Ridge Historical Society
RECORD
BEVERLY HILLS, MORGAN PARK, WASHINGTON HEIGHTS & MT. GREENWOOD

Life on the Ridge during the Civil War

By RHS Historian Linda Lamberty, research assistance from Carol Flynn

In the new exhibit "Life on the Ridge During the Civil War," which opened on August 8 and runs until September 30, RHS looks at the Antebellum era through 1870, an interesting and pivotal period, wedged between the early pioneers and the Chicago Fire. Transportation technology and the Civil War forever changed the grand scheme of the nation, right down to day-to-day life on the Ridge.

Civil War Officer's Uniform, c. 1862-1865 Wool great coat and cape, union blue. This double breasted style was worn by mounted troops. Owned by Capt. Barnard. Donated by the Barnard-Howe-Bebb family. RHS Collection, picture by C. Flynn.

This exhibit showcases artifacts from the RHS collection, people who lived on the Ridge, and the impact of the coming of the railroad to the Ridge.

The exhibit may be viewed on Tuesdays, Thursdays and Sundays, from 2:00 to 5:00 p.m., or by special appointment.

Some of the people you will meet when you visit the RHS exhibit include:

• Austin Wiswall, a Civil War veteran buried at Mt. Hope Cemetery, lived here on the Ridge in the latter 19th and early 20th centuries. His mother, Elizabeth Lovejoy, was the sister of famous abolitionists, Owen and Elijah Lovejoy. You'll be able to read transcripts of his actual correspondence to family and friends while he was a soldier.

• Martin R. M. Wallace was a Major in the war. He knew and corresponded with Lincoln and was brother to William H. L. Wallace, a well-known Civil War General who died of injuries at the battle of Shiloh, where a large monument stands in his honor. Martin was living in Washington Heights by the 1880 census and his family is often mentioned in the early local newspapers we hold.

We share details of the service and families of some of the local men who mustered in during the war. By far the most prolific, Barnard/Wilcox family members left detailed descriptions of their Civil War activities. Thomas Morgan's family is also well-represented in the record, but many men from less prominent families are not forgotten.

Members of the Wilcox Post of the Grand Army of the Republic and their activities are noted. An unusual marker in a local park honors this group. The post finally "closed its charter" in 1942 with the death of its final remaining member - local nonagenarian Henry F. Stanley, one of over 300 Civil War veterans buried at Mt. Greenwood Cemetery.

BE SURE TO VISIT
"Abraham Lincoln: Self-Made in America"
Aug. 6 – Sept. 3, 2010
Beverly Arts Center
2407 W. 111th St., Chicago
773/445-3838
Mon. - Fri., 9:00 a.m. – 6:00 p.m.
Saturday, 10:00 a.m. – 6:00 p.m.
Sunday, 1:00 p.m. - 5:00 p.m.

SUMMER/ FALL 2010
Vol. 39, No. 2

RIDGE HISTORICAL SOCIETY
10621 S. Seeley Ave.
Chicago, IL 60643

773/881-1675

ridgehistory@hotmail.com

Open to the public
Tuesday 2 - 5 p.m.
Thursday 2 - 5 p.m.
Sunday 2 - 5 p.m.
or by appointment

Ridge rails through the Civil War

The first railroad out of Chicago had been the Galena and Chicago Union in 1848. The idea of a railroad was so mistrusted at the time that regulations were attempted to disallow it coming inside the city limits. Ironically, Chicago eventually became a hub called the "Railroad Capital of the World."

Our earliest settler, Dewitt Lane, was heavily involved with the new line, as were other savvy, forward thinking early Chicagoans. In the south Cook County region, the Illinois Central opened in 1851 and the Rock Island mainline in 1852. With the digging of the ditch alongside the Rock Island, the wet land east of the Ridge began to drain. There are early accounts of people ice-skating the ditch all the way into Chicago in the winter.

The old Indian trail that had once traversed the top of the Ridge from southwest to northeast, later known as the Vincennes Road, was moved to parallel it. The coming of the rails tolled the death knell of the old stage coach lines that had carried Abraham Lincoln and others into Chicago.

Residents along the Ridge were frustrated by the fact that the Rock Island refused to make regular stops between Junction Grove (now Englewood) and today's town of Blue Island south of here, though there was the irregular "Milk Stop" at 95th. In 1864 this Blue Island on the prairie, which had only three scant decades earlier been described "a vast vegetable solitude" by the Chicago Democrat, was on the brink of becoming a commuter stop on the outskirts of Chicago.

Aaron Norton Hart and Joseph Estabrook Young negotiated with landowners along the Ridge for right of way for a new railroad. The Chicago and Great Eastern eventually came from Chicago past the soon-to-be Union Stockyards, hugged the Ridge on the east and continued on through to Cincinnati.

Boys who had gone off to fight in the Civil War rode home on a railroad that didn't exist when they left. Many of these men joined in the urban development craze which couldn't have occurred without the railroads making real estate outside the city so accessible.

Now the Rock Island was under pressure to accommodate the Ridge, especially since the law required both lines to stop at "The Crossing" where they intersected at 103rd and Vincennes. In addition, men like Rock Island president John F. Tracy became officers in companies such as the Blue Island Land and Building Company. These companies were rampant and flourished by creating suburbs. At last, the Rock Island was working together with these companies to develop the area.

And finally, in 1871 the Chicago Fire on October 8th caused a great tide of citizenry to seek residence beyond the city limits after its devastation.

Charles O. Ten Broeke, Morgan Park resident who paid final honor to Lincoln

Charles O. Ten Broeke was a Morgan Park resident who built the funeral hearses of President Lincoln and Senator Stephen Douglas that carried the remains of these men through the streets of Chicago. Ten Broeke was only 17 when he came to Chicago, and he was an admirer of and an ardent listener to the stories of Lincoln. When Lincoln would come to Chicago, he stayed at the Matteson House, at what is now the corner of Randolph and Dearborn Sts., the hotel where young Ten Broeke boarded.

His company also built Chicago's first street cars. Ten Broeke was treasurer of the Village of Morgan Park and a member of the original volunteer fire organization. He lived at 11336 Lothair Ave., and the house still stands today although through the years it has been drastically altered from the original.

Lincoln funeral procession with hearse built by Ten Broeke. Thirty-six women in white surround the hearse as it passes though the memorial arch at Park Row on its way down 12th Street into the city. The funeral in Chicago was different from the earlier ones, for here Lincoln had been well known to many, and for a much longer time than he had been known in Washington. Fassett, S. M. (Samuel Montague), photographer. [Chicago, 1865]: Library of Congress, Prints and Photographs Division, Washington, D.C. 20540 USA.

Lincoln and the Rock Island Railroad

Abraham Lincoln, as a lawyer, was involved with the development of the Chicago and Rock Island Railroad line, the line that eventually was "dummied" to run through Beverly/Morgan Park. Incorporated in 1851, by 1854 the train ran from 22nd Street in Chicago to Rock Island, on the Mississippi River, one of the Quad Cities along with neighboring Moline and the Iowa cities of Davenport and Bettendorf. It became the first line to build a bridge and travel over the Mississippi.

Two weeks after the bridge was built, there was a boating accident. The steamboat Effie Afton was traveling up the river to St. Paul, Minnesota, when passing under the bridge, it hit one pier then another, caught fire, and sank into the river. The steamboat owner and others who were against the bridge, sued the Rock Island Bridge Co. in 1856 in the US Court for the Northern District of Illinois, which held court in Chicago. It is important to point out that this was a lawsuit pitting the two main transportation interests – river and railroad – against each other. The owner argued that the bridge was an obstruction to navigation because the piers were not parallel to the river current.

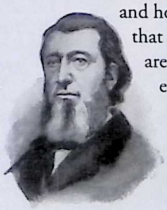
The Rock Island Bridge Co. retained Abraham Lincoln for the defense. He argued that the ship operators had acted incompetently in moving the Effie Afton between the piers and showed that fewer than 1% of the boats passing under the bridge had accidents.

The jury failed to agree on a verdict, splitting nine for the bridge company and three for the steamboat. The hung jury resulted in a victory for the bridge company. The bridge stayed, and although cases continued back and forth for six more years, in 1862, the US Supreme Court set aside a US District Court order to remove part of the bridge, and handed down the opinion that established a railroad's right to bridge a navigable stream.

Rock Island Railroad c. 1880. Photo by Hook, W. E., Utah State Historical Society.

Ebenezer Peck, Ridge resident who advised Lincoln

Ebenezer Peck was a well-known early Chicagoan who formed part of a select cadre of advisors Lincoln consulted often for their opinions on important issues. Much of the correspondence between Lincoln and these men is available online and adds insight into the way Lincoln thought and how he carried that into the public arena. Some excerpts of their correspondence are on display at RHS.



Ebenezer Peck, McClure's Magazine, March, 1896. Vol. VI. No. 4

Peck was instrumental in introducing the convention system into Illinois politics. He had an active career as a lawyer and politician, and held strong anti-slavery sentiments. He helped establish the Republican party in the State. In 1863 President Lincoln appointed him a judge of the Court of Claims, and he held this position until 1875. He died May 25, 1881.

His magnificent home, just northwest of where 95th & Western is today, was destroyed by fire before 1844.

Pet Show and Parade

RHS is planning its first ever Pet Show and Parade to be held on the RHS grounds the week-end of October 16.

Would you like to be involved in the planning and running of this event? If so, please give us a call at 773-881-1675.

Civil War veteran Austin Wiswall buried in local cemetery

A civic leader and soldier, Austin Wiswall was born on April 5, 1840, in Princeton, Illinois, to Noah and Elizabeth Lovejoy Wiswall. He was the nephew of the famous abolitionist publisher and martyr Elijah Parish Lovejoy, and of U. S. Senator Owen Lovejoy. He served as a lieutenant in the 9th United States Colored Troops, 3rd Division, 10th Corps, United States Army during the Civil War. Wiswall was captured by Confederate forces in August 1864 and held at Andersonville and Libby prisons until released by exchange. On November 15, 1865, he married Martha Francis Almy, daughter of Benjamin Rathbone and Hannah Evans Almy of Bedford, Massachusetts. They had three children. He served on the Board of Trustees of Morgan Park, Illinois and was Secretary of Mount Hope Cemetery Association. Wiswall died on September 9, 1905 and was buried at Mt. Hope Cemetery in Chicago.

A collection of his letters to family and friends while he was a soldier exists. One is reprinted here, and another is on display at the new exhibit at RHS.

Letter from Austin Wiswall to his Uncle Owen Lovejoy, April 5, 1863

Hope Landing Va, April 5th 1863

Dr Uncle

I was very glad to hear of your continued improvement in health. Clark tells me you will probably start for home a week from tomorrow also that he will accompany you. I should have liked very much to have seen you both before you started but as I cannot then shall endeavor to make the best of it. I have got along very well since my enlistment and thus far have enjoyed myself much better than I anticipated on entering the army it is an excellent school for the study of Human Nature, and a very pleasant one two [sic] if we will only be contented. The Army has improved very much since Genl Hooker took command. And if he only continues in the way of well doing we ought to give the Back Bone of this Rebellion some pretty hard knocks if we do not break it. There is a strong feeling in the Army among all parties that Copperheadism in the Northern States must be crushed out and the Government sustained to the end at all hazards, and I believe the feeling is strongest against northern traitors than it is against Southern Rebels. There would be scarcely a word said now against the enlistmen [sic] of colored soldiers.

Where six months ago there would have been open mutiny. Clark tells me you will endeavor to get me a commission before going home I shall be very glad to rec one, but shall not be disappointed, nor discontented if I do not get it. I did not enter the Army for office nor for pay but because I thought it my duty and because I wanted a personal interest in this great battle for right and justice. And God willing I propose to remain in it in any capacity He shall see fit to put me until the struggle is ended be it high or be it low.

As ever your aff Nephew

Austin

Austin Wiswall Papers, 1863-1912, Southwest Collection/ Special Collections Library, Texas Tech University, Lubbock, Texas

NOTES:

1. Owen Lovejoy was the brother of Austin's mother, Elizabeth Lovejoy, and of famous abolitionist Elijah Lovejoy. Elijah was an American Presbyterian minister, journalist, and newspaper editor who was murdered by a mob in Alton, Illinois for his abolitionist views. His murder was a sign of the increasing tension within the country leading up to the Civil War, and it is for this reason that he is considered to be the "first casualty of the Civil War."
2. Clark is Austin's brother.
3. Copperheads were a vocal group of abolishionist Democrats in the Northern United States who opposed the Civil War, wanting an immediate peace settlement with the Confederates. Republicans started calling anti-war Democrats "Copperheads," likening them to the poisonous snake. The Peace Democrats accepted the label, but for them the copper "head" was the likeness of Liberty, which they cut from copper pennies and proudly wore as badges.

To live and die a Civil War soldier

By Maureen Gilligan, RHS Curator

Although no Civil War battles were fought on the Ridge, there are reminders of the War's impact all around us. The Ridge is circled by cemeteries, many of which serve as final resting places for Civil War combatants and veterans. These cemeteries include Mount Greenwood, Mount Olivet, and Mount Hope.

Confederate Mound at Oak Woods Cemetery. Picture courtesy of Graveyards of Illinois website.

One cemetery on Chicago's Southside is famous for having approximately 6,000 Confederate graves – Oak Woods Cemetery.

Civil War soldier program takes place August 29

On August 29 from 2:00 to 4:00 p.m., Wayne L. Wolf, Ed. D., published Civil War historian on faculty at South Suburban College, will lead a program about the life and death of the Civil War soldier.

The program will explore the hazards of the soldiering life, the expectations of families when soldiers died, and the common burial practices both for war time fatalities and the veteran soldiers who populate many of our local cemeteries. The program will include a short history of Chicago's most famous, or infamous, Civil War burial ground, Oak Woods, a walking tour of the Civil War sections at Mount Greenwood, stories of some of those buried there, and light refreshments. The program will be held at Mt. Greenwood Cemetery, 2900 West 111th St.

Grand Army of the Republic statue of Lincoln "Lincoln the Orator" at Oak Woods Cemetery. Picture courtesy of Graveyards of Illinois website.

Oak Woods, whose main entrance is at 1035 East 67th Street, became the resting place of Confederate captives held at Camp Douglas, named after Senator Stephen Douglas.

Douglas had purchased sixty acres of lakefront property between 33rd and 35th streets and named his subdivision Oakenwald. In 1861, Douglas donated part of this purchase to serve as an army training camp, which eventually housed Confederate prisoners of the Civil War.

Many prisoners died in camps

Camp conditions were notoriously poor. Dysentery and small pox were rife and thousands perished. Initially, many of the prisoners were buried at the City Cemetery on the North Side. With the closing of the City Cemetery came the relocation of the graves to three new cemeteries throughout the city—Rosehill, Graceland, and Oak Woods.

Known as the Confederate Mound, this designed burial space is the largest Confederate burial ground in the North. After the federal land purchase, General John C.R. Underwood, a civil engineer and Confederate veteran, led the campaign to erect a memorial and created the design himself.

The graves are arranged in concentric trenches around the 40 foot tall monument near the southwest corner of the cemetery. The monument was erected in 1893. In 1911, bronze tablets bearing the names and ranks of the 4,275 men officially identified were placed on the mound. It is estimated that approximately 6000 Confederate graves are located in this section.

The Grand Army of the Republic, one of the largest Union Civil War veteran associations, began to erect monuments throughout the nation's burial grounds to commemorate the Civil War dead. Oak Woods had plots in its northwest section dedicated to the graves of Union soldiers. A 1905 sculpture of Lincoln the Orator marks the plot for members of the local post of the GAR.

Brockway Monument at Mt. Greenwood Cemetery. Picture courtesy of Find A Grave website.

Mount Greenwood has its share of Civil War veteran graves also. According to the 1929 Roll of Honor, available on the Illinois Secretary of State website, Mount Greenwood contains approximately 200 Civil War veteran graves.

Heroic captain buried at Mount Greenwood

One of its most prominent is the Brockway monument dedicated to Captain James W. Brockway, 29th U.S. Colored Infantry. Brockway was discharged April 1865, presumably still recovering from war wounds received at the Battle of the Crater, outside Petersburg, Virginia. The elaborate "white bronze" (zinc) monument at Mount Greenwood, monolithic and towering above its neighbors, suggests the heroic deeds of its namesake.

Old west heroes honored in September

By Carol Flynn, with research assistance from Linda Lamberty and Paula Everett

Although the Pony Express only lasted 18 months, it exemplifies the rugged derring-do of Old West heroes. Robert "Pony Bob" Haslam, considered by many to be among the bravest, most resourceful, and best known riders of the Pony Express, lies buried in Mt. Greenwood Cemetery. It is fitting to honor him this year, as 2010 is the 150th anniversary of the founding of the Pony Express, and it is also the 150th anniversary of the election of Abraham Lincoln to the Presidency.

One of Pony Bob's greatest exploits relates to Lincoln's inaugural address. On September 11 at 11:00 a.m., RHS will join the Chicago Corral of the Westerners, a local group dedicated to preserving the Old West, for a program on Pony Bob at Mt. Greenwood Cemetery, 2900 W. 111th St., followed by a visit to the Haslam grave site. A visit may also be paid to Mount Olivet Cemetery, across the street at 2901 W. 111th Street, to visit the grave of James J. Bell, discussed below. Then attendees may wish to join the group for lunch at your own expense at a location to be announced.

PONY BOB carrying the election returns of Abraham Lincoln to the first Telegraph Station on The Overland Pony Express, riding 120 miles in 8 hours and 10 minutes, from Smith Creek to Fort Churchill, Nevada. 1860.

Colorful card showing Pony Bob's most famous ride. Courtesy Wells Fargo Historical Services.

By the 1850s, both U.S. coasts were settled, but the interior was still untamed. A means of fast delivery of mail across the plains was needed. Wagons could take weeks or months to deliver a message. In 1858, the owners of a freighting business, in an effort to snare a government contract for delivering mail, proposed a fast mail service between St. Joseph, Missouri, and Sacramento, California.

The plan was to have mounted riders travel short routes, with switch-offs at stations along the way. In just two months' time, a system comprised of 120 riders, 400 horses, 184 stations and hundreds of additional personnel was put together. The Pony Express was born.

Riding for the Pony Express was difficult work — riders had to be tough and lightweight. The advertisement for riders read, "Wanted: Young, skinny, wiry fellows not over eighteen. Must be expert

SEE OLD WEST, PAGE 11

Upper left: Robert "Pony Bob" Haslam; upper right: Prentiss Ingraham (advance agent for Buffalo Bill's Wild West Show and author of books on Buffalo Bill). Bottom left: John B. Colton (Death Valley, California Jayhawk "Forty-Niner" gold prospector); bottom middle: Alexander Majors (one of the founders of the Pony Express); bottom right: William F. "Buffalo Bill" Cody. Picture taken in connection with the Columbian Exposition, also known as the Chicago World's Fair. Cody could not secure a spot inside the fairgrounds so he leased a tract of land just opposite the entrance of the fair. His show was a huge success and brought in a great deal of revenue that he did not have to share with the developers. The Wild West show occupied 14 acres between 62nd and 63rd Streets, between the train tracks and Stony Island Boulevard. There were two shows each day - 3 p.m. and 8 p.m., rain or shine. National Cowboy and Western Heritage Museum, 1892, 1994.010.0790.9.

James Joseph Bell decorated after Custer's last stand

Another Old West hero buried in Mount Olivet Catholic Cemetery is James Joseph Bell, awarded the Medal of Honor for service during the Indian Campaigns. On June 25, 1876, Lt. Col. Custer's U. S. troops were defeated by Lakota and Northern Cheyenne warriors led by Sitting Bull at the Battle of the Little Big Horn, Montana.

James Bell grave at Mt. Olivet Cemetery.

Gen. Alfred Terry's column came upon the scene two days later, and removed the wounded to a safe camp on the Yellowstone River. At the same time, a column led by Gen. George Crook was stationed near present-day Sheridan, Wyoming. Gen. Terry attempted twice unsuccessfully to send dispatches to Crook to inform him about the Custer loss. Terry called for volunteers to try to carry a third message to Crook. Three privates volunteered, including Private Bell. It took the soldiers three days to make their way to Crook's camp.

All three soldiers were awarded the Medal of Honor. The citation reads "Carried dispatches to Gen. Crook at the imminent risk of his life."

Editor
Carol Flynn

Newsletter committee
Sue Delves
Carol Flynn
Linda Lamberty
Doris Moulton

Designer
Greg Lochow

Membership
A newsletter subscription is a benefit of membership.

Annual dues
Student (<18) $10
Individual $25
Family $40
Contributor $100
Patron $150
Guarantor $500

Chicago sculptor Lorado Taft turns 150

By Jennifer Kenny, Volunteer Coordinator, Architectural Resource Center

This year marks the 150th birthday of nationally-acclaimed Chicago sculptor, writer and educator, Lorado Taft (1860-1936). Taft's celebrated works include the towering Chief Black Hawk, who overlooks the Rock River near Oregon, Illinois (1909-10); the Gold Medal-winning *The Solitude of the Soul* at the Art Institute of Chicago (1904), the *Fountain of the Great Lakes* just outside the Art Institute (1914); and the *Fountain of Time* at the west end of Chicago's Midway Plaisance (1922).

Lorado Taft self-portrait in his sculpture, The Fountain of Time (1922), west end of Chicago's Midway Plaisance, intersection of Payne Drive and E. Best Drive (just northwest of Cottage Grove Ave. and 60th Street in Washington Park). Photo by Carol Flynn, 2009.

Born in Elmwood, Illinois, Lorado Zadoc Taft was a graduate of the University of Illinois and studied at the Ecole des Beaux-Arts in Paris. He settled in Chicago in 1886, becoming an instructor at the Art Institute of Chicago, and later at the University of Chicago and at his Alma Mater.

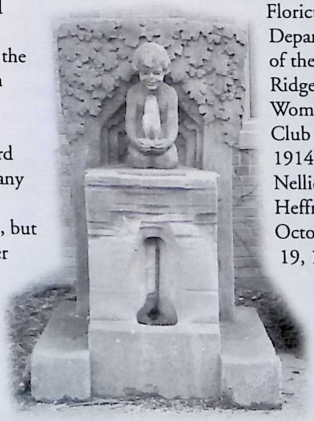
As a writer, Taft published The History of American Sculpture in 1903, considered the first analysis of the subject. Education was extremely important to Taft, who assisted young artists through his Midway Studios in Chicago and particularly offered opportunities for women students. For over 40 years, he and his studio of apprentices and assistants produced award winning sculpture.

Heffron Fountain. Morgan Park Post, August 14, 1915, p.1. Collections of Ridge Historical Society.

During Lorado Taft's 150th birthday year, Beverly-Morgan Park residents do not have to venture far to see the work of his Midway Studios. One piece executed at the Studios is the Heffron Memorial Fountain, located along Wood Street just north of 103rd Street. Initially the fountain was set in the courtyard of Bethany Union Church, but was later relocated to its current public site on Wood Street.

The Heffron Memorial Fountain was designed by one of Lorado Taft's pupils, Canadian-born Kathleen Beverley Robinson Ingles (1882-1958). Robinson Ingles' design, executed in Bedford limestone, features a kneeling child with a squirrel on her lap set upon a base. Rising behind the figures are stylized decorative leaves set above a frame of stepped arches. A drinking fountain spout and a basin are below.

The fountain, erected in memory of local resident Helen Griswold Heffron, was commissioned by the Floriculture Department of the Ridge Woman's Club in 1914. Nellie Heffron (b. October 19, 1862, North Jay, NY - d. November 21, 1913, Chicago, IL) was the founder and chairman of the club's Floriculture Department.



Heffron Fountain. Photo by Jennifer Kenny, 2009.

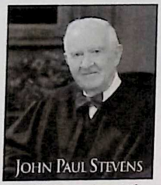
The department was considered the first of its kind in the U.S., whose purpose was to stimulate and direct interest in local flora and landscape gardening. The fountain was dedicated on August 6, 1915 during the Ridge Woman's Club Annual Flower Show, whose proceeds were used to fund the fountain's creation.

"Lincoln" by Lorado Taft at the John H. Vanderpoel Art Museum. Photo by Carol Flynn, 2010.

Another Lorado Taft work, Lincoln, can be viewed by appointment at the John H. Vanderpoel Art Association Gallery at Ridge Park, (773) 779-0007. The maquette, created for a larger cast bronze sculpture in Carle Park in downstate Urbana, is approximately six-feet tall. It is a full standing body length of Abraham Lincoln. Upon the famous Urbana sculpture's dedication on July 3, 1927, Lorado Taft revealed that he sought a model of Lincoln "not as Lincoln president and man of sorrow, but Lincoln the young lawyer." The Vanderpoel Art Association received Lincoln in 1927.

Coming in September: author Bill Barnhart on Justice John Paul Stevens

On Friday, September 17, 2010, RHS welcomes Bill Barnhart, co-author of ***John Paul Stevens: An Independent Life*** for a program and book signing. The free event will run from 7:00 to 9:00 p.m., including a wine and cheese reception. Books will be available for purchase on site from The Bookie's Paperbacks and More book shop. To reserve a seat at this event, call RHS at 773-881-1675.



Book jacket for Stevens/Barnhart, www.barnhartbooks.com

This book is the first-ever biography of the second longest serving Supreme Court Justice of the modern era. Justice John Paul Stevens has proudly earned the title of the court's most prolific dissenter.

Barnhart and his collaborator Gene Schlickman have traced the life and career of Stevens, who was appointed to the Supreme Court by President Ford in 1975. He retired from the bench earlier this year which makes this book even timelier.

And of course, Stevens was a resident of North Beverly through much of his legal career in Chicago.

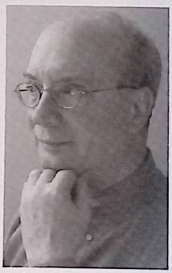
In the very beginning of the book, there is a quote from Stevens' daughter Elizabeth J. Sesemann regarding her father, "I don't think what other people believe ever influences his decisions, *ever*."

The book gives plenty of evidence of the independent nature of John Paul Stevens, from his experiences as a university student to his naval communications work in World War II (he was awarded a Bronze Star) to his personal life.

Most importantly, the book gives a readable and insightful look into the Justice's thinking about the legal issues he was concerned with, from his days in private practice dealing with professional baseball and antitrust issues, to many of the Supreme Court cases heard during his tenure – including the determination of who won the 2000 Presidential election, George W. Bush or Al Gore.

Stevens' tenure on the bench has been marked by his strong beliefs that the court should be independent of politics, that "tradition" is not a good enough reason for keeping a law, and that law making should be pragmatic, that is, a work in progress aiming for constant improvement.

He was expected to be a conservative to moderate addition to the Court, but as time went on, his leanings became more liberal. He consistently has been the Court's most prolific writer of special opinions, both concurrences and dissents.


Author Bill Barnhart. Photo from website, www.barnhartbooks.com.

Special opinions express a viewpoint distinct from the majority and even if the special opinion may not directly affect the up-or-down vote on the case by the nine justices, they often influence future court actions. That Stevens wrote so many special opinions demonstrates that he often looked at a case from a different aspect or for broader implications than others of the justices.

Author Bill Barnhart currently lives in Morgan Park, and both he and his wife Kate Eaton are former members of the RHS Board of Directors. Barnhart is the former financial columnist for the Chicago Tribune. He holds masters degrees in teaching and business administration from the University of Chicago. His research associate for this book, Gene Schlickman, is a former Illinois lawmaker. Their previous collaboration produced ***Kerner: The Conflict of Intangible Rights,*** a biography of former Illinois Governor Otto Kerner.

Barnhart and Schlickman interviewed Stevens, his friends and family members, former clerks, current colleagues, politicians and court watchers to provide a nuanced and multifaceted look at the man and the Justice. Interviewees included former President Ford, former Ford Chief of Staff Donald Rumsfeld, and Supreme Court Justice Ruth Bader Ginsburg.

Stevens did not directly participate in the writing of this book – Barnhart says that the Justice's "…gracious but firm arm's length stance toward us as biographers is more evidence of his independence."

RHS lost two good friends in recent months.

Carl Spencer (1919–2010)

Carl was known as a cycling champion, humanitarian, proud American and great story teller. He served his country in the US Marine Corps from 1941-43. He and his family bought the 70-year old American Perforator Company in 1960, and brought about sweeping changes and improvements. His son Bryan runs the company today.

To honor the 200th anniversary of the Marine Corps in 1975, Carl undertook the monumental task of cycling cross-country from New York to San Diego. Carl was an Emeritus member of the RHS Board of Directors. His bicycle and memorabilia formed the first permanent exhibit in the RHS museum. RHS recently named the major annual party that we hold in conjunction with the Beverly Cycling Classic "The Carl Spencer Bike Race Party."

Carl also belonged to, supported and/or helped to run many other local organizations, including American Legion Post 407, Southwest Kiwanis, Men of Leisure and the Cotillion Club. He and his wife Elaine have been faithful members of St. Andrews Cheney Memorial Church in Tinley Park for over forty years. His great kindness to others will be missed.

Ruth Oliver Secord (1912-2010)

Ruth Oliver Secord, PhD, was an educator, world traveler and proponent of active senior living. She held a doctorate in Educational Psychology from the University of Southern California and her professional career with the Chicago Public Schools culminated as Principal of Hurley Elementary School. She and her late husband Everett were longtime residents of Beverly.

Ruth was a charter member and long-time benefactor of RHS. She was also active in the Protestant Cluster, Ridge Art Association and Trinity United Methodist Church. In 1991 she co-organized a series of seminars on "Issues in Aging". She became a world traveler including visiting China twice. Honored by many organizations for her leadership and philanthropy Ruth will be dearly remembered and missed by many.

RHS extends its thanks to...

- Char Lichtenfeld and the Greater Cincinnati Foundation – grants for computer system and summer interns
- John Oehman – renovation of Graver-Driscoll House powder room
- Morgan Park Junior Woman's Club – redecorating of Graver-Driscoll House entry hall and powder room
- Herman and Lois Schell - archival supplies

Carl Spencer Bike Race Party vendors & sponsors:

- Beverly Art Center
  Bill Figel, President
- BAC Cinema
  Jude Blackburn, Director
- Molloy & Associates, Inc., Realty
  Bernadette Molloy
- Smith Village, Senior Residence
  Marge Everett, Director of Sales
- Sports Traveler
  Anbritt Stengele, President
- Standring Roof and Construction
  Terry Standring

Additional donations:

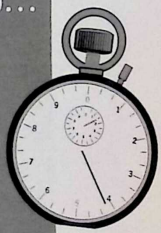
- Klees Golf Shop
  Charles and Eileen Klees
- American Perforator Company
  Bryan Spencer
- Chicago 19th Ward Youth Foundation
- Chain Saw Sculptor Ben Schlitz

Logs provided by:

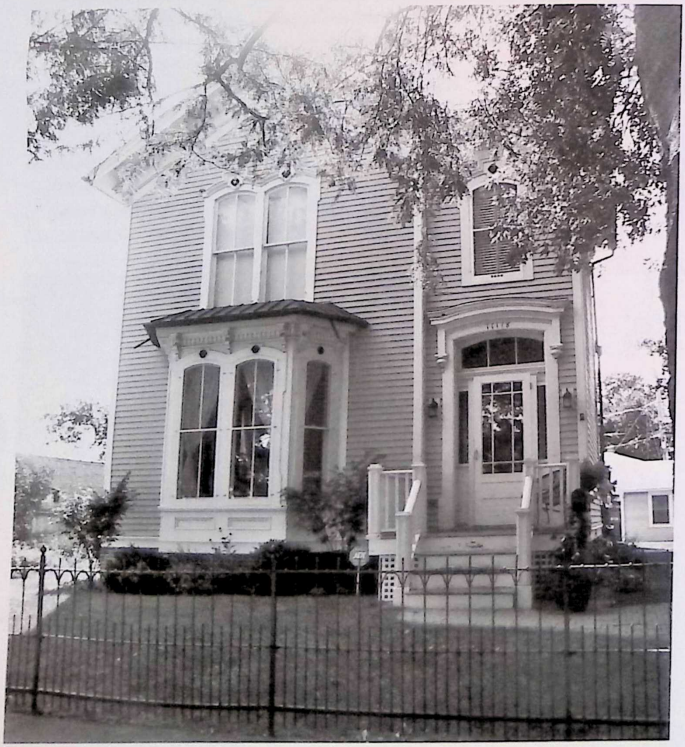
- Mount Greenwood Cemetery
  Paula Everett
- J M Tree Service
  Jim Murray

Time is running out on your membership...

If you have a red dot on your mailing label, you are overdue on your 2010 membership renewal. An envelope is enclosed for your convenience. Thanks!



The oldest house in Beverly/Morgan Park dates back to 1857



The oldest house in the Beverly/Morgan Park area is the Iglehart House now situated at 11118 S. Artesian, just to the south of the Beverly Arts Center parking lot. Built in 1857, this is one of the city's oldest surviving buildings, and was designated a Chicago Landmark in 1994.

The house was built as a farmhouse for Charles Iglehart, a former tobacco planter from Maryland. The original farmstead was bounded by 111th, 115th, Western and Rockwell. The house was moved back to Artesian when Western was widened at one point. The Iglehart family remained in the community for many years.

The house is Italianate in style. The original architect is unknown. The building's front bay and rear wing were added in the 1870s.

A prominent resident was Richard Ayers, who graduated from Morgan Park Military Academy in 1936, served in WWII, taught engineering at the University of Illinois and invented a self-venting gasoline cap, made in Bement, Illinois.

The Iglehart House as it appears today (left), very much as the original, photo by Carol Flynn. Photo at top, from RHS collection, shows old wooden sidewalks.

OLD WEST, FROM PAGE 6

riders, willing to risk death daily. Orphans preferred." Riders would travel at full gallop, changing horses every ten miles, traveling day and night for up to 100 miles before being replaced by a new rider. The first trips east and west were each completed in 10 days.

While the most famous Pony Express rider might be William "Buffalo Bill" Cody, other riders also became known for their daring feats. Among them is Robert "Pony Bob" Haslam. He was born January 1840 in London and he came to the US in 1856. Once in the U.S., Haslam helped build the Pony Express stations, and was given the mail run from Friday's Station at Lake Tahoe to Buckland's Station near Fort Churchill, 75 miles to the east.

Robert Haslam grave at Mount Greenwood Cemetery, Section 15, Lot 2. The cause of death given on his permit for burial is myocarditis. Unknown photographer.

Few original Pony Express records exist. There are several stories about Pony Bob, and it seems likely that while the exact details of the stories may be confused, the demonstration of Haslam's bravery is well founded. One story tells of Pony Bob's "greatest" ride. The message carried was Lincoln's Inaugural Address.

In March 1861 war between the North and the South seemed certain, and California had yet to declare a side. Elaborate preparations were made to speed the address from St. Joseph to Sacramento to declare the new President's intent. Pony Bob made the ride over his usual hazardous section. He encountered Paiute ambushes and was struck by arrows in his left arm and his cheek, knocking out five teeth and fracturing his jaw. Arriving at the next station, he spent a few minutes caring for his wounds, but insisted on finishing his run to Fort Churchill.

In this remarkable episode, Pony Bob had gone 120 miles in eight hours and 10 minutes, using nine horses. The Inaugural Address was carried to Sacramento in seven days and 17 hours. The address, which included the news that the Confederates had attacked Fort Sumter, caused California to back the Union, sending gold and 17,000 troops east to help during the war. Some news sources credited Pony Bob as "the man who saved the Union."

The Pony Express proved this central/northern route was possible, but was not awarded the government contract. Its stations were taken over by a stagecoach company, and after the Civil War, the company was sold to Wells, Fargo and Co., whose successors continued to use the Pony Express logo until 2001. In 2006, the U.S. Postal Service announced it had trademarked "Pony Express" along with Air Mail.

Haslam held a series of positions after the Pony Express. These included a job with Wells, Fargo as an express rider. In the 1870's he was deputy U.S. Marshall at Salt Lake City, and later a messenger on a stage line between there and Denver. By 1887, Haslam was ready to show his derring-do in Buffalo Bill's Wild West Show. Haslam was part of the show that toured Europe that year. It is also mentioned that he accompanied Cody on an abortive attempt to locate Sitting Bull and head off a feared Sioux uprising.

Eventually Pony Bob settled in Chicago, working as a porter at the Congress Hotel. He made a personal business card with a sketch of himself as a Pony Express rider at the age of twenty and entertained guests with stories of his adventures. His connection to the Beverly/Morgan Park community comes through his wife, Jennie Weiner Haslam Gaertig.

Jennie was born circa 1867 in Pennsylvania. She came to Chicago between 1880 and 1887. She married Pony Bob on September 18, 1887 in Cook County. She was 19 and Haslam was about 47. They did not have children.

On the 1910 U. S. Census, they were living at 1843 Wabash, where he died in 1912 at the age of 72. Pony Bob was buried in Mt. Greenwood Cemetery (Section 15, Lot 2). Newspapers in the West eulogized Pony Bob, acclaiming him as "the man who knew no fear" although there was no mention of his passing in Chicago papers.

Jennie remarried to Paul Gaertig, living at 11825 S. Western. He was a widower and 11 years her senior. Paul died in 1939. In 1940 Jennie Haslam Gaertig ordered a headstone for Pony Bob's grave. Jennie died in 1952. She is not buried at Mt. Greenwood Cemetery with her first husband.

User-submitted information at Ancestry.com says Paul Gaertig was buried at St. Mary's Cemetery so possibly Jennie is buried there with her second husband. Folklore has it that Buffalo Bill paid for Pony Bob's headstone, but according to Paula Everett, President of Mt. Greenwood Cemetery, it was actually Haslam's widow who paid for the marker.

Mark your calendar for these exciting events

AUGUST 6 – SEPTEMBER 3

"Abraham Lincoln: Self-Made in America"

Exhibit at the Beverly Arts Center, 2407 W. 111th Street, Monday through Friday, 9:00 a.m. – 6:00 p.m.; Saturday, 10:00 a.m. – 6:00 p.m.; Sunday, 1:00 p.m. - 5:00 p.m.

AUGUST 8 - SEPTEMBER 30

"Life on the Ridge During the Civil War"

Exhibit at the Ridge Historical Society, 10621 S. Seeley Avenue, Tuesday, Thursday, Sunday – 2:00 p.m. – 5:00 p.m., or by special appointment. Call 773-881-1675.

AUGUST 29

"To Live and Die a Civil War Soldier"

Program/Walking tour with Wayne Wolf, Ed.D., at Mt. Greenwood Cemetery, 2900 W. 111th St., 2:00 - 4:00 p.m.

SEPTEMBER 11

"Robert 'Pony Bob' Haslam and James J. Bell"

Program at Mt. Greenwood Cemetery Chapel, 2900 W. 111th Street, 11:00 A.M., followed by a visit to the Haslam and Bell grave sites; lunch at your own expense at a location to be announced.

SEPTEMBER 17

Bill Barnhart, author, John Paul Stevens: An Independent Life

Program, book sale, signing, and reception at the Ridge Historical Society, 10621 S. Seeley Ave., 7:00 to 9:00 p.m.

OCTOBER 2- 3

RHS Garage and Book Sale

Ridge Historical Society, 10621 S. Seeley Ave., Saturday from 10 a.m. to 3 p.m., Sunday from 12 Noon to 3 p.m. Items and better books (no clothes) to be donated for the garage sale may be dropped off beginning September 20, Monday through Friday between 2 p.m. and 5 p.m.

SUNDAY, OCTOBER 3

Beverly Area Planning Association History Mystery Bike Tour

Will start off from RHS. Watch for details from BAPA.

10621 S. Seeley Ave., Chicago, IL 60643

Ridge Historical Society
RECORD
BEVERLY HILLS, MORGAN PARK, WASHINGTON HEIGHTS & MT. GREENWOOD