

# *A Little Bit of History*

*The Village of Kildeer*

*by Clayton W. Brown*

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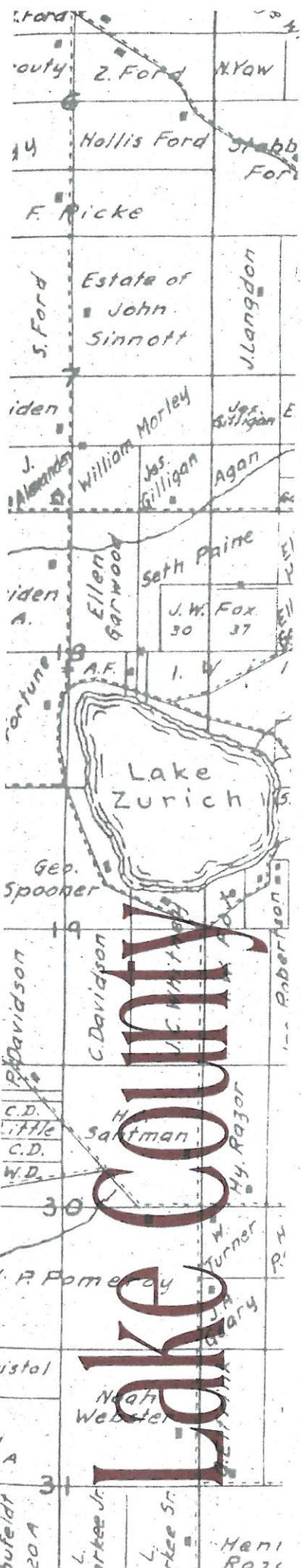
*December 1996*

## *Forward*

Where do you start a history about a village as young as Kildeer? Research has even failed to discover why the village's name is misspelled. Its source may have been the many killdeer (notice the correct spelling) birds that inhabited the area. It wasn't possible to walk down a road without killdeers scurrying on the ground in front of you. As a ground nesting bird they have since been driven off or destroyed by modern chemical lawn treatments. We could have been named for Kildeer Countryside School since it was established prior to the village of Kildeer and also misspelled. Most likely it was the Kildeer Country Club, founded in the 1930's, (now Twin Orchard Country Club) who was the original culprit and those who followed decided to conform with the same incorrect spelling. Regardless, Kildeer exists as a village in the midst of much human history.

We can go back 10,000 years and discuss how the melting, receding glaciers, formed rolling countryside that left streams, ponds and lakes for our scenic pleasure but this has been done before. A short dissertation about how our small municipality became part of these large United States is apropos, but the real story should probably be about those who preceded us and the struggles and hardships they endured to make what we have possible.

We have all experienced the disruption to our lives when electrical power service fails, but while reading this book try to imagine what the early settlers did just to survive from day to day and bring some semblance of order to the wilderness they chose to settle in. Society little remembers them but owes a great debt to their courage and perseverance. Most will find the information contained herein surprising and even more so, the reminders of the past that still surround us in anonymity.



## Lake County

All of the lands that comprise most of the midwestern states were won from the French by the British during the French and Indian War. Britain exercised control over this territory until George Rogers Clark defeated the British Army at Kaskaskia, Illinois in 1778 and claimed the territory for the State of Virginia. In 1780, while structuring governmental control they designated a large area the "County of Illinois". Then in 1784 Virginia ceded it's claim to all lands west of the Ohio River to the United States government even though the land actually belonged to the Potawatamie Indians. This property included what is now the states of Ohio, Michigan, Indiana, Illinois, Wisconsin and part of Minnesota.

The 1787 session of Congress established this large land mass as the Northwest Territory. Trappers plied their trade in this wilderness beginning with the French who arrived as early as 1650. With the influx of "whites" and the press to own the land, Potawatamies signed a treaty in 1795 giving title to large portions of land in the Northwest Territory to the United States. In spite of this, they sided with the British during the War of 1812. Government ownership brought constant restructuring during the next fifteen years.

Ohio became the seventeenth state on March 1, 1803 and all of the remaining territory was named the Indiana Territory. On March 1, 1809 the Indiana Territory was further divided into the Michigan Territory (now the state of Michigan), the Indiana Territory (now the state of Indiana) and the remainder called the Illinois Territory, comprised of what is now Illinois, Wisconsin and part of Minnesota.

In 1815 and 1821 the Potawatamies signed more treaties transferring title to most of Michigan, Indiana and Illinois to the United States. All of the previous territorial divisions were made although the Federal government did not have title to the land. There were many Indian settlements along the Des Plaines River and in the area of today's villages of Half Day, Wheeling, Lake Zurich and Barrington. The treaties gave Indians until August 1836 to relocate themselves to an area near Kansas and by that time all Indian tribes were gone from Illinois. Periodically they returned for ceremonial reasons because of ancient burial mounds located in the area.

On December 3, 1818, when the population reached 60,000, Illinois became the twenty-first State. It was divided into nineteen counties with Clark County comprising about one-third of the northeast portion. Most counties were located in the southern part of the state and were settled first by those who came through Kentucky and Tennessee by way of the Ohio River. The opening of the Erie Canal in 1825 caused a greater migration of people from New England and New York traveling by way of the Great Lakes. Some of them began to settle in the northern part of the State.

Captain Daniel Wright, a veteran of the War of 1812, is said to be the first white man to settle in what is now Lake County. In violation of the Indian treaty, he did not wait until 1836 but arrived in the summer of 1834 and settled on virgin prairie a short distance from the Des Plaines River, about a mile south of an Indian campground in the area now known as Half Day. He won the confidence of the Indians who were friendly and they helped him to erect a 20 foot by 20 foot log cabin. Wright brought his wife, several children, a cow and yoke of oxen which he used to plow the tough prairie land. On September 7, 1834 his youngest son died and three days later Mrs. Wright died. One year later his oldest son died. There naturally were no doctors and lack of sanitation in all forms resulted in typhoid fever, cholera, pneumonia, tuberculosis, smallpox and children's diseases. Captain Wright built his cabin when he was in his mid-fifties and in spite of the hardships associated with pioneer life, he lived to be ninety-five years old and is buried in the Vernon Cemetery in Half Day. A stone memorial was erected in his memory on his old farm on the east side of Milwaukee Avenue.

In the 1835 and 1836 sessions of the State Legislature, a county called McHenry was formed from Cook and LaSalle counties and located in the furthest northeastern corner of the State. Many settlers followed Captain Wright but in 1835 land was in the possession of the U.S. government and unsurveyed. Without proper titles, there was a mutual understanding between settlers to protect their property from trespassers. On Friday December 2, 1836 a meeting was held in Independence Grove (now Libertyville) to establish formal Resolutions and Regulations for the protection of property from new settlers. Individuals could not hold more land than they and their families could cultivate. For the well being of settlements it was prohibited to hold claims to land solely for speculation. Three Commissioners were appointed to resolve disputes. An organization was formed called "The Abingdon Association of Settlers". There were many instances where the regulations of the Association were invoked and enforced. Families were forcibly removed as trespassers or intruders and their habitations destroyed.

In due time the matter of politics arose and the State Legislature ordered an election of officers to serve at the county seat selected to be located in the present village of McHenry, which at the time consisted of four log cabins and a barn. By 1837 McHenry County's population had grown to 4000 people and it was felt at this time it

was in the people's best interest to divide the county in two and a new county to the east be formed and named "Lake". This was formalized in the 1838-1839 session of the State Legislature.

It was time for the election of county Commissioners and there were those who felt the county seat should be located in Independence Grove (Libertyville). There were also strong feelings by a few settlers that it should be located at the newly formed but small village of Little Fort (now Waukegan) because of its importance as a port. By natural evolution this resulted in the forming of two political parties, those from Independence Grove and those from Little Fort. A mass meeting was held to resolve differences and the largest structure in the county to hold the meeting was Dr. J. H. Foster's barn in Independence Grove. The meeting broke up in confusion without resolving differences and a subsequent election was held to fill eight county offices with only two from Little Fort winning positions. There were 375 votes cast in the county.

Lake county was divided into eight election districts or precincts, Lake, Oak, Middlesex, Burlington, Mill Creek, Bristol, Fort Hill and Zurich. Middlesex encompassed what is now Kildeer and Long Grove. The "Grove Folks" influenced the decision that the county seat be in Independence Grove. The name was subsequently changed when a U.S. post office was established there and called Libertyville. This did not deter the settlers of Little Fort from their goal to move the county seat to their settlement.

By 1840, Lake County's population reached 2,905 people. In December of that year, Captain Morris Robinson was selected by friends of Little Fort to present petitions to the Illinois Legislature with the intent of relocating the seat of Lake County. A referendum election was authorized for that purpose to be held on April 5, 1841. Out of 744 votes cast county wide, the majority were in favor of Little Fort. An interesting fact is that there were only 720 eligible voters in the county. Improprieties were suspected but no formal charges were ever made. The official relocation took place on April 13th amongst great anger and disappointment by residents of Libertyville who anticipated the enhancement of their property values. By an act of Congress, the county would be entitled to purchase 160 acres of land at \$1.25 per acre for establishing the county seat and the land was purchased on April 20, 1841 from the land office in Chicago. The quarter section of land was then divided into blocks and lots and enough sold to potential businessmen so as to cover the expenses of the original land purchase. The "Grove" and "Little Fort" factions continued to feud, including the County Clerk who refused to move from Libertyville and had to be removed from office. Over time, as elections became an important factor in county government, the Little Fort party aligned themselves with the Democrats while the "Grove" faction supported the Whigs (Republicans).

Every effort was now made to make Little Fort the market center of Lake County. Settlers of Lake County, in the beginning, had all been compelled to obtain their supplies from Chicago and surplus crops were sold there. All roads in the county were dirt that followed original Indian trails and turned to mud when it rained. These roads led to Chicago and a horse drawn wagon load of agricultural goods took three days to traverse the distance, greatly reducing profits. Little Fort's port facilities permitted ships to unload merchandise needed by settlers and in return, merchants bought their farm products. County Commissioners offered financial inducements to businessmen who purchased lots in Little Fort, built upon them, and this stimulated growth. Now new roads in the county began to point eastward toward the direction of Little Fort. By 1845 the population of Little Fort reached about 500. On March 4th of this year the first newspaper in Lake County was published, "The Little Fort Porcupine and Democrat Banner".

The ease of traveling on the Great Lakes caused the eastern half of the county to settle faster and denser than the western portion. Lake traffic increased to a point where another port was developed south of Little Fort, Port Clinton (now Highland Park). The county grew and prospered until 1848 when gold was discovered in California. Men from all walks of life left their families, their farms, and their businesses to seek fortunes prospecting for gold. Most never returned either by choice or because of death. A few did, but still fewer with any gold to show for their efforts.

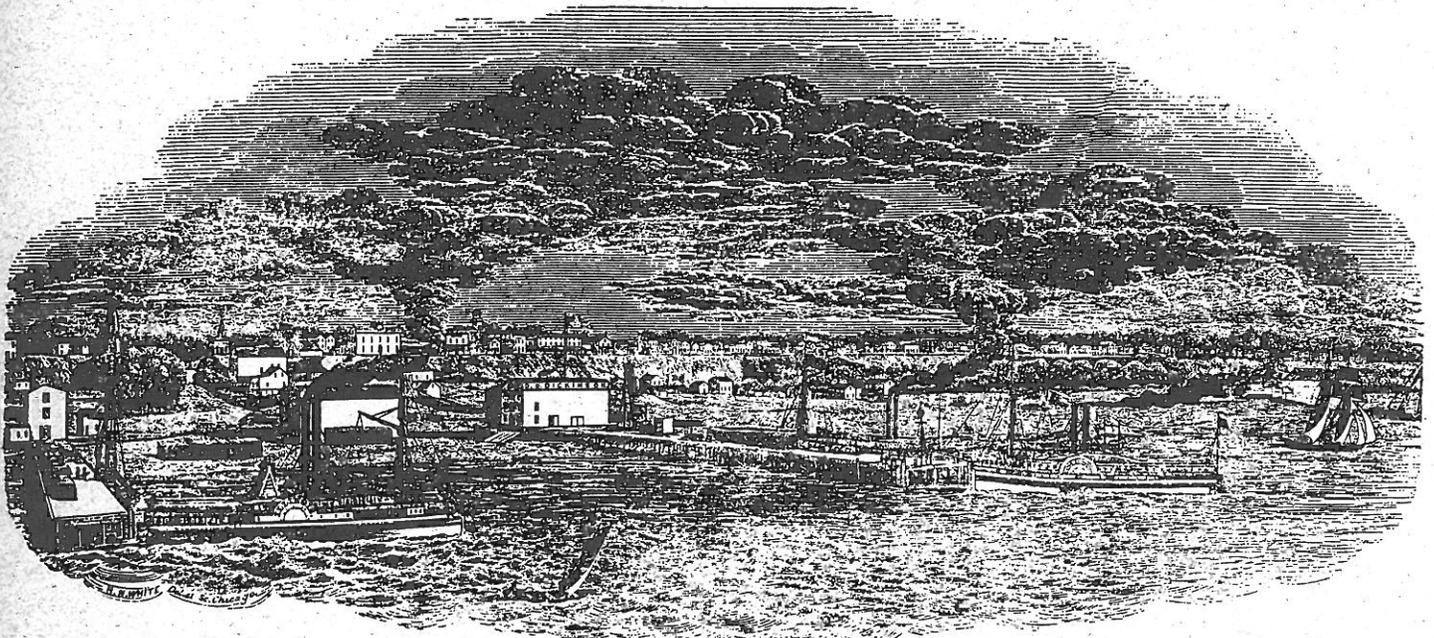
In 1848, citizens of Little Fort became aware of the need for improved public roads leading to the western part of the county. Considerable trade was being conducted with McHenry and Boone counties and at this time roads were rutted dirt often becoming impassable. A meeting was held in the Little Fort Court House and a small committee was appointed to investigate the subject. It was found the State Statutes permitted the formation of Companies or Associations for the purpose of constructing plank roads. Funding this construction was the first question raised and the County Commissioners in the Fall of 1848 ordered a plank road be built from Little Fort to the eastern border of McHenry County on the route of current Belvidere Road. The cost of construction was to be financed by the following tolls.

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Each four horses and coach, wagon or sleigh	3 1/2 cents/mile
Each two horses or oxen, wagon or sleigh	2 1/2 cents/mile
One horse and buggy, wagon or sleigh	2 cents/mile
One horse	1 cent/mile
Each head of cattle	1/2 cent/mile
Each head of sheep, hogs or other	1/4 cent/mile

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The Lake and McHenry Road Association was formed and the road was completed by the end of 1851 and Lake County had its first tollroad. The road expanded commerce and increased property values but construction had exceeded estimated costs. Revenues fell below expectations, only two dividends were paid investors and the toll-



### LITTLE FORT, ILL.

VIEW TAKEN IN MAY, 1847.

road was abandoned after only a few years of use. When Little Fort had reached a population of about 2,500 inhabitants, it became incorporated for municipal purposes as a village, by Act of the Legislature of April 13, 1849. In the Act was a provision that at the first election of town officers the inhabitants might change the name to Waukegan. The Indian word "Waukegance" meant "little fort" or "trading place". The election was held in March 1849 and by a unanimous vote the name was changed.



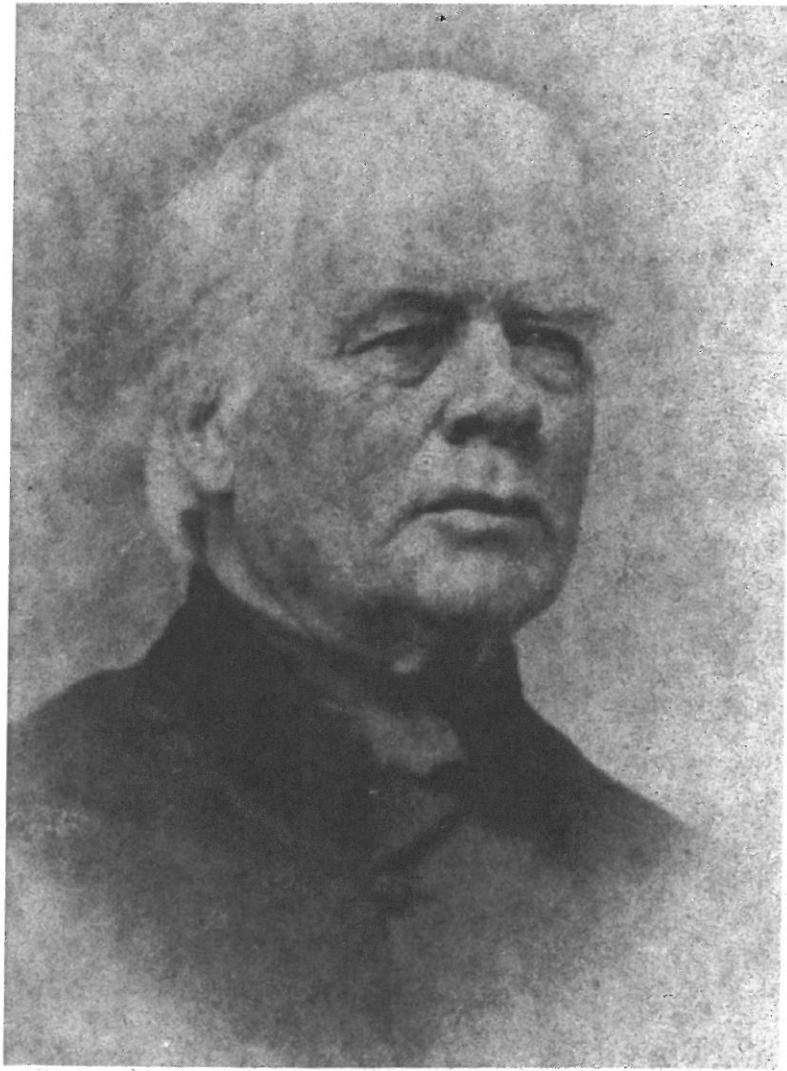
## *Ela Township*

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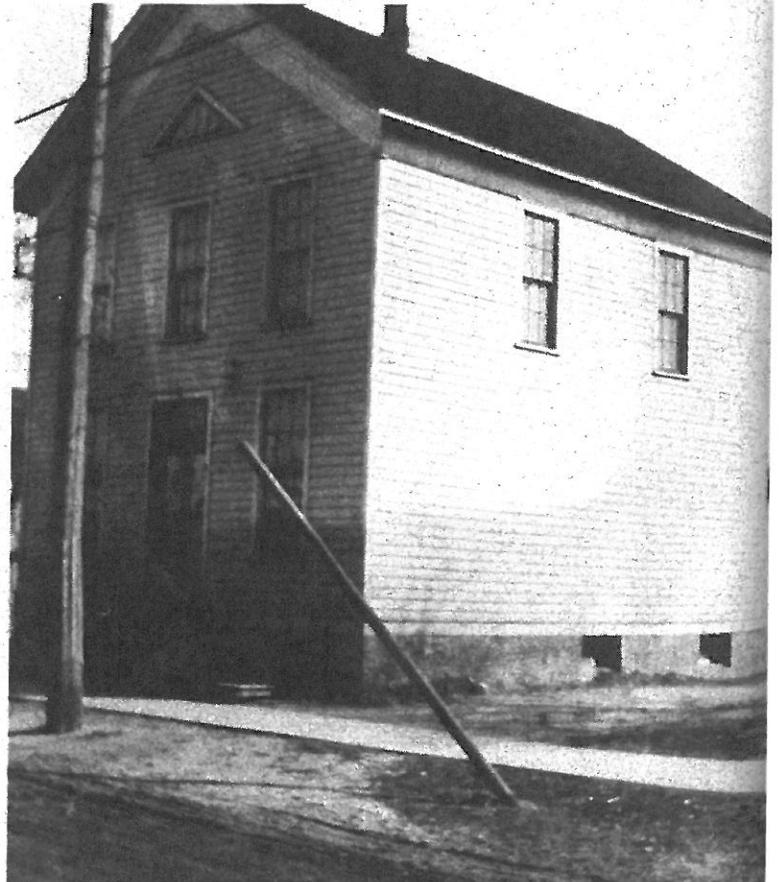
While the eastern portion of the county was growing rapidly, German farmers were settling on the fertile western rolling prairies. George Ela was the first white man to locate in the area. In 1835 he claimed 281 acres of land and built a cabin in what is now Deer Grove Forest Preserve. He too moved onto the land prior to 1836, as prohibited in Indian treaties, and people doing this earned the name "Sooners". He cleared some land for crops but a few years later moved north of the Lake-Cook county line, building a home and farm on 100 acres of prairie fronting on the west side of today's Quentin Road, between Lake-Cook and Long Grove Roads. Having played a prominent role in local affairs, George Ela was rewarded by being elected a state representative. It appears Mr. Ela's home also contained a general store and in 1846 the government established a post office there naming it Surryse. He was appointed the first postmaster and the post office functioned in this location until February 16, 1852 when it was moved to the town of Ela and it's name changed to "Ela". In 1849 a successful referendum was held to divide the county into townships. A newly elected county board of commissioners established the townships, honoring George Ela by naming the one located 43 north, range 10 east, "Ela Township." On September 16, 1845 Mr. Ela bought an additional 40 acres of land from the government in what is now Kildeer's Pine Valley subdivision. It can only be assumed this was done for speculation reasons.

In 1854 Ela moved his house/store building to Barrington on the south side of Main Street just east of the railroad. It was moved again in later years to the northwest corner of Northwest Highway (Route 14) and Klingenberg Lane where it now houses the law offices of John Peter Curielli.

Ela Township was first surveyed in 1837 and 1838 along with the rest of the State of Illinois, dividing townships into 36 square sections of 640 acres each. Settlers had already staked out claims, were building homes and plowing fields although the U.S. Land Office did not open in Little Fort until 1840. Land could be claimed by "entry" and recording the fact at a Land Office in Little Fort or Chicago. This means setting foot upon it but not buying the land, a legal method provided by the law of the time. To mark a settler's intent to buy, often one furrow's width was plowed around the perimeter of the land, sometimes a few trees were felled and a log dwelling constructed to let it be known that the land had been "entered". An 1841 Act of Congress gave a person the right to settle in advance of purchase and to buy the claim at \$1.25 per acre, without having to bid against others. This gave a poor man the opportunity to squat on surveyed land, farm it and earn the land price.



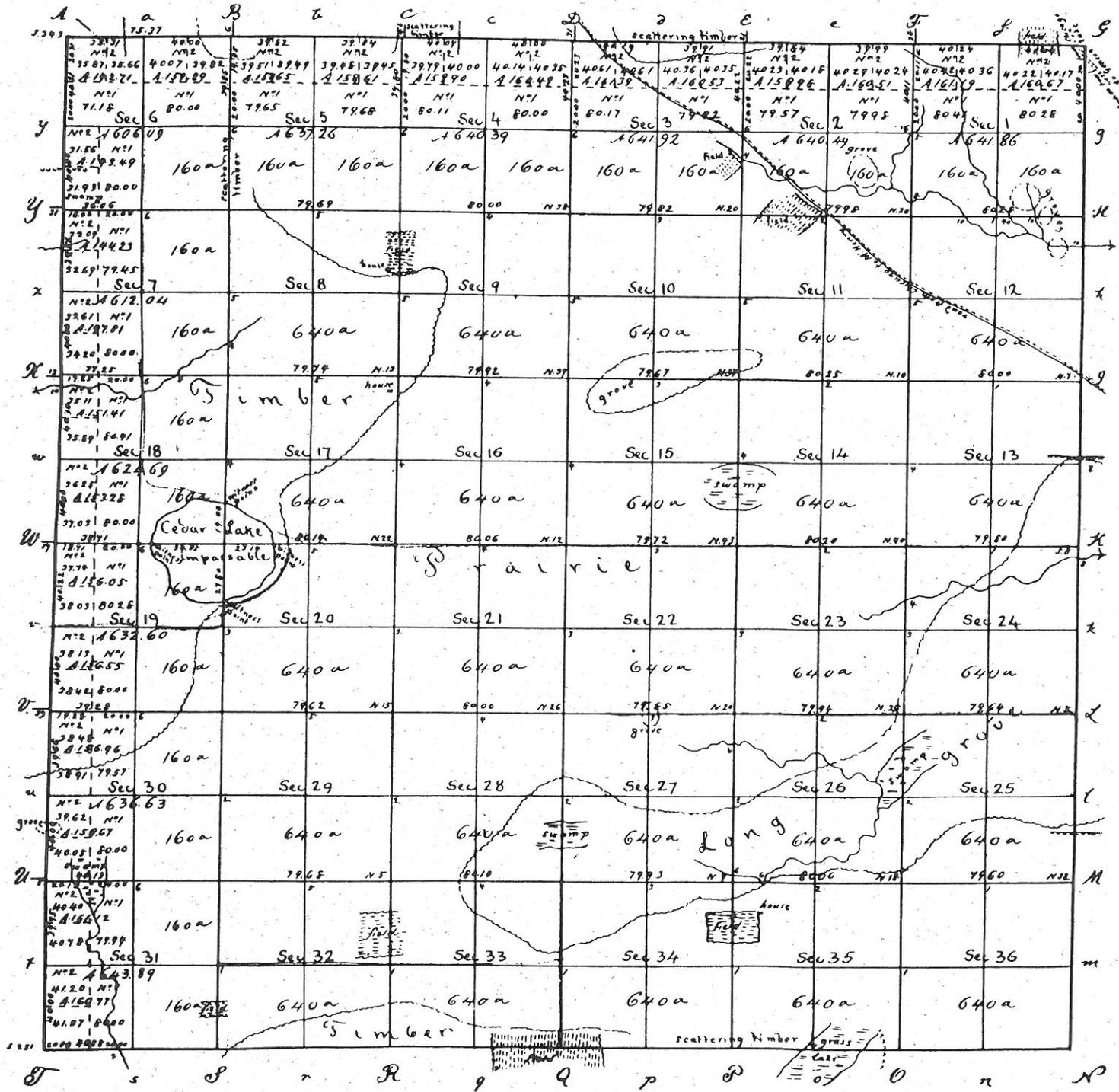
*Above: George Ela who moved his home/store from Quentin Road to downtown Barrington in 1854 and in later years moved the building again to it's present site on Northwest Highway. It currently houses the legal offices of John Peter Curielli.*



*pictures property of Barrington Historical Society*

# ELA Township N. 43 North of the Base line in Range N. 10 East of the 3<sup>d</sup> principal Meridian.

Recd July 6<sup>th</sup> with Sur. Conts  
Letter of the 25<sup>th</sup> June 1840



Surveyors Office  
Saint Louis 24<sup>th</sup> June 1840.

Scale of 40 chains to one inch.  
Aggregate area 22956.86 acres.

The first survey of Ela Township made in 1837 and 1838 showing plowed fields and houses. Settlers were already claiming land although the Little Fort Land Office did not open until 1840.

The township was criss-crossed with Indian trails and because forests, brush, tall prairie grass and sloughs made travel difficult, they were invaluable to the early settlers. Indian tree trail markers led more than one worried traveler to the safety of his home. Where a trail might be hard to follow, a sapling was bent and its upper end fastened to the ground. As the sapling grew it formed a horizontal "Z" that pointed to the next village or point of interest. Every modern winding or diagonal road was probably an original Indian trail. Indians were not governed by the surveyor's compass and made their way from one village to another by following streams or the most convenient terrain. Those trails near Lake Michigan ran north and south while others were at various angles running northwest from the area occupied by Chicago. These trails were later named and eventually developed into roads. There were the Lake Zurich Trail (Rand Road), Chicago & McHenry Trail (McHenry Road) and a deer trail that became a path which in the future would be called Long Grove Road. Large herds of Buffalo roamed the open prairies and one area was appropriately named "Buffalo Grove".

Another early settler was Seth Paine who came from Vermont by way of stage, canal and schooner across Lake Michigan. He was a good humored man and made friends rapidly but was earnest to do his work in life according to extreme views on what was morally right. Upon arriving in Chicago he went to work for a mercantile company before starting his own co-partnership firm with Theron Norton called Paine & Norton. He married in 1837 and following several successful years in business, sold out to Norton in 1842 to move to Lake County and stake claim to several hundred acres near a large lake called Cedar Lake. Because of its beauty, he renamed the lake "Lake Zurich". He would become known as the eccentric founder of the principal settlement in Ela Township. Paine built the first trading center here, calling it the Union Store and on August 18, 1843 became postmaster of Lake Zurich. At some point in time he became an ardent convert to "spiritualism" and was a victim of many charlatans. To his vision, the affairs of the world were badly out of joint.

Thinking he could do more to help humanity by returning to Chicago, in 1852 he formed the firm of Seth Paine & Co. on Clark Street and opened the Bank of Chicago with a partner, Ira B. Eddy. His bank quickly became famous for its unique business policy. They would not loan money to help in killing anything that had life, to speculate in anything which is necessary to life, to loan money for the making or selling of intoxicating liquors and tobacco or loans for gamblers or usurers who borrow to loan again. Over the bank was "Harmony Hall," the headquarters of his Spiritualist friends. It was not long before the bank became identified with the spiritualistic views of Paine as to be inseparable in the minds of the community. If problems arose, Paine looked to departed spirits of former illustrious bankers for counsel. His "high priestess," a Mrs. Herrick, had a major influence on Mr. Paine and he brought her down to be installed behind one of the counters. She told him who to do or not do business with.

Seth Paine began to publish a controversial newspaper called "The Christian Banker" in which he espoused his extreme beliefs and condemned the practices of other Chicago Banks. When it became common knowledge how the bank was conducting business, Ira B. Eddy's friends and relatives brought him before a judge and had him declared insane and incapable of managing his business affairs. An injunction was then served to protect and preserve his interest in the Bank. With the removal of his investment, the bank was dissolved after the payment of all obligations.

Seth Paine returned to Lake Zurich and as a rabid Abolitionist he advocated the abolition of slavery in the United States at a time when to do so was to invite ridicule and even hostility. He began construction of an immense barn across from the Union Store but before it was completed he changed his mind and decided to turn it into a building for humanity. Having been originally intended to be a stable, he named it "The Stable of Humanity." It was one of the largest buildings in the county at the time, being about 50 feet by 150 feet, three stories high with a basement, having a large hall for public gatherings, a large store, a school room, which was donated to the public free of charge, and suites of rooms used by destitute new settlers temporarily out of funds. It was located on the present site of the LaSalle National Bank, 35 W. Main Street. The building burned down in the late 1860's.

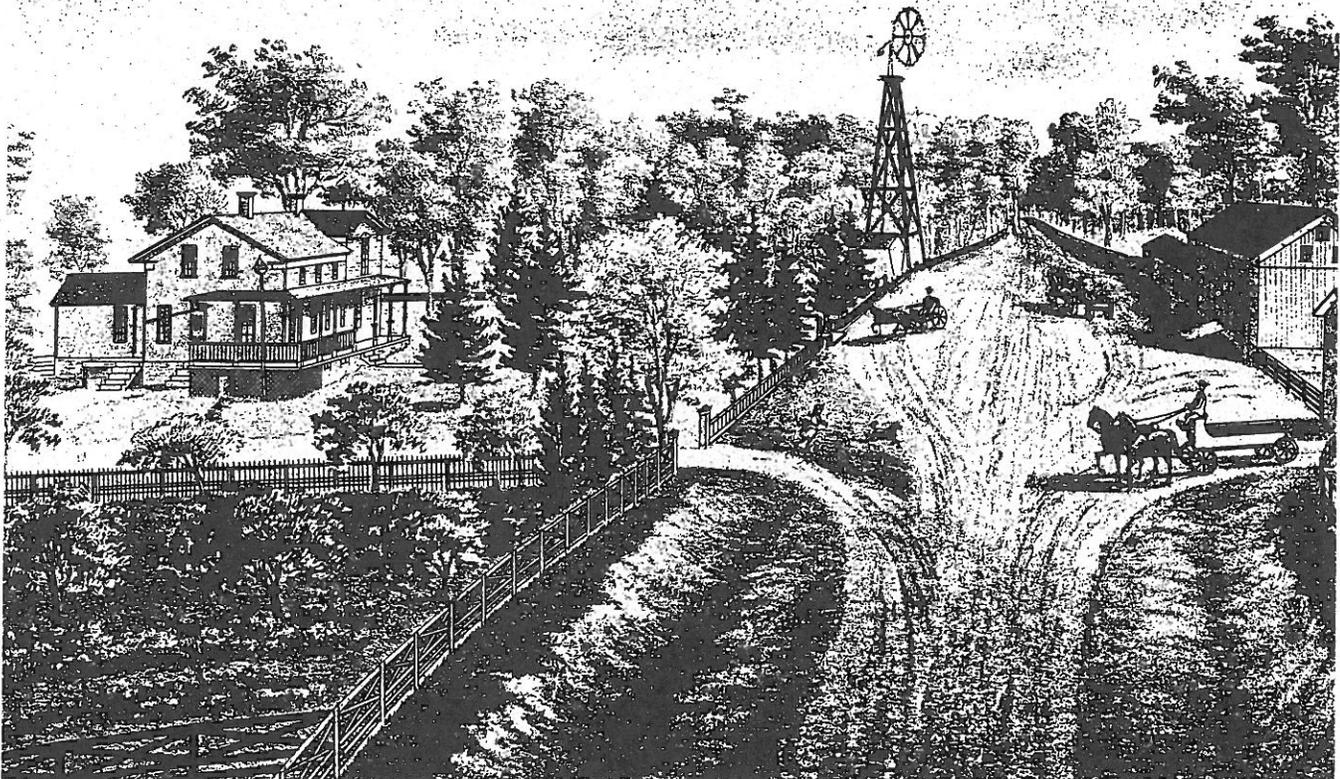
Paine then built a building across from the Stable of Humanity where he published the first area newspaper, similar to his "The Christian Banker" but now called the "Lake Zurich Banker", and soon became known as the "crazy editor". In 1856 a Wisconsin paper stated, "He had commenced the publication of a newspaper, the Lake Zurich Banker. It is the boldest, honestest, truest, craziest paper ever published. It spares nothing. It is devoted to every kind of reform. The money-grabber, land-shark, and loafer, in every walk of life, are treated without mercy. The whole paper is original, and it is the most original paper ever published. The editor is undoubtedly crazy; and the reflection is a sad one, that none but a crazy man dare and can print so bold and true a paper." He even hid runaway slaves in the building during the Civil War as part of the "underground railway". This historic building was later remodeled into the Maple Leaf Hotel and was destroyed in 1957 to make way for a gasoline service station.

For many years Mr. Paine supported a private school or academy presided over by a Mr. Dresser and many of the young people from surrounding towns were educated here. About 1860 through the efforts of Seth Paine, three school districts were formed that included the school in his Stable of Humanity, one in Long Grove and the "Block School House" located west of the Village of Kildeer, on West Cuba Road. It was so named because it was built by sawing wood into blocks and laying them up like bricks, using mortar. After a more or less erratic career he returned to Chicago in 1868 and engaged in philanthropic work for the remainder of his life. One project was a "Woman's Home" meant to give friendless women the comfort and protection of a home at a moderate

price. Mr. Paine died in Chicago in 1871. Seth Paine School was named in honor of Mr. Paine's contribution toward the development of our local school system.

As more settlers established farms throughout the countryside, settlements developed at the intersection of trails or roads. The town of Palatine was an early center of trade. Lake Zurich and Long Grove followed shortly thereafter. Long Grove was originally named Mutterscholz by local Germans, which meant "Mother's Wood". These towns and farms were established primarily by Germans who were so prevalent that German was the language used in schools. Because travel was difficult, smaller centers also appeared. Erastus Houghton built one of the earliest area landmarks, a roadhouse called Yankee Tavern, for the entertainment and rest of travelers at the intersection of a northeast/southwest trail (Midlothian Road) from Lake Zurich to Independence Grove and Little Fort, and a northwest/southeast trail (McHenry Road) from McHenry County to Port Clinton and Chicago.

In 1850 the first Ela Township meeting was held in the home of Charles Williams in Russell's Grove at which time the first township officers were elected. Russell's Grove was located where Quentin Road terminates at McHenry Road. A beautiful Methodist-Episcopal Church was built on the southwest corner and it was said would rival any of those in the older and more populous towns of the Eastern States. It became the first house of worship in Ela Township. The church, known first as the "Russell's Grove Church" was later changed to the "Fairfield Church" when the intersection settlement was re-named "Fairfield." The land it was built upon was donated by John Clark.



Services were held every two weeks by "Circuit Riders" from Libertyville, and a farmer in the neighborhood, a young man who retired from the ministry because of ill health, filled in on alternate Sundays. In the 1860's this church had one of the largest congregations in the county but as settlers passed away or sold their farms and moved away, the church organization was finally abandoned. The church is gone and all that remains is the Fairfield Cemetery founded in 1853 on the east side of Quentin Road. A large monument marks John Clark's grave, he died November 9, 1872. Tombstones of many other early settlers can be found here.

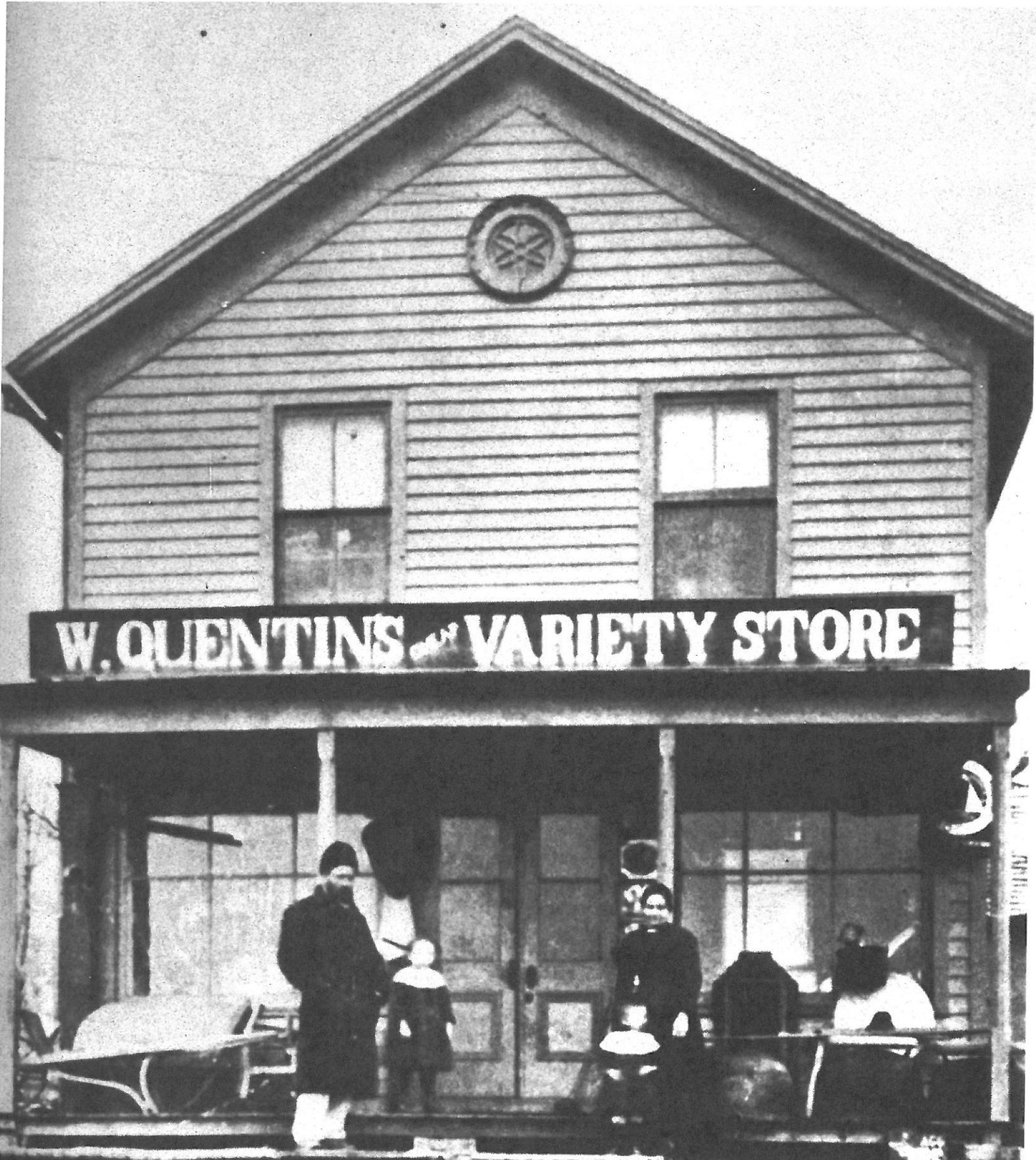
Another center was Vandaworker's Corners, located where Rand and Long Grove Road now cross. It consisted of a store, tavern, blacksmith shop, school house and cemetery. This center was short lived when the business places and school house were moved one-half mile north to "Quentin Corners" at Rand and Quentin Road. Charles Quentin had built the family homestead on the northwest corner. Over years, three of his seven children, sons William, Charles and George helped to operate businesses the family founded at this intersection. On the southeast corner was a blacksmith shop and a short distance further east was a creamery, the northeast corner had a house sometimes serving as a hotel, while the southwest corner was "William Quentin's Cheap Variety Store" which at one time was considered one of the most unique stores in the state. This building still stands and now houses the GLM Financial Group offices. Quentin Road was named for this family as were many others named for local property owners. On modern maps it's identified as both Quentin Road and Quentins Road. At one time there was another section mis-spelled as Quinten Road. Rand Road was named for Socrates Rand, an early Lake County settler. On the east side of Quentin Road, half way between Rand and Long Grove Roads, was a one room grammar school for grades one through eight. Originally, classes were held based on farm chore schedules and availability of teachers. School was opened from April 6th to June 29th and November 4th to February 23rd. Eventually it became a full time school and named "Quentin School".

It's a little known fact that the town of Ela existed on the west side of Quentin Road between Long Grove and Rand Roads. William Quentin was it's first mayor. Ela was overlooked in history because townships were formerly called "Towns" so references to the "Town of Ela" was assumed to mean the Township of Ela. On February 16, 1852 the post office of Surryse was moved from George Ela's house to Quentin's store, and renamed the Ela Post Office where it functioned for 42 years before being consolidated in Lake Zurich. During it's existence it had six postmas-

ters with two of the Quentin brothers serving on three occasions. Some years later the youngest son, George Quentin, was elected Chairman of the Lake County Board of Supervisors. In 1918 William Quentin committed suicide in the barn behind his store. He had one son serving in the military and became despondent over the fact his second son was also being drafted to serve in World War I. This, along with failing health became more than he could bear.

In December of 1855 the Illinois & Wisconsin Railway (now Chicago & Northwestern Railway) began service from Chicago to Palatine and built a depot in Deer Grove at Ela Road. The Ela Road stop quickly proved to be unprofitable and was moved to the town of Barrington. Farmers could now bring crops and livestock to Palatine for shipment to Chicago. Once each week the Quentins took butter from their creamery to the Palatine railway depot by way of Quentin Road. Sometimes four horses were needed to pull their wagon through the muddy road when Spring rains caused the slough in Deer Grove to flood. Local roads, such as they were, were maintained by the local farmers.

The Ela Township Hall was built in 1865 by Willard Fox on an acre of ground deeded to the township "To be forever used as a site for a school building and a town meeting house." It served as a school until 1913 when a new school was built on Oak Street, now converted into apartments. Although more than 130 years old, this hall still houses the township offices and the Ela Township Historical Society.



property of Paddock Publications

*The social center of Quentin's Corners was this store located on the southwest corner of Rand and Quentin Roads. It now houses the offices of GLM Financial Group.*



## *Early Kildeer Settlers*

An interesting book about who was one of the first settlers within Kildeer's borders was written twenty-three years ago by one of Kildeer's older residents, Sophia H. Trzyna, who still resides on East Cuba Road. Her appreciation of the land she lives on and what our predecessors endured as they tried to build homesteads for themselves caused her to research the history of the family that settled on the original claim that includes her homesite. It's entitled "One Quarter Section" and can be found in the local library.

Anthony Dey Miller and his wife Mary, two small sons and possibly a daughter, claimed 80 acres of land on the south side of what is now East Cuba Road near Krueger Road, using one of the common "entry" methods of the day to show they had set foot on the land. U. S. Archives Division of Public Domain Sales Land Tract Records show they paid \$100 for the parcel and the sale was recorded on February 9, 1841. While this was not the first official date for purchasing land, it's interesting to note that records show four other area settlers (including George Ela) also bought their land on the same day. It may be they decided to all make the long trip to Chicago together. Being wooded and hilly, the land was not immediately conducive to farming except for a lowland slough. Ela Township was densely covered with sloughs that settlers and farmers drained and/or tilled most of their lives to gain more tillable land. A log cabin was built on a hilltop.

Anthony Dey Miller was typical of many Illinois pioneering families. Born in New Jersey he was 32 years old when he claimed the 80 acres. If he came here in the usual way, Mary and the children rode a horse drawn wagon with all of their belongings while Anthony walked the whole way. Only covering twelve to fifteen miles a day made it a tedious trip. Pioneers followed a National Road that stretched from Baltimore, Maryland to Springfield, Illinois. It's possible that relatives accompanied them since a Henry Miller staked a quarter section (160 acres) claim directly north of Anthony while John and Mary Miller settled on adjoining quarter sections to the west. Over the next seven years Anthony purchased three more 40 acre parcels, two in his quarter section and one in the adjoining, increasing his farm to 200 acres. The 1850 census lists Anthony's property value at

\$2000 which indicates his farm prospered in the ensuing seven years after purchase. Other farms in the area were valued as low as \$300.

In March of 1851 Anthony Miller and some other local farmers petitioned the county highway department for the building of a road near their properties. This was Cuba Road which originally ran in an uninterrupted east-west alignment. Some years later, property owners east of Quentin Road donated land to have the road moved northward which accounts for the offset creating West Cuba and East Cuba Roads. The supposed reason for moving the road was because it was directly in front of their homes on the east side and hopefully this would discourage the many peddlers and beggars that traveled down the original road from stopping. Cuba Road got it's name from the fact it's western terminus originated at the border of Cuba Township. The township was first named "Troy" but when it was found this name was already taken, it was changed to "Cuba" due to the popular interest in the island generated by President Polk's attempt to buy it from Spain.

On June 24, 1853 the Anthony Dey Millers sold their farm to William Conrad Ernsting for approximately \$1,400 and left the area while their relatives remained. There is no further mention of them in local records. The second more substantial home they built on one of the 40 acre parcels has been added to many times and continues to be occupied on Hampton Court as part of the Farmington subdivision.

Another quarter section of Kildeer property under single ownership was bought from the U.S. government by William Ost. He purchased two 40 acre parcels in 1844 and another 80 acres in 1846 which today are known as "Polk Grant Farm" and is currently owned by the second generation of the Huszagh family. This farm has been in their family for more than sixty years. Other original government land grant purchasers and the property's current status are:

<u>Buyer</u>	<u>Date</u>	<u>Current Subdivision</u>
Alexander Brand	11/26/1846	Beacon Hill
John E. Deill	11/04/1841	Farmington Unit 1 and Prestonfield
George Ela	09/16/1845	Pine Valley Unit 3
William Fleming	12/21/1844	Pine Valley Unit 5 and Clayton Brown's Subdivision
Dr. John H. Foster	04/15/1846	Farmington Unit 4 and Pine Valley Unit 5

<u>Buyer</u>	<u>Date</u>	<u>Current Subdivision</u>
Frederick C. Hagemann	09/20/1845	Boschome Farms
Edward Higgins	11/23/1847	Meadowridge
Henry Knigge	10/23/1844	Long Grove Valley
Anthony Dey Miller	02/09/1841	Farmington Units 2 & 4
William Ost	09/23/1844	Polk Grant Farm
Henry Potter	08/23/1845	Farmington Unit 1
Hermann H. Pahlman	02/09/1841	Farmington Unit 2, Prestonfield, The Meadows and Kildeer Glen
Dennis Putnam	09/16/1845	Bishop's Ridge
Stephen A. Shepard	10/17/1840	Pine Valley Units 1,2 & 4
Thomas Sherry	10/28/1846	Fawn Meadows
David Skinner	04/04/1847	The Groves of Kildeer and Foxbrough Estates
Abraham Vandaworker	02/22/1841	Hidden Valley

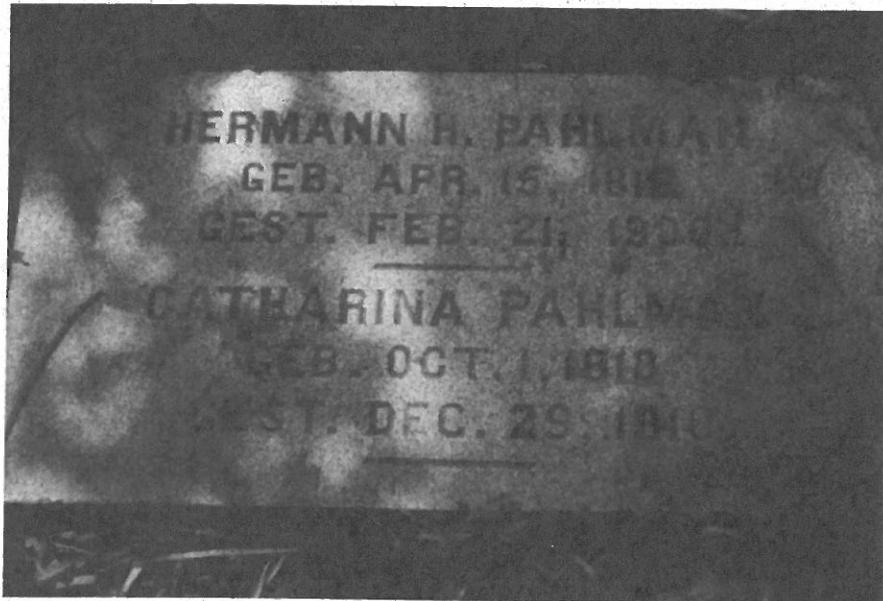
It's interesting to note that some of the above buyers were speculators. They did not all stay and become farmers. Many Englishmen with access to money, bought property from the government at \$1.25 per acre for the sole purpose of reselling it at a profit to German farmers arriving to settle in the area. One Englishman, a Dr. John H. Foster of Libertyville, purchased almost 8000 acres of Lake County land in only a three year period. An interesting point is that he often purchased a 40 acre corner of a one quarter section of 160 acres. This gave him "key" acreage in the event someone wanted to own the entire square quarter section. He obviously would then sell his parcel to the neighbor at a substantial profit. In spite of what appears to be a bargain price of \$1.25 per acre for real estate, much land remained unclaimed for as long as seven years after being put on the market by the Federal Government. Over the years, some parcels were resold many times for differing reasons and in more modern times, subdivided into smaller parcels.

A few of the original homes built by early settlers are still standing in Kildeer as part of existing residences. Records and rumors refer to questionable construction dates with some thought to be built as early as 1828 and 1838. No doubt some "Sooners" moved on to the land before the legal date of 1840 but more than likely they built cabins and spent most of their time clearing land and farming. The first cabins built in the years 1834 to 1838 would have been primitive structures. Those who had trees on their property constructed log cabins while others built sod houses. Both usually were one room with dirt floors and expanded upon in later years. The first year they cleared and planted about two acres to grow food for their own consumption. It would be three years before enough land could be cultivated and sufficient crops grown to sell the surplus. Their first priority was not to build a two story frame residence. Furthermore, some of these "older" homes were constructed with dimensional lumber studs and joists when this type of "balloon" framing was not invented until sometime in the late 1830's. Records show the first true "framed" house in Barrington was built in 1841. Sawed lumber was not available until the first water powered saw mills in the county were started simultaneously in 1835, one near Milburn and one just south of Half Day. In 1843 Seth Paine built a steam operated saw mill in Lake Zurich.

If a settler did not have water nearby, a well had to be dug. Families trying to survive in their cabins must have faced a daunting task. Considering many of them arrived around 1840, they faced a brutal hardship two years later. On November 16, 1842 a violent and lengthy snowstorm occurred in Lake County, later turning to sleet that glazed surfaces with an icy crust. Snow fell again in storm after storm for a period of five months. Snow was so deep that travel was almost impossible. A trip to obtain provisions could only be done by sleigh, by those few who had a sleigh. With the ground covered by snow and endless days of below-zero temperatures, livestock could not graze. Cattle and horses had to be sheltered causing the quick consumption of hay and grain supplies. Many animals starved. Supplies of firewood to heat cabins were depleted. When spring finally arrived, most of the animals that survived were too weak to help much with plowing and seeding, further compounding the labors of these farmers. Today's electric power failure is a mere inconvenience in comparison.

The oldest home in Kildeer is located at 20939 W. Long Grove Road and is easily identified by its long porch running the length of the house. This was the home of Hermann H. Pahlman, built around 1850 and used by three generations of this family while they farmed 160 acres spanning both sides of Long Grove Road at Middleton Drive. The first survey map of Ela Township (page 9) made in 1837 to 1838 shows a plowed field in Section 35, on the south side of what in the future would be Long Grove Road, between Heather Court and Middleton Road. A house is indicated at the site of the existing house but must have been a crude cabin at the

time. This means Mr. Pahlman was a "Sooner" and had staked out a claim before the Waukegan Land Office opened in 1840. Only two other "houses" can be seen on the map, northeast of Cedar Lake (Lake Zurich). Plowed fields are shown in six other locations which would indicate additional settlers who had not yet built shelters.



High on a wooded knoll, about 200 feet north of the junction of Middleton and Andover Roads, is a small cemetery. This is identified as the Pahlman Cemetery. Both Hermann and Catharina Pahlman are buried here. He died February 21, 1900 and she on December 29, 1916. There are two other graves but the occupants are unknown. In tracing the family, the author found their great-grandson living in Ivanhoe, Illinois. He was not aware of the cemetery or his great-grand parents being buried there. We visited it together. In discussing his ancestors he said his grandparents were married at Quentin Corners (possibly by Ela mayor William Quentin) and continued to work the farm until 1926. As a young boy, his grandfather walked to a school at Long Grove Road and Old Hicks Road because classes were in German.



### 20939 W. Long Grove Road

The Hermann H. Pahlman home is shown on Ela Township records as having been built in 1850 but more than likely was constructed at a much earlier time.

It's difficult to precisely identify when homes were built. However, Ela Township maps made in 1861 and 1885 indicate houses, show the boundaries of property and names of current owners. From this information it can be deduced who may have built a particular house and approximately when. Most of these homes were built in the 1840's and 1850's and constructed in the same manner, with the same architectural appearance. They were small, about 24 feet by 24 feet, two stories high, and had the same roof slope. This configuration can readily be seen as the core portion of those homes still occupied, but with additions of varying types. Following are the old houses that still remain in Kildeer.



**21481 W. Long Grove Road**

This house is indicated on the 1861 map on a quarter section of land owned by John E. Deill. Mr. Deill purchased 40 acres of the northeast corner of the northeast quarter of Section 34 from the U.S. Government on November 4, 1841. He then bought the adjoining 40 acres of the southeast corner on May 8, 1844. The west half of the quarter section (80 acres) was owned by land speculator Dr. John H. Foster, who acquired the property on February 9, 1841. At some later date Mr. Deill bought this 80 acres from Mr. Foster thus giving him the complete quarter section. He sold all of his quarter section, except for 20 acres, (140 acres) to Joachem Junker on January 15, 1872. It would appear the house shown on the 1861 map was constructed by John E. Deill probably sometime in the 1850's.



**21176 Valley Road**

Records in the Ela Township Assessor's office show this house having been built in 1859. It appears on both the 1861 and 1885 maps. The southern half (80 acres) of the southeastern quarter of Section 27 was purchased from the U.S. Government by Henry Knigge on October 23, 1844. Mr. Knigge sold his property to Mary Schmidt on February 5, 1877. Based on this information the home was built by Henry Knigge. A columned portico has been added to the front and three additions to the sides.



**21437 W. Boschome Drive**

The map of 1885 identifies a house at this location. It's sited on the northwest quarter (40 acres) of the southeast quarter of Section 27 purchased by Frederick C. Hagemann from the U.S. Government on September 20, 1845. Records do not show who succeeding landowners were but it can be assumed the core house was constructed in the 1850's or 1860's. A previous owner who bought the house in 1965 was told at the time it was 100 years old. Many additions and alterations have been made to the core building.



### 21545 Cambridge Drive

The 1861 map indicates a house at this location and Ela Township Assessor records state it was built in 1850. This land was originally purchased by Dennis Putnam. He bought the eastern half (80 acres) of the northeast quarter of Section 28 on February 9, 1841. The house is located on this parcel and apparently was his home. An additional 40 acres was acquired by Mr. Putnam on October 19, 1843 and another 40 acres on September 16, 1845, giving him ownership of the entire quarter section. The house also shows on the 1885 map and Dennis Putnam still owned the land.



### 22920 Hilandale Lane

A house is shown at this location on the map of 1861. It is on the eastern half (80 acres) of the northwest quarter of Section 22, purchased from the U.S. Government by David Skinner on April 4, 1847. David sold this property to his brother, William Skinner, in April of 1854. William did not own it very long and sold it to Oliver Ross on September 7, 1855. Mr. Ross acquired a total of 400 acres from property owners on both sides of Quinten Road on the south side of Route 22. This was a sizable investment for the time and a large acreage to farm.

Either David Skinner or Oliver Ross could have built this house. Considering David Skinner only owned the land seven years and during that time had to settle on, clear and cultivate 80 acres, he probably did not have the time nor funds to build a house of this size. Oliver Ross appears to have been a man of means to purchase so much property and therefore could have been the builder. This house too, has had many additions and alterations.

Earlier it was mentioned that Anthony Dey Miller built a log cabin after settling on his land. A few years later, after purchasing the balance of his quarter section, he built a small frame house consisting of a large common room and store room on the first floor with sleeping rooms on the second floor. The original structure is shown with additions and remodeling done by subsequent owners. It is still an occupied Kildeer residence.



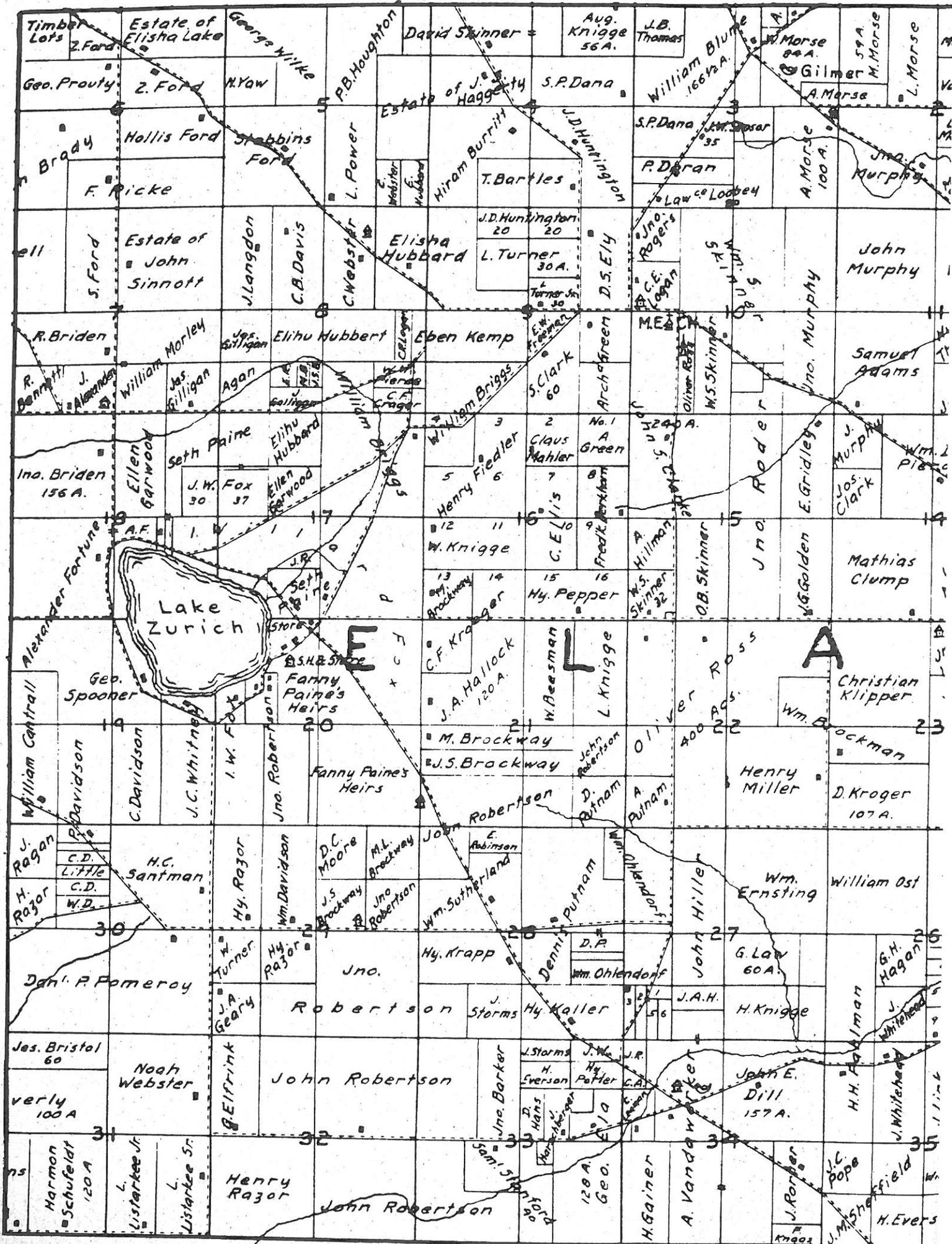
Prior to the development of Hidden Valley subdivision there stood a small red barn on the property with faint white lettering over a side door saying, "The Schmidts, 1891". This was the only remnant of the Mary Schmidt farm. Mary and her husband Anson, had owned a different farm but she was widowed at a young age. She lived alone with her sister on this farm after buying it from Henry Knigge. Mary somehow purchased three other parcels of land in the Kildeer area for a total holding of 436 acres. It's not known how she managed this much land but assumed she either leased it for farming or "share cropped". The author inspected the barn and took photographs prior to it's demolition.



It would not be proper to write a history of our area without mentioning the Grever family. Three generations owned and farmed land here. The family patriarch, Frederick Grever, arrived in the area in the 1860's. In 1876 he bought and leased farm land from Henry Pfingston located on the west side of Quinten Road, straddling both sides of West Cuba Road. He apparently earned enough money from this venture to purchase 223 acres from the Vandaworker family in 1880. This was their original farm that spanned the north and south sides of the intersection of Rand and Long Grove Roads with a house located on the south corner of this intersection. Mr. Grever lived in this house which was demolished in the early 1980's. A partial silo is the only structure still standing.

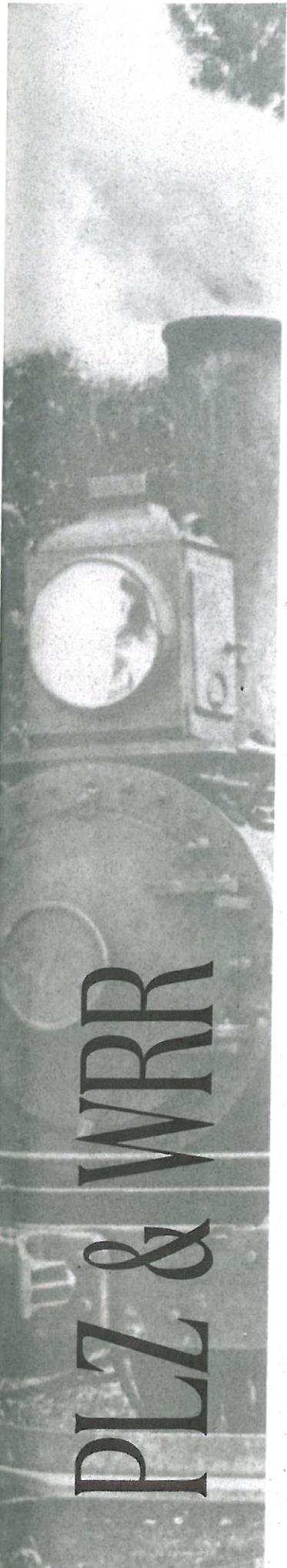
In 1898 Frederick Grever bought the entire 200 acre Pfingston farm. It's not clear whether he worked or leased out his farm at Rand and Long Grove Roads but in 1903 he sold it to his brother August. Mr. Grever built the family home on the northwest corner of the intersection of Quentin and West Cuba Road in about 1896. It was the second house built on this site because their barn had been built in 1892. Two generations of Grevers were born and grew up on this farm. George Grever acquired his father's farm in 1911 and had fifteen children, two of which are Harry Grever, age 80, who resides in a 100 year old house in Lake Zurich and his brother Bob, the current Ela Township Supervisor. The buildings and farm were sold in 1971 and have since been replaced by the Chestnut Corners residential subdivision of Lake Zurich.

On the east side of Quentin Road, a driveway which was once the continuation of Cuba Road before it was offset, terminates at a yellow farm house on an 80 acre farm that belonged to Herman Grever, the brother of George. At this writing, it's scheduled for demolition as a practice session by the local Fire Department and a subdivision called "The Ponds of Kildeer" constructed on the property.









## PLZ & WRR

Late in the 19th century there was a trend toward the building of small railroads to connect many small virtually isolated communities scattered in the developing midwestern states. Crude dirt roads hindered even horse drawn vehicles. Roads fell in such disrepair that during the Ela Township meeting of April 4, 1893 the commissioner of highways decreed that each male inhabitant must contribute one days labor toward highway maintenance or be assessed \$1.25. These were depression years and most men worked rather than pay the money. Therefore, uncomfortable, slow, horse drawn stagecoaches were used for passenger travel and the distribution of mail from town to town. A stagecoach made two trips a day between Lake Zurich and Barrington and the fare was 50 cents. A private livery could be hired to make the same trip for \$1.00.

The major steam railways radiating out from Chicago had stopped their expansion and a void in servicing rural towns was being filled by the construction of electric railways. By the end of 1908 there were 1,304 miles of electric lines in Illinois compared to 12,082 miles of steam railroads. In 1890 the Elgin, Joliet & Eastern Railroad was extended to Waukegan, passing through Lake Zurich enroute. This railway provided a unique function in that it's route runs from Gary, Indiana to Waukegan on a 40 mile radius out from Chicago, intersecting all other railroads in the process. It provided passenger service until about 1900 but continues to haul freight to this day, more than 100 years after it's inception. A man by the name of Robert D. Wynn conceived the idea of constructing an electric railway from Waukegan to Rockford. There was definitely potential for such a line and by 1908 he had been promoting his plan for 15 years. On November 17th of that year he announced in Waukegan his formation of the Waukegan, Rockford & Elgin Traction Company (WR&ETrCo.).

Mr. Wynn proceeded to offer stock for sale and was disappointed in the poor reception it received. One of the problems was railway promoters had been swindling Lake County residents for more than 50 years. A revised financial plan was offered with the sale of bonds. His plans were bolstered when the North Shore Electric Company offered to supply all electricity for the railway. With the limited funds he received, surveying of the right-

of-way began. To construct his railway he needed additional investors and sought these out in Chicago. Mr. Wynn was a tireless worker using all promotional methods to his advantage, even selling stock to Wisconsin farmers who he convinced would benefit from the project. Eventually receiving a commitment for the additional capital he needed from two Chicago backers, he thought his problems were now behind him and construction could begin.

To build the railway the WR&ETrCo. required a franchise from the city of Waukegan. One was submitted for the meeting of October 18, 1909 and expected to pass as a mere formality. Instead, the city council began to make demands that resulted in a series of negotiations and delays. The franchise provisions were discussed again and again until the document scarcely resembled the original proposal. The council demands continued to grow until it became a subject of humor in a local newspaper. During this delay one of Mr. Wynn's Chicago financial backers died, causing the other to withdraw his support. Without this financing there was little chance for success and on April 14, 1910 he stopped all effort to build the railway.

A successful Waukegan attorney named Justin K. Orvis was active in trying to bring industry to the city and felt Wynn's railroad plan had merit. The two of them toured the route promoting the venture to local communities. As far back as 1859 many local railroads had been proposed with differing routes that included service to Palatine, Barrington, Cary, Fox Lake, McHenry, Lake Geneva, etc. Orvis's gift of oratory stimulated enough interest that a rally was held in Wauconda drawing people from Waukegan and Palatine. The result was they received pledges for the purchase of stock. The Wauconda subscribers placed a condition on their pledges that the first portion of a proposed railroad from Waukegan must run south from Wauconda to the Chicago & Northwestern (C&NW) in Palatine. The next night a similar rally was held in Lake Zurich and enthusiasm ran so high that an organization of local businessmen was formed to promote the venture. On June 29, 1910 more than 500 people gathered in Palatine to hear the plan for the proposed railway. This was a large number if you consider the population of Wauconda was 368, Lake Zurich 304 and Palatine 1,144 at the time. The response was overwhelming and many stock subscriptions were signed. The following evening, Orvis and Wynn, along with the Palatine Military Band, held a rally at Quentin Corners (Rand and Quentin Roads). Farmers came from miles around and seeing the advantages of moving livestock and products by rail, also signed stock pledges. The thought of building a common railroad united these three communities and the goal of raising \$100,000 to begin construction was easily reached.

Within a week, activity began with the construction of a survey camp at Quentin Corners and rights-of-way were negotiated. One survey team worked south from Wauconda and another north from Palatine, meeting in Lake Zurich. A construction camp was established at Quentin Corners and steam shovels, steam plows and other

excavation equipment arrived in Palatine via the C&NW. Many pieces of horse drawn equipment were also used. Construction began at both ends of the line in Wauconda and Palatine. Evidence of this activity was used as a basis for additional promotional meetings in Waukegan, Long Grove, Gilmer, Ingleside and Gurnee. The plan was still to build an electric railway but to reduce costs, battery, gasoline and steam driven engines were being investigated. Orvis negotiated for many months to obtain a franchise for the WR&ETrCo. to enter Waukegan. He encountered the same delaying tactics, unreasonable demands and on February 18, 1911 gave up in disgust saying they would never again seek to service Waukegan and would confine their operations to the western part of the county.

The proposed railway route was from the C&NW depot in downtown Palatine, west to the east side of Quentin Road, north to Camp Reinberg, curving across Quentin Road into Deer Grove, north to the town of Ela, just west of Quinten Corners where it crossed Long Grove Road and then Rand Road. It paralleled the north side of Rand Road in what is now Kildeer's Pine Valley subdivision to a high point called Windmill Hill, located on the high ridge just southeast of the current garden center at West Cuba and Rand Roads. The derivation of this name is unknown but a windmill may have been built there that also influenced the name "Old Mill Garden Center". Lake Zurich also had a "Windmill Hill" near their water tower on Old Rand Road where a large windmill was built in the 1850's for grinding grain. It was torn down in 1858 after the miller died. A short distance further, at West Cuba Road, was another stop on the railroad in Kildeer called "Putnam", named for the former land owner. The tracks crossed West Cuba Road at this point and followed the high ridge which is the furthest western boundary of Bishop's Ridge subdivision. Although the tracks and ties are gone, the railroad bed is still clearly visible at this location. The right-of-way angled northwest to a depot in Lake Zurich where the current LaSalle National Bank drive-up facility is located near Lion's Park, and then terminated in a downtown Wauconda depot where a war memorial now stands at Liberty Street and Old Rand Road.

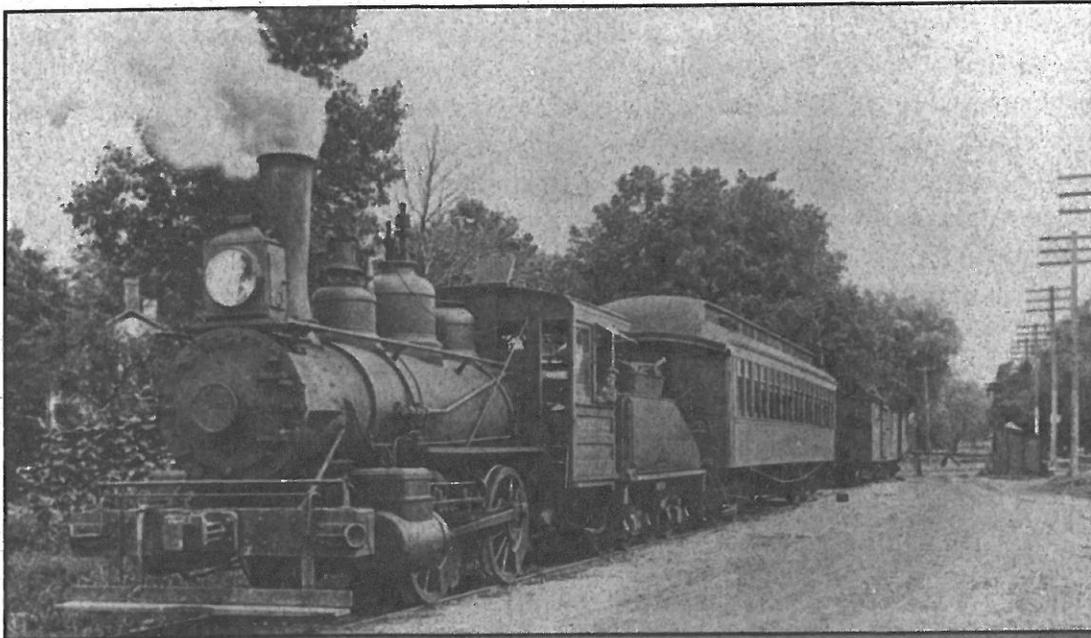
The WR&ETrCo. began to experience cash flow problems because of unpaid stock subscriptions. To reduce costs, cedar poles were to be used for ties and the first shipment arrived in Lake Zurich via the EJ&E. These were laid between Deer Grove and Palatine. Further economies were the purchase of track in \$500 and \$1000 lots as cash was generated from stock sales and a secondhand steel girder bridge from Gary, Indiana, needed to span the EJ&E tracks in Lake Zurich. The payment of contractors also became difficult. Through it's entire history of construction and operations the WR&ETrCo. would have financial difficulties due to unforeseen problems and unpaid stock subscriptions.

On August 17, 1911 a crowd of 400 spectators gathered in Palatine to watch the "First Rail Ceremony" with the driving of the first spike. An assembly of volunteers held a tie and rail laying contest. By day's end two carloads of rail were installed. Although a contract was to be let for the completion of track laying, this was the first of

many occasions when work would be done by volunteers to help construct "their" railroad. Paid laborers and volunteers worked side by side to complete the rails to Dr. J.W. Wilson's picnic grounds in Deer Grove in time for its planned opening on September 16, 1911.

It became apparent the WR&ETrCo. could not afford to construct poles and lines for an electric railroad so at the last moment they purchased an old, used, steam switch engine from the C&NW and it was christened *Maud*. There are conflicting stories as to the origin of the name but the most commonly accepted one is that it was named for after a comic strip mule. However, she quickly became affectionately known as *Old Maud*. Though the tracks were laid to Deer Grove, there wasn't any ballast between the ties. Palatine merchants closed their stores and joined by other volunteers shoveled and tamped while *Maud* hauled and dumped loads of cinders.

A passenger car was leased from the C&NW and Palatinians going to Deer Grove filled the car while others sat on the roof. Arriving, the passengers found the line came to an end just 150 feet north of Dundee Road because a trestle across a creek had not been constructed. Disembarking, visitors to the park saw a dance pavilion, stands and lamp poles had been constructed. *Maud* spent the rest of the day shuttling passengers back and forth between Palatine and Dundee Road.



*From the Wolfrum Collection*

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***Old Maud* in Palatine the morning of the official opening of the line to Lake Zurich on August 25, 1912. Young boy in cab was railroad water boy.**

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On Sunday October 8th the WR&ETrCo. leased a second passenger car and co-sponsored another picnic for the purpose of promoting the railroad. Train trips were made at 30 minute intervals and more than 1000 people attended. The result was stock subscribers paid their obligations and new buyers came forth. The line was extended to Quentin Corners where a siding was constructed because the WR&ETrCo. received a freight contract from the Ela Township highway commissioner for several carloads of crushed gravel. This siding was built to hold eight to ten cars with the thought of constructing a future freight yard and storehouses. On November 1st *Maud* delivered the first load and it was the first time her whistle could be heard in Lake Zurich. On December 4th tracks crossed Rand Road about 1600 feet west of Quentin Road and were laid to Windmill Hill. The engine's smoke could now be seen by Lake Zurich residents. On January 19, 1912 the railroad crossed West Cuba Road.

J.K. Orvis spent the winter successfully raising additional funds that allowed track to be laid to within a quarter mile of downtown Lake Zurich. Residents considered the line officially opened and walked the distance to ride the train for weekend excursions. By December 1912 the 7% grade and bridge over the EJ&E tracks were completed with track laid to the new Lake Zurich depot. On December 13th the WR&ETrCo. conducted a free excursion for stockholders which ended with a dinner and smoker at Knigge's Hall in Palatine. Then on December 17th the Palatine Commercial Association (railroad supporters) chartered a train to transport them so as to hold their annual banquet at Phillip Young's Maple Leaf Hotel in Lake Zurich. The railroad was now generating revenue, especially from carrying passengers to picnics in Deer Grove. Residents of Chicago would take the C&NW to Palatine and transfer onto *Maud* to spend a day in the woods. Freight business was increasing and the WR&ETrCo. bought another larger, used, steam engine naming it *Molly*. In anticipation of weekend picnic traffic, additional passenger cars were leased from the C&NW.

On February 3, 1913 the WR&ETrCo. held its annual stockholders meeting in Palatine and one of the most important matters to be discussed was the changing of the road's name. Following much debate on both sides of the subject the stockholders agreed to keep the corporate name WR&ETrCo. but the trade name would be known as "Palatine, Lake Zurich & Wauconda Railroad" (PLZ&W). Following many trials and tribulations, mostly creative ways to raise additional funds, the railway was completed to the Wauconda depot on May 7, 1913. The railroad's officers worked alongside hired laborers and almost half of Wauconda's citizens, late into the evening, to lay the final rails into town to insure Wauconda's official "Railroad Day" could take place on May 10th. A special train was assembled for the celebration, carrying railroad officials and the Palatine Military Band. With the arrival of *Old Maud* there was general bedlam with all church bells peeling along with whistles and dynamite blasts going off. Ten aging stagecoach drivers who carried passengers and mail

were in attendance. They were now out of jobs and the last of their kind in Illinois. Several more trainloads of visitors arrived to watch a parade, listen to speeches, watch fireworks and attend two large dances, all in celebration of this historic event.

A humorous anecdote that delayed completion of the PLZ&W and increased construction costs had to do with the route through Lake Zurich. The right-of-way was platted to cross the northwest corner of the Lake Zurich Golf Club (LZGC) near the third hole. This very exclusive golf club was founded in 1895 by two Chicago lawyers and its membership was, and still is, limited to 40 members. Naturally, these members were very prominent people. The club did not intend to grant the right-of-way so the railroad proceeded to have the land condemned under the right of eminent domain. Lawyer members of the club knew that cemetery land could not be condemned in this manner and drew up legal papers for declaring the area a "cemetery."

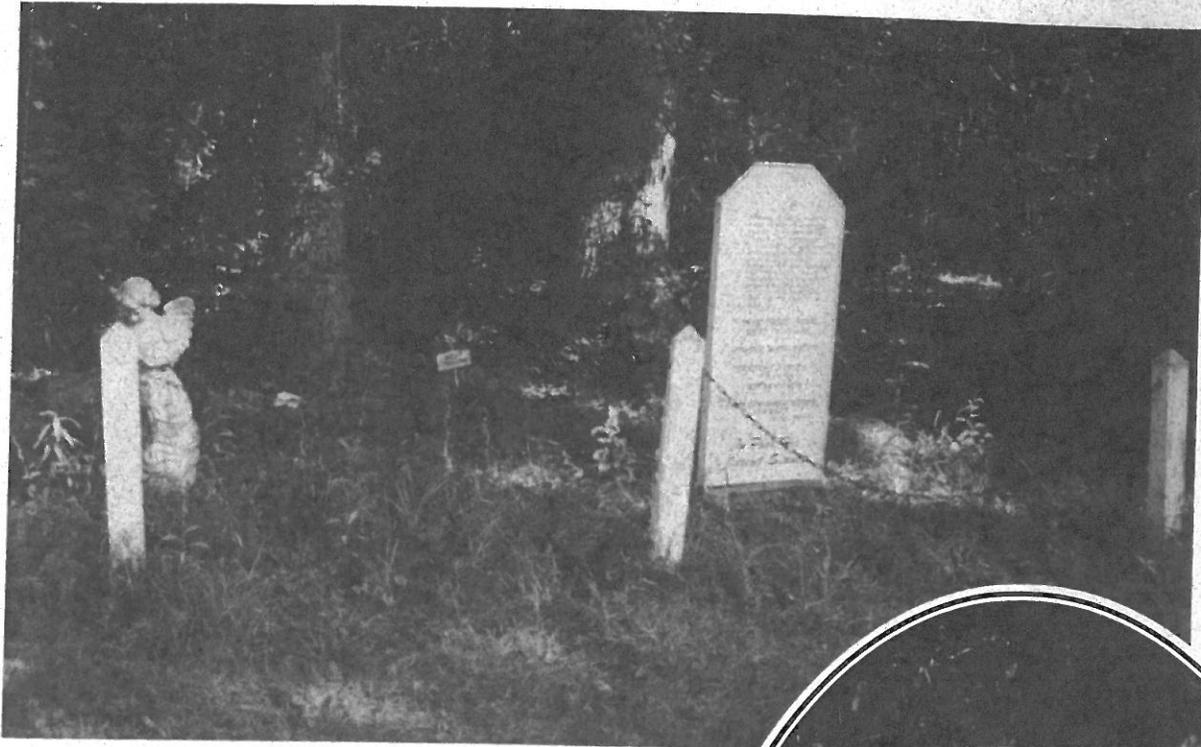
Other members who were physicians with medical school connections arranged to have four bodies brought to the club and buried in an elaborate ceremony, accompanied by a Chicago jazz band. A gravestone was erected and still stands to this day with the following inscription.

*Stranger pause and bare thy head,  
here lie buried four men in this  
bucolic spot in-terred to foil the  
vile machinations of a huge and  
heartless railroad corporation who,  
through the iniquitous law of the  
right of eminent domain, had  
thought to seize this beautiful spot  
for its own fell purposes.  
May these four rest in peace.*

*Lathrop Washington, A Unitarian.  
Terrance O'Brien, A Roman Catholic.  
Irving Cohen, A Jew.  
Jackson Washington Johnson, An Afro-Baptist.*

*In Pacr, Hic Jacent Sepulti.*

The WR&ETrCo. quietly gave in and adjusted its survey line to lie just outside the new "cemetery."



Lake Zurich Golf Club "cemetery".



STRANGER MADE AND  
 BARE THE HEAD AS HE LIE  
 BARRED FOR MEN IN THE  
 BRIDGE SHOT THROGRED  
 TO ROLL THE VILE WAGON  
 ATOMS OF A RAIN AND  
 REARLESS RAILROAD  
 WOODSHEEDS WITH THROUGH  
 THE THROGRED LAW OF  
 THE RIGHT OF ENTIREMENT  
 DONALD AND THROGRED  
 TO SEIZE THIS BEAUTIFUL  
 SPOT FOR ITS OWN BELL  
 PARADISES

WILL THESE FOUR  
 REST IN PEACE

LATHROP WASHINGTON  
*A Merchant*

TERRENCE O'BRIEN  
*A Soldier*

IRVING COHEN  
*A Son*

JACKSON WASHINGTON  
 JOHNSON  
*An Army Officer*

*In Pace. Hic  
 Jacent Sepulci*

The Lake Zurich Golf Club was designed by James B. Fowler of Scotland's St. Andrews Golf Club as a par 35 course. It has changed little in the past 101 years and is unique in that members are allowed to make up their own rules while playing. Following are a few examples.

If a putt stops close enough to the cup to inspire comments such as "You could blow it in," you may blow it in. The rule does not apply if the ball is more than three inches from the hole.

A ball sliced or hooked into the rough shall be lifted and placed at the point equal to the distance it carried into the rough. It is hardly fair to penalize a player for the erratic flight of the ball.

A ball hitting a tree shall be deemed not to have hit a tree. Hitting a tree is bad luck, a phenomenon which obviously has no place in a scientific game. The player should estimate the distance the ball would have traveled under reasonable circumstances, and play the ball from that point ....preferably from a nice tuft of grass. There shall be no such thing as a lost ball. The missing ball will eventually be found and pocketed by some other player. It then becomes a stolen ball. There is no penalty for a stolen ball.

The September 1913 issue of *Popular Mechanics* carried an article on the PLZ&W entitled the "Railroad With One Train Built By Farmers." Today, more than eighty years later, no one can conceive the importance of this twelve mile long railway. First and foremost it united three communities. An example was the formation of the Palatine, Lake Zurich & Wauconda Baseball League that scheduled 20 games with other villages as far south as Schaumburg and Bartlett. Each town had large meeting halls where dances, concerts, joint celebrations and theater performances were held. Wauconda and Lake Zurich did not have high schools at the time and commuting by train became so easy that as a neighborly gesture Palatine High School offered scholarships to students with the best eighth grade average. A 25 ride ticket between Wauconda and Palatine cost \$14.60 but one Wauconda scholarship student, Harry Kirwan, could not afford the fare and earned his way as fireman, shoveling coal into *Old Maud's* boiler. He continued to work in the job during school vacations.

The PLZ&W allowed rural people to connect with the C&NW in Palatine and visit Chicago to enjoy all the cultural events it had to offer. On August 24, 1913 *Old Maud* began to pass through Kildeer six times per day with scheduled stops in Palatine, Lake Zurich and Wauconda. There were "flagstops" (where a passenger could flag the train to stop) at Baldwin Road near Quentin, Deer Grove, Ela (Rand Road near Quentin), Putnam (West Cuba Road crossing) and Lakes Corners (Rand and McHenry Roads).

The PLZ&W was quickly changing the economies of these three major towns. Wauconda and Lake Zurich had little trouble establishing themselves as resort towns. Resorts and hotels were built. Wealthy Chicagoan socialites spent their summers there while middle class people spent weekends. On the north shore of Lake Zurich alone there were six resort beaches, a playhouse, boarding houses and three saloons. Deer Grove became so successful as a week-end picnic grounds that Dr. J.W. Wilson enlarged the dance pavilion and built a dining hall, delicatessen and refreshment stands, retaining a Chicago amusement company to manage concessions and amusement activities.

In 1913 Deer Grove Park opened on June 15th. Anticipating a crowd, and in spite of having purchased a second passenger coach, the PLZ&W leased four additional passenger cars from the C&NW. *Old Maud* made special runs late into the evening from Lake Zurich and Wauconda to accommodate the 1500 to 2000 passengers transported on that one day. July 4th was going to fall on a Friday which created a three day holiday weekend. The PLZ&W tried unsuccessfully to lease more cars from the C&NW but none were available. They did own an old flat car that local carpenters quickly converted with seats and a roof supported on posts mounted in the car's stake pockets. The sides were covered with wood screening. With the Chicagoans urge to spend a weekend in the country, *Old Maud* carried more than 4000 passengers between Friday and Sunday.

While passenger service was burgeoning, *Molly*, a bigger engine than *Maud*, kept busy hauling freight. Building materials to support local construction moved north while farm products came south, transferring to the C&NW for shipment to Chicago. Farmers as far away as Grayslake shipped milk to a large Bowman Dairy at Smith Street and the railroad tracks in Palatine. To compete, Borden built a dairy in Wauconda (later bought by Bowman). J.H. Patterson Company constructed a large lumber, coal and grain facility in Wauconda. DeSmet Quartz Tile Company of Chicago was also convinced by local officials to build their new plant in Wauconda. Bangs Lake and Lake Zurich generated a large ice business in the winter and could now ship larger quantities by rail. Large crews of ice cutters were recruited from Chicago's skid row and the PLZ&W ran special trains to transport them to the lakes. They would stay in the vacant summer resorts. A mail contract was won from the U.S. Post Office that now transferred the main post office to Lake Zurich and away from Barrington. There was so much freight activity, both incoming and outgoing at Quentin Corners it was thought a depot would be constructed.

While there was considerable business activity, the PLZ&W had to pay other railroads to maintain and overhaul the heavily used equipment, which interfered with their ability to pay interest on bonds and other "creative" indebtedness used to construct the road. The nonpayment of debt resulted in one stockholder, Ralph L. Peck, petitioning the court on October 19, 1914 that the PLZ&W be put into receivership,

with he running the company as Receiver. While this was a shock to all investors, it did protect the railroad from creditors. There was a strong interest in keeping the road running so operating costs were reduced through layoffs, salary reductions and reductions in service. However, traffic remained heavy and Deer Grove Park continued to receive large picnics from Chicago business, union and political organizations. On July 4, 1915 almost 3000 passengers were moved over the weekend.

The 12 mile long PLZ&W was a major artery providing life to an area that no one wanted to see terminated. Businessmen and citizens alike would volunteer to serve as conductors or in other capacities during busy periods to keep costs down, but other factors began to seal their doom. On April 6, 1917 the United States declared war on Germany and coal would become a scarce commodity, reducing civilian train service. Dr. Wilson's health was failing and he sold his Deer Grove Park to Cook County and it became a forest preserve, prohibiting the sale of alcoholic beverages in the park. Both *Maud* and *Molly* were badly in need of repairs. Roads were improving, gasoline driven vehicles became more reliable and a bus service between Wauconda and the C&NW in Barrington was inaugurated as the PLZ&W became less dependable. Still, every effort was made to save the PLZ&W.

On Saturday January 5, 1918 snow began to fall and would turn into the worst blizzard since 1881. It continued until Monday night at which time the right-of-way was drifted with 20 feet of snow in some places. The PLZ&W wanted to rent a rotary plow from the C&NW but not having any money, their request was refused. Their only alternative was to wait until Spring when the snow would melt. However, passengers would be stranded, mail deliveries would stop and the Wauconda Bowman Dairy could not ship their usual 30,000 pounds of milk per day to Chicago. As before, the citizenry of the three communities were not going to let their railroad fail. In Wauconda, 30 volunteers began to shovel snow to clear the tracks. The next day they were joined by 50 more men. By Friday the line was opened to Lake Zurich but the next day there was another 9 inch snowfall and Sunday night the temperature fell to 11 degrees below zero. In Wauconda a call for volunteers went out and 75 men responded, re-opening the line to Lake Zurich, while working in sub-zero weather for three days.

Businessmen joined the Lake Zurich volunteers and opened the line for two miles south of Lake Zurich. More than one-half mile of this section was in cuts 10 feet deep that had to be shoveled out by passing the snow up from one tier to another. A third storm hit on January 26th and 27th burying the line again. The next day, *Molly* arrived from Wauconda with a makeshift snowplow attached and the line was again opened to two miles south of Lake Zurich. She brought the exhausted shovelers back to Wauconda to rest. 42 inches of snow fell in January and the temperature never got above freezing. This catastrophe caused Ralph Peck to give up any thought of saving the railroad. He discontinued all operations and laid off all employees but the station agent and locomotive engineer in Wauconda.

The volunteers, hearing of this potential abandonment of the PLZ&W, resumed shoveling between Lake Zurich and Palatine. 10 days later, on February 16th, *Maud* entered Palatine with its bell ringing and whistle blowing, pulling a coach full of 101 exhausted shovelers. This was the pioneer spirit at its best. Freight and mail service resumed, but no passenger service. Clearing the tracks allowed a special train to bring a large contingent of Wauconda and Lake Zurich residents three days later, to testify at a Chicago court hearing intending to have the PLZ&W sold at auction for payment of debts. It was thought the maximum amount of money could be raised if the road was sold to a junk dealer.



*Grace Harris Photo*

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**Volunteer shovelers near Cook's Crossing south of Wauconda.**

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Interest in preserving the railroad continued unabated and a unique plan was conceived. A committee was formed and appeals to stockholders were made to get them to exchange their stocks and notes for new bonds, with the intent of reorganizing the company and continuing to run the railroad. The Noteholder Committee succeeded in bidding against the junk dealers and bought the PLZ&W for \$60,000 (plus back taxes) on July 12, 1918. With active growth in the area and new management, over the next fifteen months the railroad began to show a profit, but cost cutting methods used in its original construction now demanded a large investment. The equipment and trackage were wearing out and becoming unsafe.

Management heard of a company in Clintonville, Wisconsin, the Four Wheel Drive Auto Co. (FWD) that developed a gasoline engine driven bus that ran on railroad tracks and could pull a trailer. With both steam engines out of operation, the PLZ&W

convinced FWD to sell them the first two vehicles and in November 1919 these railbuses were making three runs a day (two passenger and one freight). While passengers were satisfied with railbus comfort and dependability, the PLZ&W was given a new nickname "The Flivver Railroad". The June 12, 1920 issue of *Scientific American* cover picture, showed the PLZ&W Railbus with a related article inside.

Financial problems continued. Throughout its entire history the PLZ&W was consistently trying to raise funds and investors quickly lost interest in new solicitations. They even attempted to sell stock by going door to door. The railroad deteriorated further and in 1921 major roads in the area were being paved with concrete, making auto and truck travel more convenient. By the spring of 1923 concrete roads were complete all the way to Chicago. Local bus lines went into service to the C&NW depots, from Lake Zurich to Palatine and Wauconda to Barrington. Continuing demands from creditors and inoperable equipment resulted in the PLZ&W responding to a government order to suspend service after the 1924 Fourth of July weekend.

The railroad laid dormant until 1929 when on June 3rd a Lake County Judge decreed the road to be sold for a junk price of \$88,000. Tracks were removed and most of the wood ties were cut up and given to the needy for fuel. All rolling stock had been stored in Wauconda, was vandalized and deteriorating, resulting in the engines being cut up for scrap. The Wauconda depot was sold to George and Grace Harris for use as a house. They moved it to 172 Maple Street where it was remodeled and still serves as a residence today. A few years later the Lake Zurich depot was purchased and moved to Whitney Point on the southwest shore of Lake Zurich and converted into a resort building. In 1942, after the bridge over the EJ&E was scrapped, the earth fill used for the 7% grade was removed to fill a slough where the Lion's Club built Lion's Park and their baseball field near Ela Township Hall.

A permanent monument to the PLZ&W exists as an asphalt bicycle path on her right-of-way from Palatine to Dundee Road near Deer Grove, known as the "Palatine Trail", constructed by the Palatine Park District. *Old Maud* is remembered in all local historical societies and especially by a book entitled "*Old Maud*" authored by Richard Whitney, who spent thirty years of his life researching her history. Kildeer has its own reminder, with the remaining section of PLZ&W roadbed on the western border of Bishop's Ridge subdivision.

The best words written in *Old Maud's* memory are, "She came.....she worked.....she conquered and she left her mark on the Lake Zurich countryside. Without *Maud's* struggles and the struggles of the men who controlled her, rode with her, shipped goods on her, fought for her existence.....and above all loved her.....Lake Zurich and Wauconda would not be what they are today."

## *Migrants from the City*

A successful Chicago businessman by the name of Robert H. Gore began to purchase property throughout Ela Township around 1918. By 1936 he owned more than 250 acres in the Kildeer area consisting of today's Bishop Ridge and half of Pine Valley subdivisions. He lived in the Dennis Putnam house, built in 1850, and commuted to his office in downtown Chicago. In 1923 he built Bishop Lake, hiring his own equipment and laborers from Chicago, who lived in a tent on the property during construction. Mule teams, horses and steam shovels were used. At a later date he built the lake in Pine Valley, now called Gore's Lake, with help from the U.S. Department of Conservation and planted many pine trees which are not indigenous to the area. In the 1930's Mr. Gore raised turkeys and later chickens on the Bishop Ridge property. His farm was managed by a caretaker who lived in a nearby coach house by the creek that crossed his property.

During Prohibition a gentleman named Terrance Druggan purchased about 215 acres of land on both sides of Long Grove in what is now Kildeer's Farmington Subdivision. Mr. Druggan had a nickname, "Terrible Terry", because he was a Chicago gangster, head of the Druggan-Lake Gang (or Valley Gang) prominent in the 1920's. His partner was Frankie Lake, an ex-Chicago fireman, who copied Druggan in every manner including his clothes. They were both trigger-happy bootleggers who controlled a territory on Chicago's west side, between Cicero and Chicago's Little Italy, as lieutenants of Al Capone. Both Druggan and Lake, as young teenagers, joined the Valley Gang then controlled by killers and robbers Paddy "The Bear" Ryan and Heinrich "Big Heinie" Miller. When they reached maturity they took over the gang. Druggan was a dwarf like character who lisped when excited, especially when shooting down an opponent or hijacking a liquor truck. Both men wore expensive fedoras, tailor-made suits and horned rimmed glasses, which gave them the appearance of mild-mannered businessmen. Druggan was very religious, a devout Catholic, in spite of his criminal activities.

Druggan and Lake both became millionaires during prohibition and rode in limousines driven by chauffeurs. They owned a private railroad car, but used it only once after it's windows were shot out by rival gangsters. Most of their fortune came from Joseph Stenson who gave them 50 percent

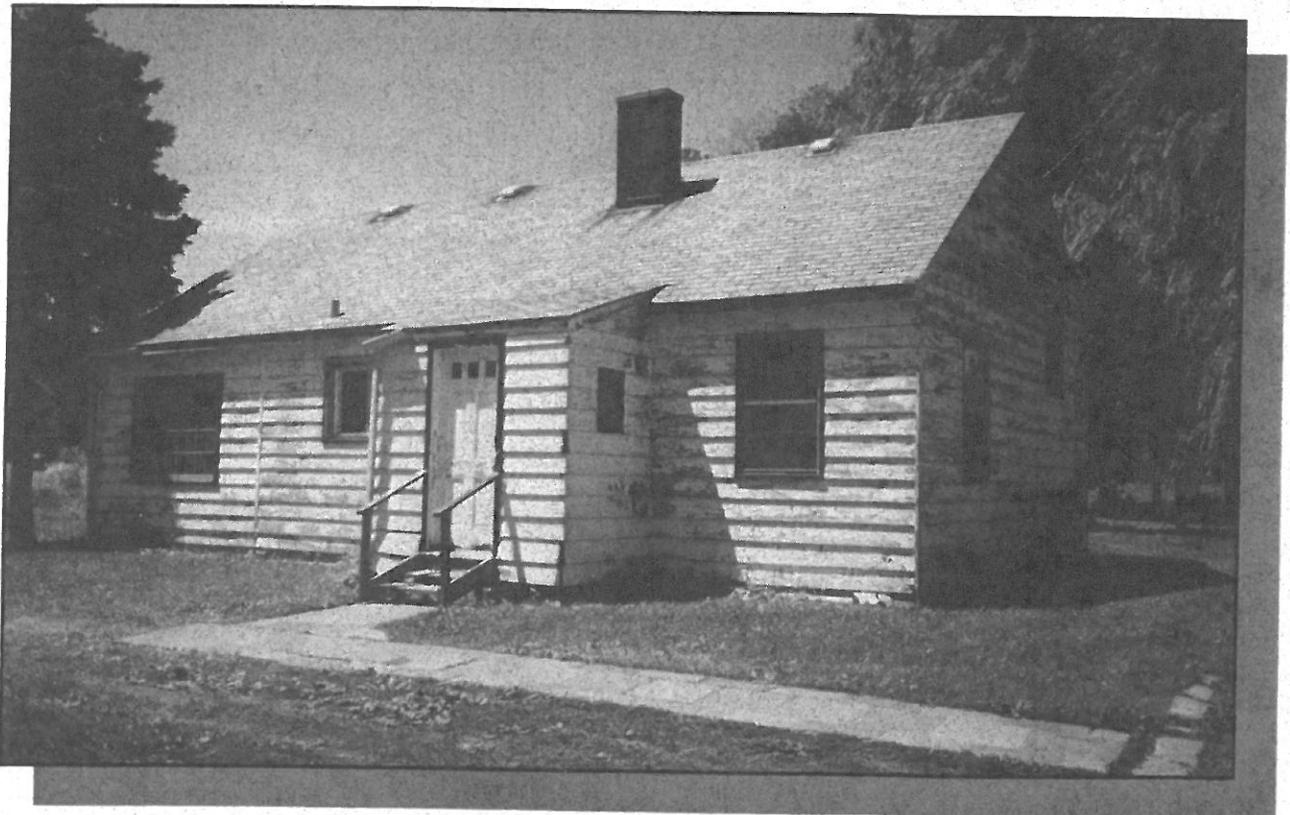
of five large breweries so they would stop hijacking his shipments and he could continue to operate. By 1925, Capone was taking more than 40 percent of the profits from their breweries, but provided Druggan and Lake with an army of gunmen to protect their territory. Both were imprisoned once for operating illegal breweries. They bribed the Cook County Sheriff with \$20,000 for "considerations and conveniences." Their life changed very little while incarcerated. In fact they were seldom in their cells or even the jail. A reporter once stopped by to interview them and was told by a jail secretary, "Mr. Druggan and Mr. Lake are out right now.....at an appointment downtown. They'll return after dinner."

Terry Druggan built a stucco sided house on Long Grove Road, near Middleton, that is still an occupied residence. There formerly was a flagpole in front that could be seen from Rand Road. He had a handyman who's job it was to raise and lower the flag. If the flag was at the top of the pole it was O.K. for Druggan to come home, at half-mast it meant someone was there looking for him and he should keep going. Whenever Druggan heard a noise outside the house he would look out the windows carrying a machine gun. Having once been shot through one of the windows caused him to move into a rear bedroom. A subsequent owner of the house claimed there were bullet holes in the gutters and siding.

Druggan had an active farm with cattle, crops and a manager who lived in the old Hermann Pahlman house, on the south side of Long Grove Road. Also, on the south side of the road, he built a large luxurious barn where he kept race horses. It was so large that the second floor could be used to exercise these horses. This barn burned to the ground in 1968. To the east of his home was a practice racetrack circling a pond. While he was barred from competitive racing, his horses always ran using other people's names as owners. He also owned the Henry Knigge home built in 1859 on Valley Road which at the time was a dead-end only accessible from Long Grove Road.

The current Inverness village hall at Baldwin Road and Northwest Highway (Route 14) is an old masonry structure with silos on all four corners. This building was one of Druggan's illegal breweries and it was rumored he also brewed beer in his Long Grove Road barn. On June 29, 1928 the U.S. Internal Revenue Service filed a \$313,081.66 tax lien on Druggan's properties for failure to pay income taxes. Like Al Capone, Druggan and Lake were convicted of income tax evasion and sent to Leavenworth Prison. Records from 1936 show Druggan's mother, Elizabeth, held a clear title to his lands. Whether the tax lien was ever paid cannot be determined. When Druggan and Lake were released, they found their gang and territory taken over by others and both died in obscurity in the 1950's.

The first sub-division of property in the area that later became part of Kildeer was a government subsidized housing development. On November 20, 1934, George W. Krueger sold 59.69 acres of land to the U.S. Government Federal Subsistence Homestead Act for \$5,969.00. This parcel was located on the west side of Krueger Road between East Cuba Road and Route 22. In the early 1940's it was then subdivided into six 9 to 10 acre farms with a house and barn constructed on each parcel. Both were small. Six houses had four rooms, one house with five rooms and one with six rooms. The barn was designed to hold one cow, a few chickens and space to store some feed. A dead-end road was constructed down the center of the development, running west from Krueger Road, and named Eleanor Lane after Eleanor Roosevelt. To purchase a parcel you had to have children and a desire to live a rural life, raising your own crops and livestock. All but two of the farms have been re-subdivided into smaller residential lots, but one farm is still owned by the second buyer and another is lived on by the second generation family of an original purchaser. The U.S. government bought quite a few parcels of land in Lake County under the Federal Subsistence Homestead Act and held the original farm mortgages. Owners had to refinance when the government got out of the program.



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**The only remaining original Federal Subsistence Homestead Act farmhouse. Others have been added to and remodeled, or demolished.**

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A 1936 map shows Rand Road (then route 60), Half Day Road (route 22) and Midlothian Road as the only paved roads in the area. Secondary roads had been dirt until gravel was applied sometime in the early 1920's. Quentin Road did not have the existing smooth curve north of Rand Road but instead had four 90 degree turns that took it from the intersection through Pine Valley subdivision and reconnected with Quentin Road at today's Boschome Drive. This same map designates Northwest Highway through Palatine as Route 12. At some later date the State of Illinois revised these highway numbers to their current status.

Rand Road was paved from Lake-Cook Road through Lake Zurich in the early 1920's. On week-ends this brought hordes of people in automobiles to enjoy the activities at Bangs Lake in Wauconda and Lake Zurich. On Sunday evenings cars were bumper-to-bumper returning to Chicago. At the time, Rand Road ran through the center of downtown Lake Zurich. People sat on front lawns watching the traffic, thankful they were not part of the mess. In retrospect, things haven't changed much in seventy years in spite of the fact the highway was re-routed to the west side of the lake in 1939 and then widened to four lanes in 1950.

On November 27, 1897, Mr. Henry Bosch, a Chicago businessman, bought at a delinquent tax sale, 86 acres of land located on the south branch of Buffalo Creek, abutting the east side of Quentin Road, one quarter mile north of Rand Road. He had founded a large wallpaper manufacturing business with offices in Chicago and New York. In 1929 Mr. Henry Bosch built a large Georgian home on the property. A long gravel road was constructed from Quinten Road for access to his home and a dam across the creek to create a waterfall. He apparently lived here full time and commuted to Chicago to manage the family business. Some of the land was farmed while other portions were used to graze cattle. Additional structures were built to house a farm supervisor (Louis Knigge) and a large tool shed. About 1935 the farm was converted to raising turkeys and a brooder house constructed. Many local farm boys worked for Mr. Knigge during the summer and prior to Thanksgiving when turkeys went to market. Henry Bosch died in 1937 and his son, Henry Bosch Jr., who was already president of the business, retained the residence. Today, Mr. Bosch's home is occupied by a new owner at 21539 W. Boschome Drive. The tool shed and brooder house were converted to residences around 1955 and are currently part of Boschome Farms subdivision.

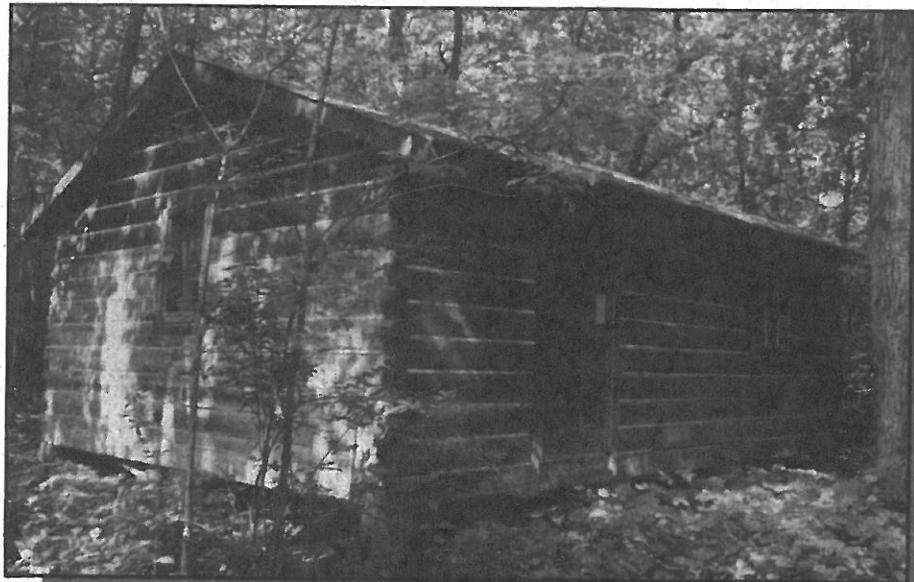
In 1936, Mr. Bruce Benson, of the Benson & Rixson Clothier family, bought 39 acres of land at the northeast corner of Quentin Road and Bosch's gravel access road. (Years later it became Boschome Road.) He bought the property to escape the city during his leisure time and built a one room cabin in a hollow, at a bend in the south branch of Buffalo Creek. His father and young son spent weekends helping him with construction. It was similar to a log cabin except 4" x 8" timbers were used instead of logs and he hired a mason to build a field stone fireplace. The door was three thick-

nesses of lumber suspended on large iron strap hinges made by the blacksmith who was still in business at Quentin Corners. He built a stone dam in the creek and Mr. Benson spent many years enjoying the quiet, beautiful surroundings of Kildeer. This cabin still stands and while only 60 years old, remains a testament to someone who settled here part time.

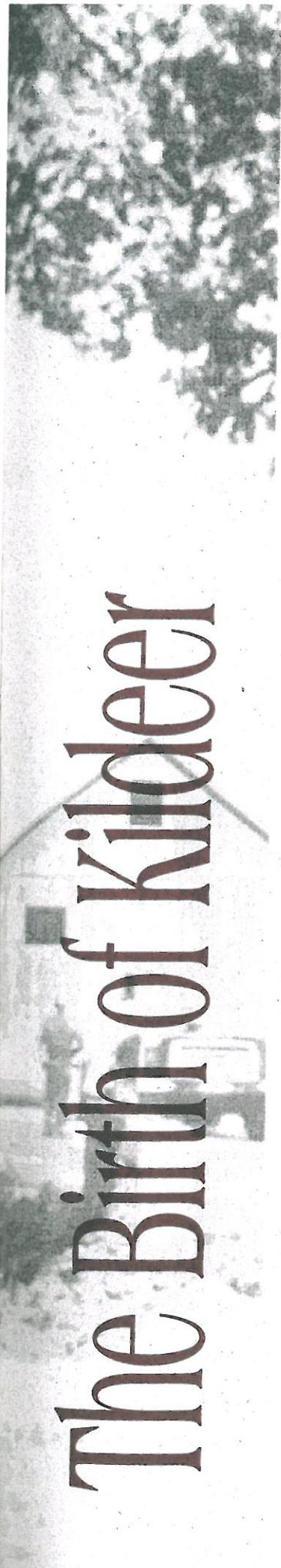


*House built by Henry Bosch located at 21539 W. Boshome Drive.*

*The cabin of Mr.  
Bruce Benson  
constructed in 1936.*







# The Birth of Kildeer

## *The Birth of Kildeer*

On October 16, 1958, Brickman Builders of Chicago announced their intent to build a planned community “of the future” in Ela Township of 20,000 residential units. This planned community would cover nine square miles south and southeast of Lake Zurich. It would contain 16,000 single family homes, 6000 apartments or duplex units, one high school, four junior high schools, 29 grade schools, a country club, ten church sites, ten percent of the area would be reserved for industrial use, have an ultimate population of 60,000 people and take 15 years to build. There would be a central shopping mall at West Cuba and Quentin Road containing a major department store, a variety store, ten small shops, one or more supermarkets, a bank, two drugstores, two restaurants, a professional and medical center, with provisions for parking 2,500 cars. Six smaller shopping centers were also to be located in neighborhoods.

When Joseph M. Brickman announced his “billion dollar city” he claimed to have bought or had options on 2,000 of the required 6,222 acres. He was proud to say it would be the largest planned community in the country, his “Blueprint of the Future”, and it’s purpose was to bring organized development to the projected rapid growth of the area. Naturally, all of this came as a shock to the existing residents who moved here to enjoy the natural tranquil countryside. It was discovered that Brickman intended to incorporate as a village. If there were 100 residents and 35 voters living within the prescribed boundaries, they could hold a referendum to establish a village form of government, he could effectively select individuals to have voted into office, and form his own government complete with codes and ordinances to serve his own interests.

To accomplish his plan, Brickman began building a subdivision on Sturm’s farm, located on the south side of Rand Road just west of Quentin Road, in the summer of 1957. The completed homes were “rented” to Brickman’s real estate agents and their employees. Surrounding residents became suspicious when it surfaced that “renters” were paying \$50 per month for a three bedroom house. Rumor had it that he was also moving itinerant farm workers into structures on other properties. People became convinced that Brickman would shortly incorporate the Sturm Subdivision

and systematically annex his other adjacent parcels. Simultaneously, Brickman was seeking rezoning of these properties from Lake County to permit small lots.

Inspired by long time resident Dorothea Huszagh, local residents organized and petitioned to hold a referendum to incorporate their own municipality. Brickman continued with his grand plan. One of his maneuvers was to provide farm buildings as rent free housing to migrant workers in exchange for their votes to incorporate his own village. One Saturday he attempted to move a small red barn west on East Cuba Road to one of his properties for this purpose. Mounted on a truck, it could not make it across the small bridge over Buffalo Creek because of large overhanging oak tree branches. The foreman ordered the branches be cut down but neighbors told him the tree was on private property and to stop. Workers didn't heed the warnings and a call went out for others to join in the opposition. A small crowd gathered blocking the west side of the bridge, facing Brickman employees on the east side. Ralph Huszagh ran home and got his rifle, bringing it back for his older brother Rudy. One shot into the ground brought things to a halt and further hostilities ended when the Sheriff's police arrived ordering the barn off the road and back to the farm. Cheering residents were then dispersed. On September 8, 1996 a plaque was mounted on the bridge dedicating it as a memorial to Dorothea Huszagh, who passed away in 1995, and others who stood up against the desecration of our countryside.



*Kildeer residents stopping the barn from crossing bridge on East Cuba Road.*

A referendum for establishing the Village of Kildeer was held on March 22, 1958 and area residents voted to incorporate the new village with a population of 153, making it the 32nd municipality in Lake County. The polling place for this election was the home of Dorothea Huszagh. Brickman's immediate response was to file suit to have the referendum overturned. He also asked the support of Deer Park and Long Grove to assist in the dissolution of the village of Kildeer. Both village boards declined to help because they had incorporated their villages in 1957 and 1959 to protect themselves from Brickman's grand plan. At this time a strange vote was taken by the Lake Zurich village board. They were divided four to three in opposing Brickman's county rezoning attempt. Just prior to taking this position, the same board voted to rescind their required \$275 contribution per home and 10 percent land dedication by builders. Some saw this as a method for Brickman to get his rezoning by annexing to Lake Zurich and later disconnecting to form a separate village.

In April 1958 a meeting of village residents was held and the following people were selected and sworn in to serve as Kildeer's first officials.

President	- J. Larry Powell
Village Clerk	- Hertha G. Severence
Trustee	- Edwin G. Bradshaw
	- Harold S. Faber
	- Richard W. Huszagh
	- Harry P. Keeley Jr.
	- C. J. Lauer
	- P. H. Severence
Police Magistrate	- Samuel S. LaBue

About March 12, 1959 the Lake County Board unanimously rejected Brickman's small lot zoning request. He sued to reverse the Board's decision but in September the Circuit Court of Waukegan upheld the decision. In November he lost his challenge of the Kildeer referendum and stated his intent to appeal it to the Illinois Supreme Court. On June 9, 1960 the Supreme Court found in favor of Kildeer. The battle was over and Brickman left the area after selling a parcel of 475 acres he owned to Arthur T. McIntosh Co. who developed the property as a subdivision called "Farmington".

The Kildeer area began to draw the attention of those who wanted to live a rural life. Lake County had prepared for growth and development by paving the roads. In 1951 Quentin Road was realigned, removing the four right angle turns, and substituting a smooth curve north from Rand Road. In 1952 it's entire length was paved.

Prior to the 1958 incorporation of Kildeer, the son of Henry Bosch, Henry Bosch Jr., submitted a residential subdivision to the county containing mostly two acre home-

sites. On April 15, 1955 it was approved and called Boschome Farms. Mr. Bosch wanted to retain strict control of his subdivision and therefore would not sell lots to builders. As a condition of sale, each purchaser had to submit plans for their residence to Mr. Bosch and receive his approval prior to building. Not long after, the land south of Boschome Farms was subdivided as Long Grove Valley. Unit 1 was approved September 16, 1955, Unit 2 on February 1, 1957 and Unit 3 on June 20, 1957.

The new village board had many tasks to accomplish in establishing a functional municipality. First, it had to dispose of legal bills accumulated from opposing Brickman. Not having any revenue sources, the board appealed for contributions from the 45 families that comprised the village. The funds received fell short by only \$362.00, indicating a strong community spirit. The village President and three Trustees (because of staggered terms) were appointed to one year terms only. The first official village election was held in April of 1959 at which time a new President, Harry P. Keeley, Jr., and three new Trustees were elected. These officials, along with the three remaining Trustees went to work establishing commissions, ordinances, codes and sources of revenue. This was no small task. Without a public facility, all meetings were held in their homes and long hours spent on village business.

You would think with the dramatic events and efforts expended in the defeat of Joseph M. Brickman Co., the community would settle down to the business of becoming an established village. But this was not the case. A small contingent of residents began agitating for the abolishment of Kildeer and merging into the village of Long Grove. The issue became heated to the point where some members of village commissions submitted resignations. President Keeley wrote a letter to all village officials and staff stating, "The resignations that have been handed to the village board within the past month are very alarming to me as the President of the Board, and I am deeply concerned over the internal strife which has been going on. It seems to me that as adults, with reasoning power that has been given to us, we should be able to resolve our differences in an adult manner. We are doing to ourselves what Mr. Brickman with all of his law suits could not do. We are being destroyed from within by smear campaigns, rumors, half truths, etc. I am in hopes that the gentlemen who submitted their resignations will reconsider and will realize that our differences can never be resolved by any means other than hard work, gathering of facts, and reasoning." "The Board and I have seen fit at this time to not accept the resignations, a matter on which we shall have to take action at the special meeting that I am calling for next Monday night to finish much business that we were not able to get to at our regular meeting."

President Keeley appointed a special representative to gather information relating to a merger with Long Grove. He went to great lengths accumulating the facts and summarizing his own views on the negative aspects of such a merger in a letter to the Board of Trustees containing the following closing statement. "In light of the facts mentioned above, I feel that though we have won the battle of Brickman, we have lost

the war for self preservation and home rule. I feel that your part in this administration is a failure if you condone the merger with Long Grove. I cannot and will not be part of such a movement. Therefore, with sincere regret and much sorrow, I herewith submit my resignation as President of the Village of Kildeer." Records show President Keeley served out his four year term and the merger with Long Grove obviously did not occur. It must be assumed the majority of the village board supported their President's position and convinced him to withdraw his resignation, but the issue would be sensitive to some for many years to come.

President Keeley was confronted with many challenges during his administration. In 1961 the Lake County Forest Preserve District announced it's plan for a new forest preserve on Kildeer property bounded by West Cuba Road, Quentin Road and Rand Road or what is now known as Pine Valley subdivision. In 1959 the Ela Area Planning Board (EAPB) was formed to control development and moderate boarder disputes between the growing local villages. It was comprised of one representative from each village within the township. When the forest preserve plan was presented to the EAPB they voted in favor of it 6 to 2, with one of the 2 being Kildeer's representative. Kildeer circulated a petition in opposition and obtained 200 signatures. Further details are not available but obviously Kildeer prevailed.

An interesting event took place during Keeley's administration that seemed to set a precedent for the entire village. Keep in mind, there were only two residential subdivisions in the entire village at the time, Boschome Farms and Long Grove Valley. The Board passed an ordinance to construct a barricade closing Grove Drive just north of Linden Lane so the two subdivisions were disconnected and it was not possible for Boschome Farms residents to exit to Long Grove Road on Valley Road. The ordinance was based on an Illinois Statute giving municipalities the authority to establish "Pleasure Driveways", eliminating their status as public roads. Valley Road became a Pleasure Driveway and a dirt berm was constructed across the road at the designated location. At some unknown time, the dirt berm was removed and Boschome Farm residents could again drive through Long Grove Valley.

Arthur T. McIntosh proposed the first subdivision in the village of Kildeer calling it "Farmington." Unit 1. It consisted of 50.2 acres with 11.1 acres of commercial zoning fronting on Rand Road for the development of a shopping center. The village board eagerly looked forward to tax revenues from the commercial businesses to help make the village solvent. This plan was approved by the village board on July 2, 1962. Units 2, 3 and 4 following shortly thereafter in 1964, 1966 and 1968. One acre home-sites sold for \$10,000. On the west side of Quentin Road, the grazing land where Jersey cows would spend hot summer days sleeping under oak trees, also succumbed to development. Subdivision of Pine Valley Unit 1 was approved in 1964, Unit 2 in 1967, Unit 3 in 1969, Unit 4 in 1972 and Unit 5 in 1976. Kildeer had hoped the area

would remain unspoiled but progress was quickly approaching and the village had to prepare itself with controlling subdivision, building and zoning ordinances as well as a master plan for development.

To dispose of sewage, all Kildeer residences had septic fields. Soils in the area were of the type considered "extreme" for this purpose and septic fields in general in Lake County were experiencing difficulties, adding to the pollution of local streams, rivers and lakes. The Lake County Health Department progressively increased their standards to eliminate a growing problem. A long time resident and Kildeer Trustee, Frank Angelotti, had his own civil engineering company doing consulting work for other villages. He was aware of Federal funds available through the Illinois Environmental Protection Agency (IEPA) to assist municipalities in the construction of local sewers. Early in 1975, Trustee Angelotti, at his own expense, prepared schematic drawings of a sewer system for the entire village of Kildeer. The system would tie into a new Lake County interceptor sewer to be installed on Quentin Road for relieving Lake Zurich's sewage treatment plant. Lake County, by agreement and service charges, would provide all sewage treatment. He presented his plan to the Kildeer Village Board.

In addition to servicing Kildeer, it was proposed to extend sewers to Rand Road. Having the only sewer system in the area would give Kildeer complete control of any and all development along Rand Road and its surrounding borders. The residential system was designed for 4 1/2 people per acre which would limit and control the density of residential development. If approved, the IEPA would provide 75% funding for the project. Seeing the merits of this project and the fact Federal funding would be a one time opportunity, the village board moved to submit an application to the IEPA. The construction estimate was \$1,811,000 of which Kildeer's 25% share would be \$452,750, or \$834 per residential lot. The first step was accomplished on December 16, 1975 when the Lake County Regional Planning Commission endorsed the plan. On May 26, 1976 a grant application for \$1,358,250 was sent to the IEPA and approval was received on June 25th.

To confirm all costs, construction and engineering bids were solicited on March 15, 1977. Quotations were within the budget and a village referendum was held on May 14th with citizens approving the financing of 25% of project costs. A review of proposals resulted in the village board selecting the Crystal Lake firm of Baxter-Woodman to provide engineering services. About this time a small group of protesters began to oppose the project on the premise sewers in Kildeer would promote and accelerate development in and around the village. The opposition communicated with all governmental agencies in an unsuccessful attempt to gain their support. The lack of an immediate response by the village to their request for copies of 221 documents resulted in law suits brought against the village President, Clerk and Trustee Angelotti.

Letters to newspaper editors and circulated flyers containing inaccurate information disturbed and confused residents. A false rumor was circulated stating "strings" were attached to the Federal funds that would require "low cost" housing in Kildeer. A petition was circulated to stop the project but signers were told it was only for the purpose of gaining more detailed information from the village. Without reading the petition, many people signed. These signatures were presented to the village board as evidence Kildeer residents did not want the project to proceed. When this ruse surfaced, many people wrote to the village office correcting their position and asking their names be removed. Supporters for sewers threatened the village with legal action if they did not proceed with construction based on the will of the people determined by referendum.

Delays caused by this controversy precluded the start of engineering. The village engineer prepared a new estimate based on current escalated costs that indicated a considerable increase above the amount approved in the IEPA application. In spite of harassment by the opposition, both the Lake County Health Department and IEPA continued to support the project. The only solution for bringing costs back within the budget was to revise plans eliminating long runs of sewers to areas with minimum users. These would be installed and paid for by future developers.

On October 22, 1979 the IEPA notified Kildeer that the reduction in scope of their sewer project resulted in a lower funding priority rating and a determination could not be made when financing would be available. Kildeer had lost the 75% Federal funding. On December 6, 1979 the village board voted to accept the lower priority status and the sewer project was abandoned. This event was the single largest loss to Kildeer for any attempt to try and control development adjacent to its borders.

In 1975 circumstances lead Kildeer to establish a part-time police department. Many of the officers were Lake Zurich paramedics. The existence of this force proved to have been a wise move. With the increase in village and area population it became a full time department in 1988. Its professionalism has grown every year thereafter. Being a small village, Kildeer's municipal offices were always housed in the village Clerk's home. In 1989 the position of full time Village Administrator was established and the most qualified municipal employee, the former clerk, was selected to fill the position. During her tenure she had earned a certificate in management from the International City Management Association. The village and police offices have been housed in the lower level of her residence since 1979.

Growth in the area began to accelerate and developers annexed their properties to neighboring communities, enlarging their borders and virtually landlocking Kildeer. Lacking the ability to offer utilities as an inducement for developers to annex to Kildeer, other concessions were negotiated so as to expand the village limits. A unique example was the village approving a subdivision called Beacon Hill, consisting of

houses on smaller lots but with considerable open space in and around the development. This allowed Kildeer to annex land on the north side of Route 22, effectively being able to influence other nearby development. These homes are serviced by sewers connected to the Lake County sewage treatment facility.

In 1990 the village negotiated capacity in Lake Zurich's trunkline to the Lake County sewage treatment facility. This will allow the central portion of Kildeer to have the ability to create sewer districts. Since establishing the first sewer facility plan in 1988, Kildeer has approved subdivisions designed with sewer infrastructure to accommodate future connections of upstream developments.

In spite of village board efforts, "progress" has resulted in higher density developments surrounding Kildeer while it remains an island of rural countryside. The village faces many decisions with some residents wanting to preserve the rural atmosphere while others more accustomed to suburban life want increased services and programs that require the need for new sources of revenue. There are those who prefer self-reliance and others want to rely on the village which introduces individual choice versus laws and rules. Other nearby communities may offer urban services and municipal recreation, but Kildeer offers open space and a self-sufficient private life style, much like that sought by the original settlers of our area.

# Appendix

## *Past Village Presidents*

J. Lawrence Powell	04/27/1958 - 04/26/1959
Harry Keeley	04/26/1959 - 04/21/1963
Anton Weissmeuller	04/21/1963 - 05/04/1967
Edgar J. Kelly	05/04/1967 - 05/05/1977
Ruth Flynn	05/05/1977 - 05/04/1981
Jack C. Squardo	05/04/1981 - 05/01/1989
George L. Welch	05/01/1989 - 05/03/1993
Barbara Schwietert	05/03/1993 -

## *Village Trustees*

Edwin G. Bradshaw	04/27/58 - 04/21/63
Howard Faber	04/27/58 - 04/21/63
Richard W. Huszagh	04/27/58 - 05/01/69
Harry P. Keeley	04/27/58 - 04/26/59
C. J. Lauer	04/27/58 - 06/19/60
P. H. Severence	04/27/58 - 05/06/65
Jerome Didier	04/26/59 - 04/21/63
James Cummins	04/26/59 - 04/21/63
Floyd Gustagson	06/19/60 - 08/01/63
James Cagney	04/21/63 - 06/01/63
Willard Sayles	04/21/63 - 05/04/67
Carl Schroeder	04/21/63 - 01/07/65
Chris Oberheide	09/05/63 - 05/06/65
E. J. Kelly	01/07/65 - 05/04/67
Gordon Blohman	05/06/65 - 10/07/71
Robert Schiewe	05/06/65 - 05/05/66
John Clifton	08/05/65 - 05/04/67
Robert Schneider	06/02/66 - 05/01/69
Albert H. Bitzer	05/04/67 - 05/06/71
James Keehan	05/04/67 - 05/06/71
Anton Weismueller	05/04/67 - 10/05/67
John Clifton	10/05/67 - 05/06/74
William A. Ness	05/01/69 - 11/07/74
Thomas Van Der Bosch	05/01/69 - 08/07/75
A. Richard Adkins	05/06/71 - 12/31/88
William Harding	05/06/71 - 03/08/73
Ralph Huszagh	05/06/71 - 05/03/79
Frank Angelotti	11/01/71 - 05/01/89
Jack Hasselbring	04/05/73 - 09/05/74
Robert Trevelier	09/05/74 - 05/03/79
James Nolan	11/07/74 - 05/01/75
Jackuelin Angelotti	05/01/75 - 05/05/77
Robert Blume	08/07/75 - 05/05/77
Kenneth Gneuchs	05/05/77 - 11/01/79

## *Village Trustees*

Clayton W. Brown	05/05/77 - 05/04/81
Gail Rudisill	05/03/79 - 05/02/83
Tom Longeway	05/03/79 - 05/04/87
Carter Hoffman	11/01/79 - 05/04/81
Dennis Shor	05/04/81 - 05/01/89
Wayne Schroeder	05/04/81 - 05/03/93
Lynn Wyatt	05/02/83 - 05/04/87
George Welch	05/04/87 - 05/01/89
Bill Pailey Jr.	05/04/87 -
Tom Longeway	05/01/89 - 05/03/93
Dennis Sullivan	05/01/89 - 05/03/93
Clayton W. Brown	05/01/89 - 05/06/91
Brooks Kellogg	06/05/89 - 05/01/95
Ralph Huszagh	05/06/91 - 05/01/95
Terry Albert	05/03/93 - 05/17/95
James Batts	05/03/93 - 12/18/95
Todd Swim	05/03/93 - 05/01/95
Donald Biciste	05/01/95 -
Gail Kellogg	05/01/95 -
Alan Stefaniak	05/02/95 -
Larry Newman	11/06/95 -
Olivia Coughlin	04/01/96 -

## *Past Village Clerks*

Hertha G. Severance	04/27/58 - 04/18/60 11/07/60 - 11/05/64
Kit Davis	04/18/60 - 11/07/60
Mariam Blohm	11/05/64 - 10/07/71
Jackquelin Angelotti	11/04/71 - 05/01/75
Judy Knoll, Deputy	02/06/75 - 04/01/76
Ruth Flynn	05/01/75 - 05/05/77
Mae Rowe	05/05/77 - 05/18/77
Anne Economos	05/18/77 - 10/05/78
Judy Schor, Deputy-Building	06/02/77 - 05/04/81
Jan Santi	10/05/78 - 05/03/79
Laurel Schreiber	05/03/79 - 05/03/93
Sherlyn Good	05/03/93 - 10/04/93
Deborah A. Laurino, Clerk Pro-Tem	10/04/93 - 05/01/95
Pam McGinty, Deputy	12/01/94 -
Laura Stratman	05/01/95 -

## *Administrative Assistant*

Laurel Schreiber	05/04/81 - 05/01/89
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## *Village Administrator*

Laurel Schreiber	05/01/89 -
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## ***SUBDIVISIONS OF MORE THAN FIVE LOTS***

<u>SUBDIVISION</u>	<u>DEVELOPER</u>	<u>DATE PLATTED</u>	<u>LOTS</u>
Long Grove Valley	Trust	1956	51
Hickory Hill	William Ernsting	1957	29
Boschome Farms	Henry Bosch	1957	51
Wooded Ridge		1957	9
Farmington Units 1 thru 4	Arthur T. McIntosh	1961-68	194
Pine Valley Units 1 thru 5	Marlis Construction	1962-76	130
Prestonfield	Frelk Brothers Developers	1975	59
Hidden Valley	Knoll Builders	1976	18
Grove Knoll	Richard Johnson	1976	6
The Meadows	Stream Builders	1979	12
Bishops Ridge Unit 1	Knoll Builders	1977	52
The Groves	North Barrington Developers	1978	16
Fawn Meadows	Stream Builders	1979	12
Bishops Ridge Unit 2	Vasil Samatis	1980	50
Oak Knoll	David Carlson	1985	6
Meadowridge Units 1 & 2	Landmark Homes/ Peter Bianchini	1986-87	50
Kildeer Glen	Glen Davis Construction	1987	26
Concorde	Diamond/Kalviaris	1988	9
Foxborough Units 1 & 2	Brickman Brothers	1989-90	48
Beacon Hill Units 1 & 2	Landmark Homes/ Peter Bianchini	1990-92	52
Foxborough Unit 3	The Custom Source	1993	21
Herons Crossing	The Custom Source	1993	65
Beacon Hill Units 3 & 4	Landmark of Beacon Hill/ Michael Doran	1993-94	40
The Ponds	L.B. Anderson	1996	85

# ***UNSUBDIVIDED PROPERTIES IN KILDEER***

<b><u>UNSUBDIVIDED</u></b>	<b><u>OWNER</u></b>	<b><u>INCORPORATED</u></b>	<b><u>ACRES</u></b>
Polks Grant Farm	Huszagh Family	Original	160
Grethe Farm	Grethe Family	Original	80
Landau Farm	Landau Family	1989	50
Long Grove Farms	Michael Brickman	1990	40

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## *About the Author*

Clayton (Clay) W. Brown was born in Buffalo, New York and moved to Chicago at the age of nine. Clay met his wife Jeannine in high school and later married, moving to Skokie in 1950. Two years later they visited Palatine, were impressed by the antiquity of its small rural village atmosphere, and built a house which they occupied in 1952. The downtown area of Palatine had many residences and commercial buildings dating back to the 1800's. He took an interest in the history of the village after attending a meeting of the Palatine Historical Society. The program featured a slide presentation on the Palatine, Lake Zurich and Wauconda Railroad. He served seven years on the village board as a Trustee and Chairman of the Planning and Public Works Committee.

In 1969 Clay purchased thirteen acres of land in Kildeer at Quinten Road and Boschome Drive complete with a cabin built in 1936. The cabin became a family week-end retreat in both winter and summer. Five years later a house was built and the Browns moved to Kildeer on June 21, 1974. Offering his municipal experience to the village, he was appointed to the Plan Commission in 1975, elected a Trustee in 1977, elected again in 1989 and re-appointed to the Plan Commission in 1991. He was Kildeer's representative in the founding of Good Shepherd Hospital.

Clay retired five years ago from President of a publicly held company and has spent his retirement years consulting, writing his autobiography and conducting genealogical research of his family. Always having had an interest in history he accepted the village's request to write a book on the history of Kildeer.

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