BRIDGE TO THE PAST

WADSWORTH, ILLINOIS

BICENTENNIAL BOOK
DEDICATION

With reverence for our past heritage, pride in our community, and confidence in our future, the citizens of Wadsworth dedicate this bicentennial book to our future generations and place our faith in them to insure the continuance of our American traditions.

Wadsworth's Bicentennial Staff

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Publisher
Village of Wadsworth

Editor
June Cermak

Printing
BERMAC Publishing, Inc.
Lake Villa, Illinois 60046
VILLAGE OF WADSWORTH

In the spring of 1962 a group of interested Wadsworth residents met to discuss incorporating the Village of Wadsworth. Petition was presented to County Court and Co-Judge Minard Hulse and set May 8th for the election. Results showed a majority of the electors desired to incorporate and the name was to be the Village of Wadsworth. The first elected officers on June 23, 1962 were:

Albert Heiser  
George Canfield  
Lawrence Rough  
Gilbert L. Schlosser  
Leslie H. Shields  
Marilyn Short  
August Zupec  

- President  
- Clerk  
- Trustee  
- Trustee  
- Trustee  
- Trustee

The first census 1962 - Population 558  
1976 census - Population 988

The village has been growing by a considerable number of annexations and more are expected in the future.

Present Village Officers:

Gilbert L. Schlosser  Village President  
Phyllis Elsbury  Village Clerk  
Kenneth Cashmore  Trustee  
Edwin Huffhines  Trustee  
Robert P. Neal  Trustee  
Grace V. Shields  Trustee  
Edward Tomkowiak  Trustee  
August Zupec  Trustee

The board meets the first Monday of each month at 8 P.M. at the Newport Fire Station - everyone is welcome to attend.

"I have but one lamp by which my feet are guided, and that is the lamp of experience. I know no way of judging of the future but by the past."

Patrick Henry

THE BRIDGE

The first bridge, crossing the Des Plaines river, was not built until after 1850. It was built of logs and stone. Everyone in the community helped to build it. After it was completed, in the moonlight evenings, the young people would congregate, and have a dance. Some of the men would wear wooden shoes, so that they would make more noise. The music was furnished by fiddlers, of which there were many.

Mr. Tucker, one of the early settlers of Newport, very famous for his storytelling, told a story about the time when the river was at high water. It was during the haying season and he was stacking his hay near the river. He built his stack on what he supposed to be a huge rock. A few nights later a heavy storm came and the river rose very high. In the morning, Mr. Tucker found his haystack near his barn, on high ground, and dry land. Instead of making his haystack on a rock, it was on a very large turtle, and when the river rose, the turtle walked up to the high land.

Another story is told, which is very true. One morning Mr. Riley, of Milburn, left his home in his wagon, not to return until evening, in the meantime, the river had risen and the bridge was washed away. It was very necessary to get home so he decided to drive across. Mr. Sunderline, who was opening some kind of a store in Wadsworth, wanted to cross the river, so he decided to ride with Mr. Riley. They drove out where the river seemed least deep, but found that the current was very strong, so strong that it washed the box off of the wagon. Mr. Sunderline was in a weakened condition and was unable to hang to the frame of the wagon, so Mr. Riley had to drive the team with one hand and hold Mr. Sunderline with the other.

The bridge on the cover of this book was built much later.
WADSWORTH BICENTENNIAL

On September 21, 1975, a cool, rainy Sunday afternoon, the Village of Wadsworth residents gathered to celebrate Wadsworth being named a Bicentennial town.

Mulligan stew, hot dogs, pepsi, beer, coffee, popcorn etc. inspired the residents and visitors to an enjoyable time.

We were honored to have Congressman Robert McClory present the Bicentennial flag - also present were many other dignitaries.

Reverend William Slattery and Reverend Donald McPeek were in attendance.

The “dunk tank” was a very popular place - sponsored by the Newport Fire Department.

The Heritage Committee sponsored a bake sale — also sold bonnets and straw hats.

A street dance followed and all enjoyed a very wonderful day.
OLDEST LIVING RESIDENT

Wadsworth Bicentennial honors our oldest resident, Jennie Gallagher Cashmore, born at Millburn, Illinois, July 26, 1883 — in a log cabin built on land purchased from the government by Grandfather Gallagher. When the home was completed the family moved to a farm house about 1/2 mile east of the log cabin — on Simpson's private road In Newport Township, she attended Hockaday School.

Miss Gallagher became a school teacher. The first school she taught at was located at 33rd St. and Greenbay Road. This was at the time the city of Zion was being settled — also taught at Wadsworth School.

She married George Cashmore on February 7, 1906. They were parents of two daughters: Mrs. John (Agnes) Foster and Mrs. Robert (Katherine) Lux (deceased), 4 Grandchildren and 10 Great Grandchildren.

Their first home was built on Wadsworth Road — bricks were made in the Jonathan Cashmore Brick Yard — also brothers Charles and Fred built homes from brick made in Cashmore Brick Yard.

Mrs. Cashmore became a rural mail carrier in 1918 during World War I — this was a horse and wagon delivery, and sometimes George (substitute mail carrier) would deliver by auto. In later years she would deliver by auto. She retired in 1948.

After her retirement they built a home on Wadsworth Road.

On February 7, 1956, George and Jennie celebrated their Golden Wedding Anniversary — (picture) George passed away January 1, 1969.

It is with pleasure we honor you, Aunt Jennie, as the oldest living resident of the Village of Wadsworth.

THE SHANTY
41 and Wadsworth Road
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Food & Cocktails!
Joyce Shelley (Prop)

SANDY'S VEGETABLE FARM
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FLOWER AND VEGETABLE PLANTS
FRESH VEGETABLES IN SEASON
WADSWORTH "UNITY 41 FLAG PROJECT"

On June 26, the residents of Wadsworth participated in the unity 41 Flag carrying project, sponsored by the national council for the encouragement of patriotism and involved two American flags being carried across our nation as a display of pride in our flag and country.

These flags were carried by citizens walking from the north, at Cooper Harbor, Michigan, where Route 41 begins, and from the south at Miami, Florida. They met on July 4th, in Highland, Indiana, where the flags were unfurled at the site of the Highway of Flags Memorial. Route 41, has been designated as Flag highway.

The Wadsworth Bicentennial commission proudly accepted the flag from Adam Tomes, at the Wisconsin State line. Toni Burke accepted the flag, and started the 4 1/2 mile walk. Each participant carried the flag approximately 1/2 mile. They were escorted by two members of the United States Women’s Army Corp., Beverly Butzer, who lives in Hansen Subdivision in Wadsworth, and Rita Ball. Theses two along with Dorothy Flament, Robert Neal, Krisite Austin and Laura Cermak, walked the complete 4 1/2 miles with the flag.

The flag carriers also made a stop at the Mount Rest Cemetery, where they paused at the grave of Henry Collins, who is the only Revolutionary war veteran buried in Lake County, Illinois. He was born in 1763. He served his county from March 3, 1781 to March 3, 1784 and died April 10, 1847. A silent prayer was offered. Mr. Collins had a farm near the Cermak Farm.

The last flag carriers of the day were the Village officials, along with our oldest walker, Mr. Charles Wray, who is 83 years old. This group carried the flag to Wadsworth Road, where many of the village residents greeted the walkers. The flag was turned over to Douglas Schultz, from Sons of American Legion, Post 397, to continue its journey to Indiana.

Special credit goes to Toni and Les Burke, who made all the arrangements, phone calls, letters, radio publicity, procedures, decorations, driving to and from each point to have everything go smoothly, taking photographs, filling the logbook, all the little extras that helped make our flag unity walk such a success.
THE WAGON TRAIN
PILGRIMAGE TO
PENNSYLVANIA

How lucky we were, in the Village of Wadsworth, to have the Bicentennial Wagon Train pass through our town on May 4, 1976, but how many know the story behind the wagon train?

It all started in Pennsylvania, the project sponsor. The State of Pennsylvania donated to each state an authentically designed covered wagon, along with funds to pay for horseteams, harnesses and hitching equipment, and other supplies. Each state wagon joins up with the main wagon train as it heads eastward toward Valley Forge, Pennsylvania on July 4, 1976. As the wagon train heads into a new state, that state then meets the wagon train at the edge of the state and becomes the leader through his home state. The flags are exchanged with the flags of the previous state’s wagon. This wagon now joins the line of other wagons.

There have been many trails taken by these wagon trains. They have tried to stay close as they could to the trails made by the original wagon trains. They have taken such trails as the Oregon, California, Gila, Mormon, Santa Fe, Old Spanish, Natchez Trace, Wilderness, Old Post and the old wagon road, the Lancaster Pike.

Each state provided the “Wagoneers” crews from carriage wagon and horsemanship associations and farm groups. Volunteers from the North American Trail Riders Conference and local riding groups also accompanied the wagon train as mounted escorts and outriders. They branch out from the train to nearby communities, picking up scrolls signed by residents reaffirming their beliefs in the nations founding principles. The scrolls will be a permanent collection at Valley Forge.

Members of the wagon train are secretaries, farmers, schoolteachers, businessmen, and housewives, ranging in age from 5 to 82. They get up each morning at 8 A.M. They pause somewhere later on for lunch and are usually setting up for their nightly encampment by mid or late afternoon.

This all started on June 8, 1975, when the first 20 wagons crossed nine western states, converging on Fort Laramie, Wyoming in November, where they put up for the winter. They covered about 20 miles in one day and kept a good schedule. On January 1, 1976, new groups started rolling, California and Hawaii, along the Gila trail through Arizona and New Mexico. Wagon teams from Texas and Florida also moved out for Valley Forge.

All these different wagon trains will converge on Valley Forge at the same time. They will be on display there for about two months, during this bicentennial year.

It has been very eventful in traveling through the country. A young couple was married on the trails, two of the travelers died, one wagon rolled over, and another almost backed off a cliff. Here in this area, one set of horses bolted and broke the hitch, then tried to climb into the wagon in front of them. This caused some delay for one wagon, as the hitch was repaired on Hunt Club Road.

It might be interesting to you to know that Dan Shea was an Indian Scout for a wagon train to California, and with that money he received from that one trip, he bought one of the first farms in the Wadsworth area.
Internationally known Temple Smith horses pulling carriages.

Ponies pulling wagon

Outriders.

Through the village

Westward Ho!
ALMOST ANYTHING GOES

“Almost Anything Goes”, held July 4th, in Grandwood Park, was a fun day for all who came, the contestants, the cheerleaders, and the nice crowd on the sidelines.

We were on the bottom as winners, but we were on top with Spirit. The enthusiasm of the crowd was excellent. Congratulations to Lindenhurst. (They were #1)

Our team consisted of Ken Cashmore (Capt.), Jim Centella, Jack Skarbalus, Bob McWherter, Bob Stahl, Marsha Gann, Joyce Shelley, Diane Clinge, Jane McWherter, and Mary Robb. They were co-ordinated by Toni Burke. The Referee was Bill Clinge and the Judge was Don Bradley.

And our cheerleaders were Kathi Neal, Cheri Neal, Laura Cermak, Jodi Skarbalus, Kelly Larson, Sheri Martin, Tracey Skarabalus, Jennifer Centella and Tracey Centella and weren’t they great.

We want to thank Grandwood Park for inviting us, and maybe we can get our Wadsworth team to sponsor “Almost Anything Goes” next year, and invite the other two communities here.

Be sure to get a look at that trophy we won.
Bob M. lays an egg

Stay up Bob S.

Wadsworth Whoopee crowd

Bob M. & Diane swing

Up goes Jim

Down goes Jim.

Fallen Comrades
DOWNTOWN WADSWORTH

MAIN STREET

Wadsworth, located midway between Chicago and Milwaukee, received the name from Elisha Wadsworth, director and stockholder of the Chicago Milwaukee St. Paul Railroad, when the railroad was incorporated in 1874, many people would spend the day shopping in Chicago. Before the automobiles this was their means of transportation. Leave Wadsworth about 8:30 A.M. and return on the “Six o’clock train”.

The farming community of Wadsworth shipped milk daily to Chicago on the “milk train” and the P.M. train returned the empty cans. The small town was a thriving community as the farmers shopped at 3 general stores, meat market, Feed store, and warehouse, also stopped at the post office, and the Blacksmith Shop.

When the High School was built at Gurnee, many students from Wadsworth and Newport Township road the “milk train” to Gurnee to High School, returning on the afternoon train.

The first postmaster, Charles Goodwin, was appointed February 9, 1874. He operated the Post Office from a box car at the railroad station. One year later, April 9, 1875, Thomas Strang was appointed postmaster and served the people faithfully for 38 years. The post office was a small building, located on the north side of “Main Street” (Wadsworth Road) between the John Lux Meat market and the Michael Lux (later Foster Store). North of the post office was the “Woodman Hall, Mr. Strang operated a barber shop in part of his building. When he retired the post office building was moved to a new location - remodeled into the Strang residence.

Located on the south side of the main street was the very popular “Old Dance Hall”. Wadsworth was known throughout the County for its dance (quite often a few fights). This two story building also had card parties, medicine shows and Wadsworth school children had a money raising event, a program and a box social. Many years ago “Box Socials” were very popular. These baskets or boxes were gaily decorated and were auctioned. The gal’s identity was revealed when the bidder opened the basket and found her name tucked inside with the lunch for “two”.

The Woodman Hall was also a gathering place for meetings and card parties. This hall burned to the ground despite the efforts of the “Bucket Brigade”. No Fire Department. The Browe and later known as Foster Hall was torn down and rebuilt as a barn west of Wadsworth.

The first week in January (always very cold) was the time to fill “Ice Houses”, as this was the meat markets refrigeration. Ice was cut from the Des Plaines River and packed, stored and covered with straw. It was the aim and hope of the market owners that they could store enough ice until the next winter, as this was their only means of refrigeration in the early 1900’s.

Wadsworth also had two tile and brick factories - Winter Bros. brick yard located just west of Des Plaines River on Wadsworth Road. They also had a creamery. Jonathan Cashmore’s tile factory was south of Wadsworth on Cashmore Road. These two brick yards were in operation in the late 1800’s and early 1900’s. Farmers would come with a team and wagon for many miles to buy tile to drain farmland - also many tile and brick were sold to Zion City residents as this was a new city in the early 1900’s. George Cashmore (now Henry Becker’s home), Fred J. Cashmore built a home on Cashmore Road (demolished) and Charles H. Cashmore (Harold Cashmore’s home) built a home on Chicago Avenue from brick made in their father’s brick yard.

This was Wadsworth in 1874-1910.
Compliments of
Village of Wadsworth

Gil Schlosser - Mayor
Phyllis Elsbury - Clerk
Carolyn Bennett - Treasurer

Kenneth Cashmore
Edward Huffhines
Bob Neal
Grace Shields
Edward Tomkowiak
August Zupec

JAY'S TREASURE ISLAND
U.S. 41 and ILL 173
9 a.m. to 6 p.m.

Cold Beer to Go
Ice and Liquors

DUCK INN TAP
Lottery Tickets
Downtown Wadsworth, Ill. 60083
GUESS WHO THEY ARE
Can You Guess Who The People Are?

They are Village residents and among your friends. Try filling in the blanks and then check the answers on the following page.
1874 — POSTMASTERS — 1976

Postmasters who have served Wadsworth Postoffice 1874-1976.

Charles Goodwin
Thomas Strang
Herbert Shea
Clara Lux Patch
Barbara D. Stahl
George Ryckman

George Ryckman retired in 1976 (new appointment to be made).

75 PLUS

The following are residents of the village who are over 75 years of age:

Carolyn Brown
Anna Butwil
Una Carlson
Irvin Cermak
Jennie Cashmore
Fred Chisholm
Edna Doyle
Elizabeth Elsberry
Lloyd Elsberry
George Ford
Elizabeth Gyzen
Oscar Heinzman
Esther Lindberg
Helen Moeller
Marion Nadelhoffer
Charles Ollerenshaw
Leo Schlosser
Helen Shea
William Turbitt
Norman Warren
Charles Wray

Compliments of
ABLE ELECTRONICS, INC.
OUR FARM HERITAGE

John A. Shea, who lived in Wadsworth, used to tell how his father and mother had to go to Chicago or Southport (Kenosha) for their supplies and to sell their produce. This trip was made either on foot or with oxen team. More often it was the former. He also told how his mother carried large crocks of butter and baskets of eggs to sell them. For the butter they received eight cents a pound and for the eggs five cents per dozen, and were greatly pleased if the storekeeper gave them half cash. It was quite a treat to get a little money.

Horses were very scarce in the early days, Jeremiah Shea Sr. had the first team in the community.

LOCAL THRASHERS WORKING IN THE WADSWORTH AREA (1917).

CHARLES BREWER OWNED THE STEAM ENGINE THRASHING MACHINE.

YES, IT WAS HARD, HOT WORK.

NEWPORT ARCO
RT. 41 & Wadsworth Rd.

GENE'S TAP
North Wadsworth, Ill.
395-0162
12:00 Noon to 2:00 & 3:00 A.M.

336-4044
7:00 a.m. - 8:00 p.m.
WADSWORTH SCHOOL

The first school house was a frame building on John DeLaney's farm. Mr. DeLaney would not sell the land for the site, but gave the district the privilege of building on it. The schoolhouse was built by the united efforts of the men in the district, everyone "got out" and helped. Previous to 1850 the school was financed by contributions, each patron paying so much or sometimes a man was appointed to collect. The pupils desks were built of boards in the side of the wall. The seats were benches. The school building remained in this spot until 1856 when it was moved south, about one quarter of a mile. Mr. Francis Knoll moved it for eight dollars. The first teacher was M. A. Hubbell, for his services he received seven dollars and twenty-one cents. The terms were short and there were several in one year.

In 1874, one-half acre of land was acquired from John Demuth for the purpose of starting a school. The school building was a white wooden frame building heated by a small pot-bellied stove. There were benches and double desks for seating.

In the early years of the school there were about sixty-three children between the ages of six and twenty-one going to school. There were eight grades in the one room and sometimes the teacher taught several high school subjects. School was held during about three months of the year, December, January, and February.

Mrs. George Cashmore, formerly Jennie Gallagher, was the teacher from 1901-1903. She had thirty-five students but the compulsory attendance law was not enforced and the children came only when their parents did not need them at home. She received $278.00 a year as her salary. In 1907, Nettie Knowlton received $1.50 extra per month for doing janitor work.

A woodshed was built in 1902, a new pine floor was put in in 1903, and the following year the school had forty new single desks. Basket and other socials were held for the purpose of buying books and extra supplies. The board voted in 1918 to purchase an acre and a half of land adjoining the school lot for the purpose of enlarging the playground. In 1920, a well and pump were installed.

A new school building was built in 1925 by Charles Cashmore. It was a brick building with a full basement. Rose Thorsen was the first teacher in the new school. In 1931, Wadsworth School was designated "Superior School" by the Department of Public Instruction of the State of Illinois.

Increasing school enrollment and low assessed valuation of the district were of great concern to the members of the school board during the period of 1940-1960. In 1955 the financial pressure in both the Townline and Wadsworth School districts, forced the board members to vote to consolidate the districts. The new district was called the Wadsworth Community Consolidated District #7. The student enrollment in the district kept increasing and in 1957, there was talk of a building program. The State Department of Public Instruction was demanding that the school board provide better school facilities. Rising costs and a district of low assessed valuation brought some members of the board to realize that a building program was unfeasible. So in 1963, the board voted to annex to Gurnee district #56. Some of the people of the Wadsworth District petitioned to have the decision for annexation changed. Judge Moran upheld the decision allowing annexation as did the Appellate Court.

In September 1963, the Wadsworth School closed its doors and the district was dissolved after almost a century of service to the children of the community.


WADSWORTH SAND & GRAVEL
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336-5630
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Sand — Clay — Black Dirt

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and

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Wadsworth, Illinois

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Albert C. Corris, first rural mail carrier out of the Russell P.O. Here delivering mail to John Williamson and Mike Hogan, who lived on 173 in Rosecrans.
The first church was built in 1849 at Mill Creek. It was called the St. Andrew Mission for Andrew Tougher who had donated land for the church and cemetery. The mission was served by Father Henry Coyle, pastor of Immaculate Conception Church at Little Fort (Waukegan). In 1859 Father Michael Donohue succeeded Father Coyle as pastor of Immaculate Conception and also served the Mission of St. Andrew. Under Father Donohue, in 1864, a new church at Mill Creek was erected and the name of the parish was changed to St. Patrick’s. A parish house was built in 1867 and Father John Dalton became the first resident pastor.

While Father M. A. Bruton was pastor in the 1890’s he founded St. Peter’s in Antioch. For awhile one priest served both parishes.

Father Foley came to St. Patrick’s in 1909. Land was purchased in Wadsworth in 1911 and the building of a new church in the community was planned. Before the new church was built the church at Mill Creek burned. Mass was celebrated in Browe Hall in Wadsworth until the new church was completed and dedicated by Archbishop Quigley in 1912.

The Altar and Rosary Society was established in 1910. Mrs. E. Griffin was the first president. An organization called “The Queen’s Daughters” for young ladies of the parish was started in 1912. The first president was Miss Tessie Cunningham. The Holy Name Society held its first meeting and smoker in 1920.

During the depression, while Father Savage was pastor, picnics were held to earn money for the parish.

In 1944, while Father William Byron was pastor, bus service was provided to transport Catholic children of the area to St. Anastasia School in Waukegan. After World War II the parish enrollment grew and the need for a Catholic School was evident. After Father Dowlings death in 1954, Father William Slattery, the present pastor, took charge of the parish and under his guidance a school was established in 1956. The first classes were held in the basement of the church and in the basement of the George Cashmore home until the school building was completed in 1958.

In 1962 a new rectory was built and the following year the old rectory was sold to Roy Stahl and moved to an adjoining lot. The old site was filled in the area surrounding, the church was blacktopped for a parking area and school playground.

The first lay school board was elected in 1969 and two years later the parishioners elected the first parish council. Holy Child nuns had served the school as teachers until 1973 when the school had an all lay faculty.

The 125th anniversary of the church was celebrated in September of 1974.
St. Patrick's School

Reverend William T. Slattery
Pastor

Father Paul Joehl
Associate Pastor

FIRST GRADUATING CLASS (1958) - Back Row: J. R. James, Merold, Arthur Landahl
Barry Bann, Terry Ungelt, James Matza, Michael Bombel, John Fobley, Leonard Ross
Debora Robin, Betty Neal, Joanne Farb, Mary A. Stenger
Front Row: Mary Anne Bres, Carol Roche
ROSECRANS BAND
AND CHURCH

The band was organized in 1920, and was comprised of boys and young men from the local community of Rosecrans, and who were active members of the Rosecrans Methodist Church.

A young minister, Rev. Wahl, who was pastor of the church, planted the seed for forming a band, as he was musically inclined. They hired a director from Libertyville, a Mr. Nichols. He was assisted by Mr. Earl Henry, a member of the band. Sometime later, a Rev. Frederick Cox became pastor of the church, and he also being a musician, assisted at times as a director, and played the trombone.

The band rehearsed in the community building, which was attached to the church building. They played at local functions of the church and community, and also at the County Fair in Libertyville.

The band stayed intact for approximately 15 years, after which some members either went away to school, or moved from the community to new endeavors. As time went on, we realized it was a unique group to come together from a small farming community, and has furnished many pleasant memories for the participants throughout the years. A few members still live in the community, a few are deceased, and others moved to distant states.


Construction of Rosecrans Methodist Church extension.

Ladies Aid of Rosecrans.

BUSINESS IN WADSWORTH

Winter's Brick Yard.

Cashmore Tile Works
Cashmore Tile Works

JOSEPH G. UMEEK
Wadsworth, Ill. 60083
662-8448
9:00 a.m. to 5:00 p.m.
Insurance and Real Estate
Compliments of
JOSEPH G. UMEEK

Compliments of
CERMAK FUR FARM
Newport Township residents in May 1945, filed a petition with Co. Judge Perry L. Persons, (who was born in Newport Township) to call an election to determine if the electors desired to establish a Fire Protection District — results showed the majority favored the issue.

Judge Persons appointed the three trustees: Frank H. Faulkner, Leslie H. Shields and George N. Vose, whose duty was to levy a tax for fire protection.

The Trustees called a meeting of Township residents to form a Fire Department. No tax money was available for another year. So card parties, dances, raffles, and fund raising events were planned. Donations were accepted. Meetings were held in area schools. The property formerly Woodman Hall was purchased and plans were made to build a cement block building. Volunteers made the cement blocks, and the blocks were laid by brick masons with lots of volunteer help. Evenings, Saturdays and Sundays workers gathered and before long appeared a building which was appreciated and admired by all Newport. The volunteer workers were happy and proud. The first Fire Truck, a 1947 Ford, was ordered and delivery was made shortly before the building was completed. Several local men signed the note that they would be responsible to see that the note was paid.

Leroy Fritz was the first Fire Chief. Leslie H. Shields and Arthur Rice were his assistants. Chief Fritz served until 1966 when he retired and Gilbert L. Schlosser, the present Chief was appointed. The men secured a 1100 gallon tank and Eugene A. Shea, with help, built the next new truck — a very good looking truck as well as a large amount of water was available to fight fires.

In 1968 a large addition was made to the fire station and also a very lovely and useful meeting room was added.

At present the Department has 3 fire trucks and 2 grass fire trucks, and if plans progress a rescue truck may be available in the near future.

The only charter member and still an active fireman is Ernest Leable.
NEWPORT TOWNSHIP FIRE DEPARTMENT


SETTLERS AND FAMILIES

The following are the family names of some of Wadsworth’s early residents. Is yours here?


Isaac and Candace Winter with sons, Willie, Clarence & Bert (1909)

St. Patrick’s Church picnic in McCarthy Woods

Mr. and Mrs. Lux came from Germany to Buffalo, N.Y., and later built the second house in Wadsworth,
Clark Family Portrait: Back, L-R: Edward, Frank, Maude. Front: Mrs. Helen Sutherland Clark, Helen (Peterson) Clark, and Absolom Clark.

Mrs. Frank Rahling uses spinning wheel to make yarn for mittens and socks.

Friends and neighbors share Golden Wedding Anniversary with Mr. and Mrs. John Shea.
INDIANS IN NEWPORT

Many years before the white man came to this area, the Indians lived here, evidence of their presence at one time, is still being found.

A succession or chain of ancient mounds, were found on the west bank of the Des Plaines River extending from near the State Line, southward some two or three miles. When these mounds were more distinctly seen, and before their shape had been disturbed by cultivation of the soil, they were frequently dug into by the inhabitants. It is stated, finding human bones, in some instances in a very perfect state.

Upon the east bank of the river, a short distance below the State Line, in early days, in the midst of a thicket of timber, a peculiar spot, which had evidently been a general camping ground for the Aborigines of the country from time immemorial, as shown by the bleached bones of animals, shells of turtles, and other evidence, such as tomahawks, arrows, and even trail trees were visible at one time.

A great many years ago, a woman named Mrs. Farwell, had a store in Wadsworth. One day a number of Indians went into the store and robbed her of several pairs of boots and overshoes.

Mrs. Farwell, who kept a store in Wadsworth many years ago, was robbed in broad daylight by Indians.

Mr. Frank Rahling, a Civil War Veteran.

Mr. and Mrs. John A. Shea.

SHIELDS GROCERY
Compliments of
GRACE SHIELDS
CHICAGO, MILWAUKEE & ST. PAUL

In 1871, a survey was made on a line east of the Des Plaines River, crossing the north line of the county on section two in Newport, for the railroad between Chicago and Milwaukee. The road was built as nearly as possible, on an air line, and was ironed with steel rails.

It was the purpose of the company to put the running time down to two hours between the two cities. The road was completed in November of 1872. The construction of the second main track was done in 1893. The stations in Newport were at Wadsworth and Russell.

The name Wadsworth was given to this station by a man whose name was Mr. Wadsworth. He was the largest stockholder in the road. Most of the land was obtained from the Lux’s. Some donated and some sold to the railroad. The Lux’s wanted the town to be named Luxville, or Luxburg, but Mr. Wadsworth won out.

At first every train stopped in Wadsworth. The coal yards were here and the water tanks. Later it was arranged so that water could be taken on "the fly." This was exceedingly interesting.

A restaurant was run in the depot for the accomodation of the trainmen and travelers. It was run by the Farwell Family. Mrs. Farwell's picture is in the book. They also had a store in Wadsworth.

Later many students would ride the train from Wadsworth to Gurnee to go to high school.

A second railroad was built near Wadsworth in 1905. It was called Chicago and Northwestern Railway. It was built to be used as a freight route which it is still used for today.
YE OLDE BASEBALL TEAMS

Around 1912 to 1915 in a field (south) behind Duck Inn this Wadsworth team played some really great ball games. Around this time Wadsworth won the championship, traveling by horse and wagon to Livertyville, Winthrop Harbor, Roundout, Russell, Rosecrans, Grayslake and Kenosha.

The Wadsworth team had a mascot — a white bulldog named Rex belonging to Ray and Mag (Pender) Kelly who used to retrieve foul balls and sometimes fair balls.

At one time Ollie Patch was a leading hitter — Clarence Winters was a leading hitter before padded gloves. Bill Hogan once pitched 2 no hit games. Bob Lux was playing ball at 13. There were occasional fights between teams.

About 1920 Sandy’s Tavern sponsored such well known players as George & Ed Gallagher, (Judge) Lavern Dixon, Les Shields, Joe (Stubby) Nadelhoffer, Cy Wall, Ben Sawokin, Harold & Don Cashmore, Roy Dietmeyer, Arnie Westerman, George Brya, John Wallace and Buzz Ptasienski.
Friends and Neighbors

Warren Welsh, Avery Leable, Don Irish, Bob Irish and Dick Irish enjoy the old swimming hole.

John, Ferdinand (driver), and Frieda Knox visit with cousins.

Laura Leable on the farm

Ed and Art Leable with Lester Crow during haying season.

Fred and Dora Shea

Private George Raymond Lux during service in France
In 1930 a tornado hit our area destroying buildings.

L.W. Giles with his much-used grain cradle.

Corp. George Ruff during overseas service.

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THE BIRTH OF OUR INDEPENDENCE

IN CONGRESS, JULY 4, 1776.

The unanimous Declaration of the thirteen united States of America.

When in the Course of human events, it becomes necessary for one people to dissolve the political bands which have connected them with another, and to assume among the Powers of the earth, the separate and equal Station to which the Laws of Nature and of Nature's God entitle them, a decent Respect to the Opinions of Mankind requires that they should declare the causes which impel them to an separation.

We hold these Truths to be self-evident, that all Men are created equal, that they are endowed by their Creator with certain unalienable Rights, that among these are Life, Liberty and the pursuit of Happiness. That to secure these Rights, Governments are instituted among Men, deriving their just Powers from the Consent of the Governed, that whenever any Form of Government becomes destructive of these Ends, it is the Right of the People to alter or to abolish it, and to institute new Government, laying its Foundation on such Principles, and organizing its Powers in such Form, as to them shall seem most likely to effect their Safety and Happiness.

Prudence, indeed, will dictate that Governments long established should not be changed for light and transient Causes; and accordingly will the People be in general ready to submit toDegrees of Corruption, which would have been impolitic to pursue; but when a long trains of abuses and usurpations, pursuing invariably the same Object evinces a design to reduce them under absolute Despotism, it is their Right, it is their Duty, to throw off such Government, and to provide new Guards for their future security. Such has been the patient sufferance of these Colonies; and such is now the necessity of their action. The history of the present King of Great Britain is a history of repeated injuries and usurpations, all having in direct object the establishment of an absolute Tyranny over these States. To prove this, let Facts be submitted to a candid World.

He has Hasanled a multitude of Measures to lay Imposts upon us; which we pay to the King of Great Britain for the support and protection of foreigners against whom we bear animosity.

He has refused to pass Laws for the adjustment of our Harbours—and for the protection of Commerce of every kind;—To subject us to a jurisdiction foreign to our Constitution, and unacknowledged by our Laws; giving his Assent to Bills which must be enacted for support of Foreign Power.

He has abridged of our Habeas Corpus; and for stopping the Ports of our Seaports.—He has erected a Number of Publick Works, and charged us with the Expence of them.—He has nourished and supported the Rotten Tots of Foreign Nobility, connected with him, and which now disturb the Good-will of America with Great Britain. He has人民法院, and for no other purpose, but to dissolve the People's connections with their Country.

He is, in every just sense, a Tyrant;—from these Distractions, which would have been impolitic to pursue; and accordingly will the People be in general ready to submit to Degrees of Corruption, which would have been impolitic to pursue; but when a long trains of abuses and usurpations, pursuing invariably the same Object evinces a design to reduce them under absolute Despotism, it is their Right, it is their Duty, to throw off such Government, and to provide new Guards for their future security. Such has been the patient sufferance of these Colonies; and such is now the necessity of their action. The history of the present King of Great Britain is a history of repeated injuries and usurpations, all having in direct object the establishment of an absolute Tyranny over these States. To prove this, let Facts be submitted to a candid World.

Therefore we, the Representatives of the United States of America, in General Congress, Assembled, appealing to the Supreme Judge of the World for the rectitude of our Intentions, do, in the Name, and by Authority of the good People of these Colonies, solemnly publish and declare, That these United Colonies are, and of Right ought to be Free and Independent States; that they are Absolved from all Allegiance to the British Crown, and that all Loyal义务s of Subjects and Allegiances due from them are and ought to be totally obliterated and extinguished in the Name, and on the Part of the People of this Continent in any thing whatever.

And for the support of this Declaration, with a firm reliance on the protection of Divine Providence, we mutually pledge to each other our Lives, our Fortunes, and our sacred Honor.
America: Past, Present And Future. Here's To Our Next 200!