reference to the construction of the Chicago & Illinois Southern Railroad, we would state that since we undertook the contract to build that road, our efforts have been applied to the work in Posey County, Ind., in order to save the charter of the Mount Vernon & Grayville Railroad Company, now consolidated with, and forming a part of the C. & I. S. Railroad, and also to the work on the Decatur, Sullivan & Mattoon Railroad, from Mattoon north to Decatur and Springfield, in order to save some valuable subscriptions necessary to build that road, which, when completed, will be consolidated with and form a part of the C. & I. S. R. R., and give it two important outlets, one to Decatur, another to Springfield.

For the certainty of success in all great enterprises, it is best until everything is put upon a sure footing, to make haste slowly—and we do not doubt but our friends along the middle of the line of the C. & I. S. Railroad begin to think our progress very slow indeed. But they must be patient, and in good time they will see the road running through their country to their satisfaction. They must realize that to build a railroad, other and sometimes more laborious work has to be done besides shoveling dirt, building bridges and laying track. The work of negotiating the securities, getting the iron, fastenings, and rolling stock has to be done, and to that end all our energies, time and ability are now directed, with excellent prospects, we are happy to say, of early success. When this shall have been accomplished, your good people shall have no cause to complain of longer delay. We shall commence work from Mattoon south to Prairie City, and from Olney both north and south. We expect to have the D., S. & M. road finished to Decatur—40 miles—by the 1st

of October. It is now nearly completed to Sullivan—13 miles—with iron laid, and the iron has been purchased for the whole road and is now being rapidly delivered.

Your people should understand that it is as important to them to have the D., S. & M. road built, as any portion of the C. & I. S. road, it being really a part of the latter road, extending it to Decatur and Springfield, where it will connect with other roads extending west and to the north. We are now in treaty with those connecting roads, so as to make the C. & I. S. Railroad a grand trunk line, connecting Chicago and the Northwest with the South by an almost air line.

Our engineers are now surveying the road from Mattoon to Prairie City, and as soon as it is finished we shall put it under contract for early completion.

At Olney we shall commence the work as soon as we have the line definitely located by Col. Andrews, the Chief Engineer of the road. At Mount Vernon we have five miles of iron laid and about five more graded. We propose to contract the balance of the work out to the Wabash River, and are now in treaty with a responsible contractor to do the work and finish it in a rapid manner.

We have purchased four locomotives. Two we have now in use, one at Mattoon and one at Mount Vernon, and two ready for work upon the road as soon as needed. Indeed, everything on the whole line is progressing as well as we could expect, considering the difficulties we have had to encounter, and if we are slow in reaching your place, we are none the less sure—and surety is what is most desirable in the success of any enterprise.

We have kept this enterprise intact through one of the most disastrous financial storms abroad we have ever known—occasioned by the French and German war, and which swept many other more promising railroad enterprises out of sight. From the effects of that storm, confidence in railway securities is just recovering, and we hope now to place the success of this undertaking on a permanent foundation.

As for the McCabe claims we would add—we have assumed their payment and they will be paid. In a short time one of our firm will visit your city and arrange the matter satisfactorily to all parties concerned.

Very truly yours, J. EDWIN CONANT.

Notwithstanding this brave talk, the word of promise was spoken to the ear only to be broken to the heart. The consolidation was effected as noted above; one set of contractors after another failed

and the people of Cumberland County began to despair, and, in August, 1874, the *Democrat*, at Prairie City, declared that "several contractors have been awarded the contract to build the road, only to hold it as a matter of speculation, and allow it to expire by limitation. Such has been the history of the road until it was virtually killed, or thought to be killed, and buried under the act of the directors consolidating the road with the Mattoon & Decatur road under the incorporate name of the Chicago & Illinois Southern Railroad Company. This act, so far as it was capable of doing so, assisted by the Cleveland Iron Company, gave the enterprise its quietus, and its enemies confidently congratulated themselves that this time, for a certainty, the road slept quietly, in the Tomb of Capulets, that sleep that knows no waking, and at once commenced administering upon its effects."

At this juncture, Messrs. McIntires & Chapin, of Mattoon, began proceedings to have the consolidation set aside or dissolved. A suit was brought in the Jasper County Court, and was finally adjudicated by the United States Court for the Southern District of Illinois, on May 5, 1876, which entered a decree dissolving the combination. Work was at once pushed upon the middle sections, and thirty of the ninety-three miles proposed were graded.

Cumberland County took by far the greater interest in this road than any other that has touched its limits. All others but touch the outer edges of its territory, and are really a detriment to the growth of the business here; drawing trade out of the county business houses elsewhere. The Board of Supervisors took stock to the amount of \$250 for the purpose of making preliminary surveys in 1857. In 1866, a proposition to vote a subscription of \$50,000 to the stock of the company was submitted to the people, and affirmed by the election of July 28, of that year. The condition of this subscription to the "Grayville & Mattoon Railroad Company" was, "that said company shall locate, construct and equip a railroad through said county, running on a line as nearly as practicable from Mattoon, in Coles County, to Prairie City, in Cumberland County, and thence to Grayville, in White County." For this subscription, on this condition, there was a majority of 384 votes, and in September, 1866, the Board ordered "that as soon as either or both of said roads (Vandalia and P., D. & E.) shall in all things comply with their part of the obligations or contracts accepted by said Board at the May special term, 1866, then by these presents, the Clerk of this Board is hereby authorized to issue said bonds in *strict compliance with the*

*contract* entered into by said Board with the railroads aforesaid, as is entered of record in this office." The county, through its representative, assented to all the consolidations, but stoutly resisted the suggestion that the bonds should be deposited in Terre Haute, in trust with some person, to be turned over to the railroad authorities when the contract was satisfied. There was, however, a difference in judgment upon the subject among the members of the Board, and it is due to the stout resistance of H. B. Russell that the county did not commit this fallacy. In February, 1877, the Clerk was instructed to issue the bonds, but, inasmuch as they needed the signature of the President of the Board, who was at this time H. B. Russell, the whole matter was delayed by his refusal to sign them. He was finally deposed from his position, but the dilemma was only increased. There were just eight men, and they were evenly divided upon the subject; the candidate for the vacancy, too modest to vote for himself, was easily defeated by the deposed faction. Day after day the fight raged, until the Board gave up the struggle, restored Mr. Russell, and left the bonds unsigned. In July, the Board *unanimously* rescinded the order directing the issue of the bonds.

In the meanwhile the "railroad came," and was noticed by the *Democrat* as follows: "On Saturday, the 23d day of June, 1877, the track-layers on the Grayville & Mattoon Railroad laid the track across the street leading east from the courthouse in our city, and engine No. 8 run up into the street, and blew a long blast from her whistle, which brought a large number of our citizens to the road, accompanied by the band and a wagon-load of refreshments, for the purpose of expressing their thanks to the contractors and laborers of the road for the faithful and diligent manner they have pursued in constructing the road to this place. After the band played a piece, Clinton Woods, from the top of the engine cab, introduced Judge Decius to the crowd, who, in a very appropriate speech, extended the thanks of the citizens of Prairie City to the contractors and laborers of the road, and then invited them to partake of the refreshments prepared for them. Mr. Wyith, the contractor for laying iron, mounted the cab, and in behalf of the laborers expressed thanks for the kindly manner in which our people had received them. Mr. Simmons was then called for, and made his appearance on the cab, and commenced his remarks by saying that speech-making was his weakest forte, but that he felt like thanking our people for the manner in which they had been received by them, and stated that it was the first demonstration of any kind they had met



*David B. Green*





with, on the whole line. He then tendered the train to the crowd for an excursion to Greenup and back, which was accepted, and a jollier or happier company never boarded a train of cars than the one that went to Greenup on the first train that ever ran into Prairie City."

The present name of the company arose from another consolidation, or rather purchase. The Pekin, Lincoln & Decatur Railway Company was organized under a charter granted in 1870, and the road opened from Pekin to Decatur, 67.9 miles, in November, 1871, by its original owners. In the following year it was leased to the Toledo, Wabash & Western, by which it was operated until August, 1876, when it was sold under foreclosure sale. The road was subsequently extended from Pekin to Peoria, a distance of 9.2 miles, and opened for traffic March 1, 1878. This company then purchased the Decatur, Sullivan & Mattoon, and the Grayville & Mattoon roads, and in 1880 reorganized with an Indiana organization, under its present name. The southern terminus was changed to Evansville, Ind., and that division pushed to completion in June of the following year. The road from Mattoon to Grayville was in a very bad condition when sold, and so much poor work was found in its construction that it needed, and gradually received, rebuilding. The road has been of great advantage to the county, and as it cost no money to the county at large, there is but little room for grumbling. Sumpter Township subscribed an additional \$25,000, and paid the amount though the result of the suit against the county demonstrates that the railroad company could not have compelled the payment on the contract.

*Danville, Olney & Ohio River Railroad.*—This was a narrow-gauge railroad, the projectors of which were organized into a company, under a charter granted March 10, 1869. The route proposed for the road started from the north bank of the Ohio River in Massac County, Illinois, "thence northwardly to the city of Chicago, or such place from which an entrance may be effected by construction or connection, and the line of railway to be located on such survey as may come within the range and purview of the charter of the company, about 340 miles." Work was begun on the northern end of the road and pushed southward from Kansas, in Edgar County. The work met with a good deal of delay. In 1876, there was but eight miles of road, from Westfield to Kansas, and in 1878 this section of the road was put in operation. The further construction of the road made slow progress, reaching only some thirteen miles in the following year. In 1881, there was a revival of the work and

some fifty-seven miles completed. In the following year the gauge was changed to standard width and the road completed to Olney, thus forming a link between the Ohio & Mississippi road on the south and the Indianapolis & Saint Louis on the north. This line of road passes through the eastern portion of Crooked Creek Township, in Cumberland County, and has a station at Hazel Dell. The township voted a subscription of \$18,000 to the road, but has never issued the bonds. The railroad company has instituted legal proceedings to secure an order from the court compelling the township to issue the necessary bonds, but the question is yet at issue. The township resists upon several technical grounds, as well as a failure on the part of the company to perform its obligations under the contract. The result is likely to be in favor of the township, as some of the points have been adjudicated in other courts in the case of other counties against this company.

*Toledo, Cincinnati & Saint Louis Railroad.*—This is a link in the system of narrow-gauge railroads, which is destined to reach across the country from the Rio Grande to the Ohio. The starting point of this road was at Dayton, Ohio, to reach the southeastern coal fields of that State. It subsequently was extended to Toledo, Ohio, and then from Delphos, Ohio, extended toward Saint Louis. Subsequently, a road known as the Cincinnati Northern was built northward from Cincinnati to Lebanon, and united with the Dayton road; hence the name. The line from Paris to Saint Louis was known as the Paris, Neoga & Saint Louis, and was surveyed in October, 1872. Neoga and vicinity raised by subscription some \$60,000 to aid its construction, but it was not until 1883 that the road was in running order to East Saint Louis. This road, it is thought, will prove a boon to Neoga, as it has been powerless in the grasping administration of the Central Railroad.

With five railroads crossing the territory of Cumberland County, it would seem that its citizens ought to be reasonably satisfied with its achievement in this direction, but while they have cost the county but little, they help the county but little. About 1871 and 1872, the Danville & Charleston Railroad was projected, to run to Flora, in Clay County, and the citizens of Cumberland were more interested in its success than in all the other projects. The *Democrat* voices the public feeling, in 1871, as follows: "From present indications it looks very much like the Charleston & Danville Railroad will be built, the City of Charleston itself having subscribed \$200,000 towards the enterprise, which is two-thirds of the estimated amount

necessary to complete the road ready for the iron. The proposed terminus of the road is Flora, in Clay County, at which place the road will connect with the Paducah & Cairo road. If you will take a map and examine it, you will perceive that Charleston, Prairie City and Flora are on an air line, and if this road is built, and runs straight, it cannot miss us. Encouraging as this may seem, we cannot expect this road to be built through our county without laying our hands to the work, and using our means to bring about its completion. It is estimated that \$6,000 per mile will prepare the road for the iron, and as it is about sixteen miles across the county north and south, it would cost the Townships of Cottonwood, Sumpster and Woodbury, in the aggregate, \$96,000. This amount may appear formidable and look like a difficult sum to raise, yet it can be done; where there is a will there is always a way, and thousands of dollars could be obtained in the way of labor, ties, teams, etc., in the construction of the road where people were not able to pay a cash subscription, and which would answer every purpose. And when we look at the importance of this road and the great benefit it would be to our farmers, and, in fact, to the entire county, the amount is insignificant in comparison. By this road we at once secure a direct and shorter route by seven miles by the way of Danville to Chicago than we have over the Central by the way of Mattoon, and at the same time force the Illinois Central into competition with this new road.

“ While we do not wish to disparage the importance of the Mount Vernon and Mattoon road, and acknowledge the benefits it will confer, and hope to see its early completion,—we regard the Chicago, Danville & Flora road much the more important road of the two to Cumberland County. From this fact, that it makes competing lines east and west, of the T. H. & V. & Saint Louis, the Terre Haute & Alton, and the Great Western roads, and north and south of the Illinois Central, giving us a direct communication with all the great markets of the country, and will enable us to reach Chicago without being robbed and plundered by the Illinois Central monopoly. This cannot be said of the Mount Vernon & Mattoon road, from the fact that every car-load of grain shipped over that line will be subject to the control and tariff rates of that grasping corporation, and they will virtually control our road and dictate its policy, as Vanderbilt and Fisk dictate the policy of the Eastern roads, and so far as its benefits in a commercial point of view are concerned, they will never amount to anything. What our farmers

and business men want is a cheap and direct communication with Chicago and the Eastern markets, and this we secure by the construction of the Danville & Charleston road, and without it we are at the mercy of the Illinois Central monopoly. Some persons may argue that the Fuller Bill, passed by the present legislature, regulates the tariff rates of the various roads of the State. It is, however, the opinion of some of our ablest lawyers that the provisions of this bill can never be enforced against the Central road, from the fact that it is a violation of vested rights, and an infringement of the provisions of the charter under which the Central Company was incorporated, and not a matter within the reach of a State legislature. If this view of the matter should be entertained by the Supreme Court, then even with the Mount Vernon & Mattoon road completed, our farmers will be but very little better off than at present, from the fact that in its completion we gain access to no important commercial points. No merchant wishes to buy his stock of goods at Mattoon, Decatur, or Pekin, the points made by the Mount Vernon road, neither do these places furnish a market for grain or stock. Then we ask, aside from the matter of convenience, what do we gain? Commercially, we gain nothing. We are still in the iron grasp of the blood suckers of the Illinois Central, who, every farmer too well knows, have for years levied their unholy tribute upon every bushel of grain, and every hoof of stock raised in this country and shipped over their road. And that they have set like an incubus upon the industries of our people, and weighed down their energies with their unjust and outrageous exactions. We *must* by some means rid the people of Cumberland County of this oppressive burthen, and the only way to do so, since this Company is beyond legislative reach, is to build competing lines, and by the force of competition compel them to reduce their rates to a fair standard. This opportunity is offered us in the Chicago, Danville & Charleston road, and it only requires a proper effort upon the part of the people in the townships through which this road will pass to immediately secure its construction, and when completed it will be one of the most profitable and important roads in the State, and will be the means of developing the country to a greater extent than any of the roads that have yet been built. We hope our citizens will give this subject due consideration and act with energy and promptness in the matter."

This is the feeling in regard to the necessities of the county today, and the Grand Continental Railroad projected from Cincinnati

and Louisville to Omaha has attracted a great interest throughout the county, and \$300 has been raised by private subscription to survey the line through this section. The line, as projected, runs directly from its western terminus to Quincy, Ill.; from thence *via* Winchester, Taylorville, and Toledo, Ill., to Sullivan, Ind. At this point, the projected line has two branches, the one direct to Cincinnati and the other to Louisville. The prospects of this road, with reference to Cumberland County are yet very indefinite, but are the topic of considerable discussion and newspaper sensation.

#### THE PRESS AND POLITICS.

The newspaper is a marked outgrowth of the social development of society. When once grown to that point where it feels the necessity of controlling public sentiment and uniting it upon the various common interests, the community calls in the newspaper, and through its agency solidifies its power. It was in response to some such necessity that Daniel Marks established the *Greenup Tribune*, at the village of Greenup, in 1855. The press was brought overland with an ox-team and set down in this unfledged town, long before the county alone could give it a leading support. The proprietor engaged Matchett, a noted "knight of the stick," and gave his attention to working up a list. He made his excursions on foot, and wandered through the counties of Jasper, Effingham, Clark and Cumberland, soliciting subscribers to this pioneer journal of civilization. He seems to have been admirably adapted to his business, securing a considerable list, and taking as payment a large number of coon-skins and anything that could be "swapped" into money. It was no unusual thing, it is said, to find the larger space devoted to his office occupied with these peltries. A year later, Templeton & Bloomfield succeeded to the ownership of the paper, and conducted it under the same title for about a year, when they removed it to Prairie City, from whence it was subsequently removed, and the county was without a "voice of the people" for a short time. In 1859, James E. Mumford came to Greenup from Ohio, and determined to found a paper, and on December 2, 1859, the first number of the *Greenup Expositor* was published to the people. The paper was published by J. E. & H. P. Mumford, and the first issue was gotten out by the junior member of the firm. In the first number he says: "It will ever be our aim, with the aid of a sufficient number of passengers aboard of our bark, in the way of subscribers, to not be vainglorious or presumptuous—nor to dive into the more scientific

researches of the hidden mysteries of nature, but skim along upon the surface of time, noticing intermediate events, and making ourselves as acceptable as possible, and as amusing and interesting as the case will permit. We wish to please all that are pleasurable, and those who have a moral nature can always find in some portion of our paper enough to soothe the savage and make merry and interesting the scientific feelings. \* \* \* Our paper will be devoted, principally, to news, politics, agriculture, education, and mechanical interests, with humorous matter enough to give life and spice to all. \* \* \* As to the political character of the *Expositor*, we would state, in order that everyone may rightly know our position, that it will be Democratic of the Douglas stamp, though only when duty calls will it be ours to obey, in supporting that gentleman for the Presidency in 1860. \* \* \* As to the local difficulty existing in the county, in regard to the county-seat, it will be ours to be mum, and to print a paper for the benefit of the whole county—for one place as well as another—and shall court the improvement of all.” Under another caption, the editor remarks: “We intend, upon the return of our brother, J. E., to make a thorough canvass throughout the county, and see every head of a family, and all the pretty girls, and make them all subscribers to the *Expositor*.” With such good-natured frankness, it would have been remarkable if the paper had not made friends. The paper was successful from the first, but in 1860, the office followed the star of empire to the county-seat. Here J. E. Mumford continued the paper until 1867, when he sold out and removed to Danville. The *Expositor* was continued by Flavius Tossey, and the name changed to the *Cumberland Democrat*. Frank Bowen succeeded Tossey as proprietor, and published it until October 1, 1870, when the establishment was sold to George E. Mason. The paper at this time was a six-column folio; a year later it was enlarged to seven columns, and September 29, 1873, W. D. Mumford was associated with the paper as junior partner. An office, twenty by fifty feet, was erected, a No. 6 Washington Hoe, and Nonpareil Jobber press added, besides some 100 fonts of type. January 20, 1875, Mason retired from the paper, disposing of his interest to E. Gorrell, and the firm became Mumford & Gorrell. The latter disposed of his share to Mumford, in —, who continued the business alone until January, 1882, when Adolf & Leon Summerlin became purchasers, the latter now being sole proprietor.

In 1871 the *Greenup Mail* was established as a representative of the Republican element in politics. Mr. Pyle founded the paper and

conducted it alone for some three months, when he took a Mr. Davis as partner, under the firm name of Pyle & Davis. Pyle was succeeded by Edward Hitchcock, Davis was succeeded by Cookerly, and later Mr. Hitchcock became sole proprietor. The paper was subsequently sold to Ozier & Cooper, but it came into possession of a stock company, and in 1874 followed the inevitable current of things to the county-seat. Here the paper was issued as the *Republican-Mail*, with Hitchcock as editor. The plan of the company was to lease the paper by the year. A Mr. Overman succeeded Hitchcock about a year later, and he was followed by Henry Woolen, and J. & A. Caldwell, of whom the last named continued its publication until February 18, 1881. At this time J. T. Connor became a partner with the Caldwell Brothers, who had purchased most of the stock. This firm continued only some six months. Connor withdrew, as the other partners desired to give the paper a religious rather than a political character. The name of the paper had meanwhile been changed to the *Toledo Republican*, and in 1882 sold to Henry Woolen. The Caldwell Brothers went to Indianapolis to conduct a paper, as an organ of that sect of religionists who "profess Holiness." The venture did not turn out satisfactorily, and in a month or two they returned and assumed control of the *Republican*, and proceeded at once to change its name and character. Its successor is a weekly pamphlet of some dozen or twenty pages, called the *Happy Pilgrim*, which is devoted to the sect mentioned.

In 1881, the *Cumberland Times* was established at Greenup. Its editor and proprietor, W. L. Tobey, was on his way seeking a location for a Republican paper, when he was referred to certain of the leading citizens of this village. On approaching the gentlemen referred to, the newspaper man received but little encouragement, but finally meeting a gentleman who took some interest in the project, some \$500 worth of advertising was secured and the first issue sent out October 20, 1881. The paper has been regularly issued since then, and is well established. It is a five-column quarto, one-half of which is supplied with "auxiliary print." The office has a good patronage, and enjoys the official favor this year. The *Neoga News* is the third paper in the county. This was founded in 1874 at Neoga, by S. Z. Bland, an enterprising merchant of that village. It was first issued as an advertising medium of the proprietor's business, and was a single sheet under the name of the *Neoga Advertiser*. In the early part of the following year the paper was sold to

Allison Brothers, of Mattoon, who transformed it into a six-column folio, and changed the name. In 1876, the paper was sold to Messrs. Hancock & Kelly, the latter retiring about a year later, leaving Mr. Hancock the sole proprietor. December 25, 1882, the paper was changed to a six-column quarto, the largest paper in the county, but with only two pages printed at home. The rest of the matter is supplied by the auxiliary print. The paper is Republican in politics, and has a very liberal support in the county.

The political complexion of the county has always been Democratic. The Whigs were represented here early, but not in sufficient numbers to make a serious struggle for the election of candidates from their party. There was a constant growth in the relative strength of the opposition, until 1872, when taking advantage of the partial disaffection in the ranks of the ruling party here, A. J. Lee was elected prosecuting attorney by seven votes, over James L. Ryan. In 1873, the Granger movement reached its climax, and a mixed ticket was elected over the regular Democratic ticket; A. N. Rosecrans and J. W. Miller, Democrats, and T. C. Kille and W. Humphrey, Republicans, being elected. The offices of Sheriff, County Clerk, Treasurer and County Superintendent are now filled by Republican incumbents; those of Circuit Clerk, County Judge and State's Attorney, by Democratic. The Republican element in politics has gradually grown in the county, so that on purely local questions the two parties are about evenly made up of the voters of the county. On National questions the Democratic majority is about 200 votes. There is a large floating vote, which is mainly diverted to the "best man," though it also affords material upon which the unprincipled demagogue plies his unholy trade.

#### CHURCHES.

The character of early society in Cumberland County was not such as to encourage the rapid growth of church influences. Many of these people were members of church organizations, but there were so many difficulties in the way of maintaining regular services that it was a good many years before it was attempted. Camp-meetings were held as early as 1830, and scarcely a year passed without them. These were principally under the auspices of the Methodist Church, though all denominations attended and gave their support. Among the early settlers there was quite a strong Presbyterian element, who early secured the services of Rev. Hull Towar, a Methodist, and founder of Jewett. Among the other early preachers



in Cumberland County, were George Henson, — Halfacre, W. E. Smith and William Owens. There were occasional itinerants of the pioneer order, whose manners were marked more by force than elegance. It was probably of one of these that the following incident is related as happening within the limits of this county: In the early settlement of the county the sacred desk of the minister was often supplied from the humblest walks of life. And it was not unfrequently the case, that these impromptu speakers, made telling points, and in their rude, quaint manner, impressed upon the minds of sinners the great danger in which they stood, and revealed to their startled minds the frowning face of offended Deity. But one case we have a recollection of, in which the minister attempted to draw a practical illustration of the various Christian Churches, and as the sequel will show, was himself disappointed in the result. The minister in question resided at our neighboring town of Greenup (and does so yet), and while riding to the place of worship was busily conning over in his own mind the subject he would select to speak from on his arrival at the house of God, and while passing through the forest, inadvertently plucked from a convenient twig a hazel burr, and at once his mind was made up as to the subject of his discourse. Arriving at the church, he ascended the pulpit in all the conscious pride of one inspired to speak words of truth and salvation to a sinful world. Being of that faith known as Christians, or Campbellites, he was over eager to make a point in behalf of the doctrines of his faith, and after the usual preliminaries had been gone through with, the speaker arose and opened his discourse in a self-possessed, confident manner, by stating that there were a great many creeds and doctrines extant in the world, and that theologians were as far apart in many of their church forms and their religious beliefs as earth was from heaven, and that all could not be right; that some of the churches, it was true, approximated to the true faith, but there was but one church that embraced the true theory and practice of the doctrines inculcated by the Savior of mankind, and that was the church he had the honor to unworthily represent. “For instance,” said the speaker (at the same time producing his hazel burr), “this hazel burr I hold in my hand represents the church. “This,” says he (tearing off the burr from the nut) “represents the ‘soft shell’ Baptist, a mere outer garment, fallible, easily destroyed, and not capable of resistance or self-preservation—a mere nothing, without merit, and insignificant within itself. The next substance you discover,” said the speaker,

“is the hull, which represents the ‘old hard shell’ Baptist, and is of a more durable and lasting nature, formed by nature to resist to a greater extent the warring of the elements, and the corruption of time, yet with all of its apparent strength and beautiful formation, it is only another garment which hides from your view the true and only church of the living God. Beneath its solid walls is the kernel, the spirit and life of the Christian religion, the Christian Church itself; and to further demonstrate the illustration, and lay bare to your understanding the truth of my theory, I will remove the shell and reveal the kernel, which is the Christian Church, to your carnal eyes.” And the speaker proceeded to crack the nut, when, to his consternation, and to the surprise of the audience, out rolled a hideous black-headed worm, that had eaten through the outer covering of the “soft shell” Baptist, pierced the solid walls of the “hard shell;” and entered the citadel of the true church, devouring it as it went. The speaker was nonplussed, and amid the surprise and merriment of the audience the meeting was summarily closed, and it was not a great while before the minister also closed his ministerial career, and devoted himself to more congenial pursuits.

The first church building was a hewed log structure in the southeast corner of Sumpter Township. This was long known as the Salem Methodist Episcopal Church, and was remarkable for its powerful revivals. It was built about 1840, and ten years later was the only church in the county. It rotted down, and was only removed in 1881 or 1882. This denomination has good frame churches at Toledo, Neoga, Greenup, Jewett, Christian Run, Shiloh and Bethel. The organization at Greenup probably dates back further than any other in the county. It was a regular station in 1839, and was probably organized as early as 1835. An old log schoolhouse was used as a place of worship for years, until, in 1851, the present frame structure was erected. The Protestant Methodists have a fine brick church in the west part of Woodbury Township, known as Zion Chapel.

Among the earlier churches built was the Presbyterian place of worship at Neoga village, in 1854. This was organized by Rev. Joseph Wilson, who was the first person to preach in the village. This organization has had a thrifty growth, and numbers some 130 members. This denomination had a considerable membership at Toledo, and, in 1866, two lots were donated by the Board of Supervisors to this organization for a building site, but it failed to use it. The Presbyterians have a church, also, at Greenup, where a

neat frame church building was erected about 1876. The Baptists have an organization at Neoga, where they built a place of worship in 1872, in Neoga Township, in connection with the Christian denomination, and elsewhere in the county.

The Christian denomination has a large following in the county. Some of the early ministers of this denomination were Revs. Thos. Goodman, Battye, White, and Benj. Daree. D. S. Conner was also an early itinerant of this denomination. This denomination has only been noticeably present in the county since 1860, but it has organizations now at Hazel Dell, which has a frame building of its own; at Washington schoolhouse, in Crooked Creek Township; in Union Township; in the eastern part of Neoga Township, where a frame church is owned jointly with the Baptist; Corinth Church, frame building in edge of Woodbury Township; at Janesville, which worships in a frame church of its own; at Webster schoolhouse, in Cottonwood Township; and at Plum Grove schoolhouse, in Greenup Township.

The Free Methodists, a sect better known as the "Perfectionists," have a frame church at Toledo, erected in 1883. This sect has a considerable representation in the county, and maintains an energetic crusade in behalf of their doctrine. A large tent, known as the tabernacle, is moved about from place to place in the county, in which services are held.

#### SCHOOLS.

Schools were no more popular than churches at first. Much of the delay must be accounted for on the ground of difficulties almost impossible to overcome, but early schools, above all other considerations, requires that "there be first a willing mind." There was a school opened as early as 1828, just north of the county-line, and children attended it from miles around. It was probably 1840 before one was built in Cumberland County territory. This was known as the Owen schoolhouse, from the fact that Jephtha Owen taught singing-school here several seasons. Among the early teachers in the county was Benjamin Aleshire, who commenced about this time and taught more or less for fifteen years. A. J. Busick was an early teacher, also E. H. Starkweather. The latter was a native of Vermont, and was generally known as a "bluebellied Yankee." He taught school in his own cabin for years. Greenup had a very early schoolhouse, perhaps earlier than 1840. It also had the first brick schoolhouse. From time to time, the

various neighborhoods erected buildings for their schools, and in 1850 there were seventeen in the county. From the reports are gathered the following statistics, which indicate the growth of this factor in the county's development: In 1867, there were 72 school houses, and 4 new ones built; 4,192 pupils enrolled, and \$22,475.19 expended for school purposes. In 1871, the statistics were, 76 schoolhouses, and 8 new ones; 5,293 pupils, and \$21,406.65 expended. 1872, 76 old and 3 new houses; 5,610 pupils, and \$24,289.09 expended. 1873, 77 old and 3 new houses; 4,234 pupils, and \$25,331.10 expended. 1874, 82 old and 2 new houses; 3,827 pupils, and \$21,330.03 expended. 1877, 85 old and 5 new houses; 4,198 pupils, and \$21,800.91 expended; estimated value of school property, \$39,881. 1878, 87 old and 5 new houses; 5,060 pupils, and \$24,501.14 expended; property valued at \$38,923. 1879, 76 old and no new buildings; 3,849 pupils, and \$23,882.76 expended; value, \$31,879.50.

|       |    |     |     |   |     |         |       |        |     |              |       |    |           |          |
|-------|----|-----|-----|---|-----|---------|-------|--------|-----|--------------|-------|----|-----------|----------|
| 1880, | 86 | old | and | 2 | new | houses; | 4,406 | pupils | and | \$23,059.62; | value | of | property, | \$31,844 |
| 1881, | 87 | "   | "   | 3 | "   | "       | 5,525 | "      | "   | 20,732.24;   | "     | "  | "         | 37,955   |
| 1882, | 86 | "   | "   | 5 | "   | "       | 3,906 | "      | "   | 28,650.90;   | "     | "  | "         | 40,944   |
| 1883, | 73 | "   | "   | 3 | "   | "       | 3,931 | "      | "   | 28,722.92;   | "     | "  | "         | 47,567   |

In the matter of improvement of buildings, the reports show that in 1873, there were 3 brick, 59 frame and 16 log schoolhouses in the county. In 1874, 2 brick, 66 frame and 14 log; 1877, 3 brick, 67 frame, 13 log; 1878, 5 brick, 66 frame, 14 log; 1879, 5 brick, 65 frame, 16 log; 1880, 6 brick, 66 frame, 14 log; 1881, 5 brick, 70 frame, 12 log; 1882, 7 brick, 70 frame, 9 log; 1883, 7 brick, 60 frame, 6 log. In regard to these statistics it should be said that they are compiled from the Township Treasurer's reports, by the County Superintendent of Schools. There are some inconsistencies, which will be readily discovered, but they will serve to show approximately how the school interest has progressed. There are graded schools in Toledo, Greenup, Jewett and Neoga. The school at the county-seat occupied for nearly twenty years a two-story frame building, which is now doing service as a dwelling. In 1881, the present brick structure was erected. It has four rooms, but the school now has but three departments. At Neoga, a two-story frame building was erected in 1867, and two years later a wing was added, furnishing four schoolrooms. In 1879, a two-story brick building was erected at Greenup, which supplied two schoolrooms below and one above. The latter is so arranged that a partition may be made up stairs, and so provide an additional room when necessary. At Jewett, a two-story brick house was built in 1882,

and has two schoolrooms. A two-story brick building is also in process of building at Janesville, within the limits of the county. A greater liberality is being shown by the Board of Supervisors, in this public question of education, and sixty days for office work and sixty for school visiting have been allowed to the County Superintendent. This is sixty days more than has ever been allowed heretofore, and hence the schools suffered very seriously. Since the present incumbent has held the office of Superintendent, there has been a marked improvement in the grade of scholarship, and the movement seems to be toward a still higher grade.

#### SECRET ORGANIZATIONS.

The great benevolent societies have representative lodges in all of the principal villages of the county. At Neoga, the Masonic Order is represented by Neoga Lodge, No. 279, with seventy members. This lodge meets in a pleasant hall once a month, and is in a flourishing financial condition. The Independent Order of Odd-Fellows has a representative in Neoga Lodge, No. 347, of about forty members. The insurance organizations, Knights of Honor and American Legion of Honor, have each a flourishing lodge here. At Toledo, the Order of Free and Accepted Masons has a lodge, organized October, 1868. It is known as Prairie City Lodge, No. 578, and has some forty or fifty members. There is also a Chapter of the Eastern Star, Prairie City Lodge, No. 179. The Toledo Lodge, No. 355, Independent Order of Odd-Fellows, also finds a home here. It was organized in 1868, and now has forty members. This Order is in a flourishing condition, and owns the hall it meets in, valued at some \$500. At Greenup are lodges of both the great fraternities. Greenup Lodge, No. 125, of Free and Accepted Masons, was chartered October 3, 1853, with Thomas Coulson, Charles Nisewanger and S. W. Huffcut. The lodge has increased to twenty-two members. The lodgeroom is in the old building on the west end of Main Street, where the first meetings were held thirty years ago. Some twelve years ago, the lodge occupied a more modern building, but being burned out, it returned to the old building. A lodge of the Eastern Star was chartered here November 13, 1873, with Lucy P. Nisewanger, Ann M. Quinn, Elizabeth Jones, Sarah Ewart, Esther B. Tutewiler, Isabella H. Monohon, Sarah J. Shull, Martha J. Markwell, Martha E. Starbuck, Nancy Jones, Mary J. Lee and others, as charter members. Atalanta Lodge, No. 116, of the Independent Order of Odd-Fellows, was chartered here October 14, 1853. The

charter members were James Ewart, Philip Wolcheimer, Warren Covell, S. M. Smith, B. C. Talbott and A. N. Ward. The lodge meets in the same building with the Masonic Lodge, and own it in company with that fraternity. The lodge is in a flourishing condition, and has forty-four members.

#### CUMBERLAND COUNTY'S WAR RECORD.

The people of Cumberland County were noted for their fighting qualities, from a very early day up to a date subsequent to the war of the rebellion, and had that great contest been decided by a resort to fists, this region of the country would have contributed some of the most noted champions in the field. It was not until the era of the war that weapons began to be freely used here, in personal encounters, and hence, while Cumberland County contributed her quota to the armies of the North during the years 1860-65, there was nothing to distinguish this section from the great mass of the loyal North. The people here were largely "Douglas Democrats," and intimately acquainted with Lincoln. He had practiced law in the County Courts, a large number of his relatives were residents here and in the adjoining County of Coles, and he numbered among the leading men of Cumberland some of his most intimate friends. The political events, therefore, that led to the fatal issue of the war, were full of interest to the people of Cumberland, and, while their sympathies were principally with the "Little Giant," their belief in "State sovereignty" and the constitution as the supreme law of the land, made them supporters of the result of the election of 1860. The menacing attitude taken by the South up to the commission of overt acts of rebellion was not generally condemned, as there was a strong opposition to anything like abolition or coercion; but when the echoes of the attack on Sumter reached here, the rallying to the support of the Union was practically unanimous. Prejudices in regard to negroes, in regard to candidates, or any of the agitating questions of the hour, were forgotten, and every man and party was for the Union. Political lines, however, were strictly maintained, and Seymour and McClellan received the full party vote, notwithstanding the significance of their election. As the war progressed, other elements entered into the situation here, and embittered the feeling between the political parties. Hot-headed men of both political elements came together at public meetings, with furloughed or returned soldiers on one side, and deserters on the other, and a number of fatal encounters occurred. There is no evidence that