

# NUGGETS of HISTORY

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## A LOST PORTRAIT OF A CIVIL WAR VETERAN

by Hazel M Hyde

The Civil War has been, for me, the Old Soldiers' Reunion in my hometown of Cherryvale, Kansas, the yellow, brittle discharge paper of my grandfather, the crisper papers from Archives for my great-grandfather, and the tales I heard as a child, some recounted many times. The Civil War took more lives than any other war in history, according to **WORLD BOOK**. It divided brother against brother, and this, too, happened among my ancestors. I've toured some of the famous battlefields, including Gettysburg. Historians have written more about the Civil War than any period in the past of the American people. Illinois made its contributions with Camp Fuller and a Civil War Hospital in Rockford. The Fifteenth Illinois Volunteer Infantry was distinguished for the bravery of its soldiers.

Rockford's Ellis Rifles became Company C of the 15th Illinois Volunteer Infantry and Col. E. F. W. Ellis had become the commander of the Regiment, according to Dean Whitcomb in the June issue of the **ROCKFORD MAGAZINE**. The account of the battle at Shiloh which took place at Pittsburg Landing closely parallels the **REPORT OF THE ADJUTANT GENERAL OF THE STATE OF ILLINOIS Vol 1, Springfield, 1886**, concerning the years 1861-1866. This battle so costly in lives was fought April 6 and 7, 1862. There were 33,741 casualties suffered by Union and Confederate soldiers. Company K was from Carroll County, and it was in that company that Adam Nase, not yet a major, was serving.

The 15th Regiment was assigned to General Hurlburt's "Fighting Fourth Division" and marched to Fort Henry, then went by boat to Pittsburg Landing. This regiment from McHenry, Winnebago, Boone, Stephenson, Lake, and Carroll Counties was in the first line of battle and in the Brigade of General C. Veach. The valiant fighting, the terrible rebel yells, the tenacity of the men are recorded in the material sent by Mrs. Weidman of Mount Carroll, Illinois. Eventually the men had to fall back. Rockford's dead on the field included Lieut. Col. Ellis, Maj. Wm. R. Goddard, Capt. Burnell, Privates Brown, Caughtry, Hence, Douglas, and others. Captain Nase of Mt. Carroll lost a leg and was taken prisoner.

The 14th Regiment joined the 15th and they were in the final charge on the 7th led by General Grant. The Confederates fled but the 15th lost 250 dead and wounded. The Confederates had sacrificed 2,000 men. The 15th had more known dead in the National Cemetery at Pittsburg Landing than any other regiment. Col. Ellis was honored on the floor of the U. S. House of Representatives as an example of bravery. (See **NUGGETS OF HISTORY**, Volume 6, Number 6, November-December, 1969, page 3, "A House With White Columns"—Hazel M. Hyde, for Ellis family and Lieut. Col. Ellis). Captain Nase, released as a prisoner, rejoined his company in December and was promoted to major. He resigned July 7, 1863.

Who was this man that had served so valiantly even with an artificial leg? Adam Nase was born in Marietta, Lancaster County, Pennsylvania, 12 August 1825, according to H. F. Kett's **THE HISTORY OF CARROLL COUNTY, ILLINOIS** (1878) containing biographies and portraits of many prominent men and early settlers. At the age of 21 he went to Cincinnati, then to Burlington, Iowa, and in 1851 arrived in Savanna,

Carroll County, Illinois.

In the fall of 1858 Nase was elected county sheriff, and he moved to Mt. Carroll. On the 19th of April, 1861, he enlisted in the 15th Regiment of Illinois Infantry Volunteers and was elected Captain of Company K. He was in several severe battles. His leg was amputated at Memphis. He was paroled at Vicksburg and about October 1st, returned home to be fitted with an artificial leg, and reported for duty December 1st of the same year. He was with the regiment until the fall of Vicksburg. When he resigned in 1863, he went into recruiting.



Major Adam Nase

Photograph by A. N. Rockstead,  
Market Street, Mount Carroll, Ill.

Other accomplishments were serving as clerk of Circuit Court 1864; elected to State Legislature 1868; appointed assistant assessor of Internal Revenue, and on July 11, 1872, was appointed Collector of Internal Revenue.

Miss Rebecca Hastings became his wife in December, 1851. They had two children, Frank P. born October 19, 1857, and Hattie M. Adam died at the age of 54 on October 16, 1879, leaving Rebecca a widow, and he is buried in Oak Hill Cemetery at Mt. Carroll.

The photograph of Major Adam Nase in the collection of pictures belonging to Miss Mary Carolyn Vaughn had on its reverse side A. N. Rockstead, photographic artist, Market Street, Mt. Carroll, Illinois. The pictures in the album were either friends or persons whose portraits Carrie planned to paint. Someone whose initials were A. H. H. had sent this photograph to Mrs. Hersey who had passed it on to the artist. Adam Nase was promoted to major in 1862. The painting was listed in the ledger of Miss Vaughn for the year 1881. Since he died in 1879, the portrait would have been painted from the photograph in Miss Vaughn's collection. He was a distinguished appearing man and it is possible some descendant or some organization has the portrait framed and hanging in a place of honor.

Harriett Nase, the daughter of Rebecca and Adam, met John R.



Home of Major  
Adam Nase and his  
wife Rebecca at  
Mt. Carroll.  
Built in 1870.

Connell, and they were married October 16, 1905. Mr. Connell, and attorney, was born in Thomson, Carroll County, Illinois, in an area associated with the growing of fine watermelons. After graduation from high school in that small town in 1892, he attended Illinois State Normal at Normal, Illinois, and then Northern Illinois College at Fulton where he received a B.S. degree. This was followed by a stenographic course at a business college in Davenport, Iowa. For seven years he taught school in Carroll County, four of which were in his home town.

For three years John engaged in newspaper work on the **CLINTON IOWA HERALD**. He served as town clerk of York Township and on the village board of Thomson. He came to Mt. Carroll and spent two years in the law office of Ralph E. Eaton. It was there he decided the law was to be his career. In 1907 he graduated from the Law School of the University of Michigan.

In Mt. Carroll Mr. Connell opened a law office, being in partnership with George L. Hoffman. His legal ability was recognized, and he handled some large and important cases.

With his wife Harriet, he lived in a handsome home on the corner of Clay and Market Streets. This house was built by Major Adam Nase in 1870. After Adam died in 1879, Rebecca Nase continued living in this pleasant house. She died in 1904. The son Frank lived to be only twenty-five years of age.

Among the sources of material sent by Eathel W. Weidman were: **CARROLL COUNTY A GOODLY HERITAGE** edited by E. George Thiem, Sesquicentennial edition, 1968; **Oak Hill Cemetery Records**, Mt. Carroll, Illinois, as recorded by Carroll County Genealogical Society; **CARROLL COUNTY MIRROR**, Illustrated Souvenir Edition, May 28, 1911, Vol. 52, No. 20; and **CARROLL COUNTY DEMOCRAT**, March 16, 1898, and it is from these references various aspects of the story have been taken.

After the Civil War, an organization of war veterans was formed called the Grand Army of the Republic, or G. A. R. Nase Post of G. A. R. at Mt. Carroll was named for Major Nase. The Nase family had chosen a town situated in one of the finest agricultural districts in the state. It is easy to let the imagination turn backward to the teams of horses at the hitching posts and Saturday night crowds on the sidewalks or shopping in the stores, which remained open several hours after the supper time.

**THE SANITARY DISTRICT**  
**by B. C. Harvey, Public Engineer**  
(Written in 1924)

Rock River, the most beautiful river in the State of Illinois, flows gently through the City of Rockford in a southerly direction. It has, as its tributaries, Kettle Well Creek with its mouth just north of the North End Bridge (known by the government as Spring Creek), and Keith Creek with its mouth near the old Glucose Plant (known by the government as Pikes Creek). These two creeks extend easterly through Rockford and its adjacent territory. Kents Creek with its mouth near the Illinois Central Railway Station has two branches, one extending westerly, which is known as the south branch and one which extends northerly, known as the north branch, with their junction near the Winnebago Street Viaduct.

The area of Rock River, within the limits of the city, is approximately 180 acres, and its tributaries, within the limits of the city, are approximately 12 acres.

Into this beautiful river of ours and into its tributaries, the City of Rockford is emptying approximately nine million gallons of sewage daily. Between the dam and the north end bridge, there are twenty-six public sewer outlets that empty into the river and with no record of the number of private sewers. Between the dam and the Nelson Bridge there are eleven more public sewer outlets that empty into the river with the number of private sewers unknown. In the west branch of Kents Creek there are eight public sewers. The north branch of Kents Creek has one public sewer.

Rockford is today the second largest city in the State of Illinois with a population of 100,000 including its suburbs. This healthy growth of Rockford is due to its many diversified industries, clean and moral standards and thrifty inhabitants. Due to these reasons, we have a right to compare Rockford with other leading cities and compute and estimate its future growth.

Charts have been worked out showing us that by 1975, we should have a city with a population of approximately 300,000 inhabitants and the area to grow in proportion. We have no right to believe that Mr. Leavitt, Mr. Wyman, Mr. Haight, and Mr. Blake and others did not anticipate Rockford to be a real city. Records gathered lead us to believe that they had great visions for Rockford as a manufacturing city, as they developed the water power and placed mills and other industries along the river, using the water from Rock River for its power.

It must be admitted that from 1843 until 1900, very few people in Rockford had given the sewage problem much thought, as Rock River was a large stream with tributaries carrying a considerable amount of water. Today, however, we have a different problem facing us, as the disposal of sewage is an essential of life. With Rockford growing as it is and the water in the tributaries being reduced yearly by the constant drain on our water sources from Rockford and north, due to the intensified population, Rock River is going to be more and more an open sewer.

As stated before, we have forty-six sewer outlets and many private sewers emptying approximately nine million gallons of sewage daily into Rock River. Of these nine million gallons of sewage, the greater part of the solids are retained by the dam. Just how long they remain there before they reach another stage and finally cross the dam we do not know. But it is a condition that should be remedied, and if we do not, we have many reasons to believe that it may cause the spread of

some dreadful epidemic such as typhoid fever.

Rock River today, between the North End bridge and the dam, is unsafe for swimming and other water sports which bring persons in contact with the water. It is therefore a necessity for Rockford and its inhabitants and the inhabitants of its suburbs to get behind this movement which will eliminate the sewage from Rock River, so that swimming beaches can be laid out along the river and the river can be used for swimming and other sports. Also, the river can then be stocked with game fish and we can enjoy fishing in Rock River that we now must seek in the north woods. By eliminating the sewage in Rock River, we are not only protecting the health of Rockford and our inhabitants, but we are creating play grounds for the younger generation, which as years go by will be more and more appreciated.

In many instances the sewers in Rockford are now running at full capacity, and new territory which is added must seek other methods of disposing of its sewage. Also, some of our sewers are laid out so that it is impossible to extend them into new territory.

Much has been said on the subject of bonds and indebtedness, but creating a sanitary district at this time does not call for the expenditure of any money for the constructing of trunk line sewers or for the building of a disposal plant. As to the indebtedness caused by the constructing of trunk line sewers and disposal plant, the people within the district will have a direct benefit, and a benefit that will not be used by the people of other states, such as other bond issues may call for.

The first is to first create a sanitary district. The County Judge then appoints three men, living within the district, as commissioners for the sanitary district. Each commissioner receives a salary of 100 dollars per year. They have the power to appoint an engineer and his duty is to supervise all work within the sanitary district and to approve all plans for sewers, public and private, which are to be laid within the district. Thus it would be a great saving to this community if the sewers are all placed in the proper locations and at their proper sizes so as not to have to relay same as the city develops.

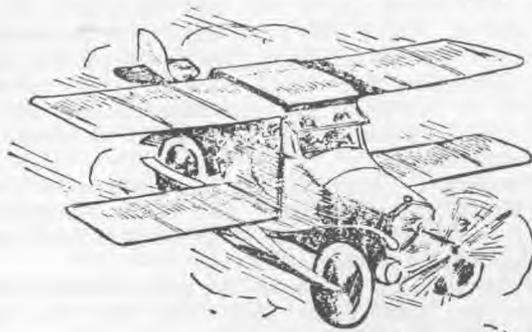
The building of trunk line sewers will be one of the first steps to be undertaken, and the building of the disposal plant will be one of the last steps. Before any money is expended for trunk line sewers or disposal plant, plans, specifications and estimates will be placed before the people for referendum, giving the people within the district the right to voice their expression as to expenditures.

If a sanitary district is not created, we can look forward to making the water of Rock River a trunk line sewer until such time as the State of Illinois or Federal Government will take the matter into their hands and force municipalities to eliminate human waste into its rivers. The longer we wait with the building of trunk line sewers, the more money it will cost us, as right of ways will have to be obtained, which today can be obtained without any expenditure, while in years to come these right of ways will run into thousands of dollars. Also the city will be more developed and there will be more streets to be rebuilt where the trunk lines must go.

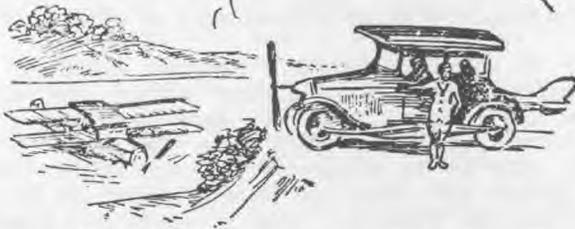
The question of creating a sanitary district in Rockford and its vicinity should be considered thoughtfully by each and every individual. Think of your future, your children's future and the future of this community.

(Editor's note: Mr. B. C. Harvey, who passed away September 24, 1988, was a member of the Rockford Historical Society. He was largely responsible for creating the sanitary district of Rockford in the 1920s.)

# The Flying Automobile to Be *the* Car of the Future



The Flying Motor Car of the Future, as Predicted by Capt. E. V. Rickenbacker. The Machine Would Be Equipped with Folding Wings for Flight and with Pontoons for Water Travel.



**T**HE flying automobile will be the car of the near future, according to Captain E. V. Rickenbacker, Uncle Sam's famous ace of the world war. This new model of motor car, it is predicted, will be made with folding wings, so that when on a straight stretch of road they can be spread and the machine will take to the air. The present-day tendency to lighten the construction of automobiles through the extensive use of aluminum alloys, without sacrificing the safety factor, and the great progress made in airplane construction as the result of recent experiments with motorless gliders, as well as motor gliders, are the two factors that will make this possible.

This combination automobile-airplane, as Captain Rickenbacker describes it in Popular Science Monthly, will have a body shaped similar to the present hydroplane hull, making it both a water and land machine. The wheels will protrude sufficiently to permit the machine to be driven on the highway after the wings have been collapsed, propeller disengaged, and the automobile control mechanism applied, which in reality will give a three-in-one conveyance.

Imagine the convenience of being able to drive around in the city, as is done nowadays, and then when you start for some other town and get on a straight of way or enter a nearby pasture, to un-

fold the wings on the machine and take to the air! It will mean quicker transportation for the suburbanite, for people living at a distance from a large city, and for the traveling salesman, who now uses the motor car and highways to cover his territory.

Recent glider trials held throughout Europe have shown ways of increasing the lifting power, while reducing the spread of airplane wings. Further, it has been demonstrated that with properly constructed wings and properly designed motors it is possible to fly almost any type of fuselage.

"The development of automatic safety devices to control flight will decrease the liability of accident," says Capt. Rickenbacker. "To-day flying is no more dangerous than motoring, on the streets and highways—sometimes I think it is not as dangerous. However, people have a fear of flying that will have to be overcome, just as they had to overcome their fear of traveling twenty miles an hour in the horseless carriage of twenty years ago.

"Save in time of war, there is no need for stunt flying, and that is the only really dangerous part in flying. It is a good bit like driving through heavy traffic at sixty miles an hour—every one doesn't have the skill to do it.

"Rigid rules will be laid down for fly-

ing, much the same as there are rules for vehicular traffic to-day.

"In the combined automobile-airplane I see a machine that is not greatly different from the present-day motor car, except in its decreased size. The body will be narrower and shorter, to reduce weight, and will be of a modified streamline design. The engine will be made lighter and smaller, but with about the same horsepower as is used to-day through the use of the supercharger.

"The wings will fold back against the sides of the car when driving along the street and will have sufficient space to lift the car off the ground at a moderate "take-off" speed. The twenty-five-foot span that it is possible to build on the present-day motor car—twelve and one-half foot wings on each side—will be sufficient to lift the lighter and more efficiently built machine of 1940.

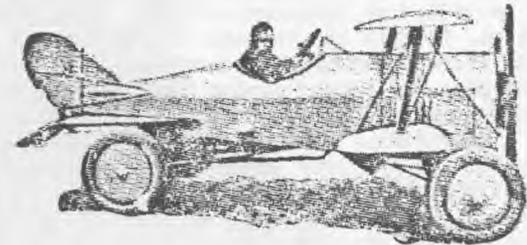
"Consider what such a machine will mean to the man who works in the city. He could live several miles farther away from the heart of the city and spend less time getting to and from work. By flying, more speed could be made with a

greater degree of safety than now is possible on the streets and highways.

"It would not take a great stretch of imagination to foresee municipalities regulating the height of buildings to uniformity, the streets to be bridged, in order to form one vast landing field in the center of each city for flying machines. The landing fields or tops of the buildings could be connected with the street level by elevators so that a machine alighting could descend to the street and be driven about as an automobile. At the end of the business day it would be driven back to the elevator and lifted to the roof to take off for the homeward flight.

"Such a forecast is more than pure fancy. It is founded on present progress in automobile and airplane design."

Here Is a Model of the Flying Automobile Roadster, Built by Allen H. Russell, of Nutley, N. J.



## ST. MARY'S CATHOLIC CHURCH by Hazel M. Hyde

One of the older churches of Rockford is St. Mary's Catholic Church on Winnebago Street, which dates from May, 1885, when Father Edward Murphy came to Rockford as assistant to Father James Flaherty, pastor of St. James. The archbishop had sent him for the purpose of organizing a parish on the west side of Rock River, according to Father Robert H. Miller, who compiled in 1976 a revised history of the Diocese of Rockford. This splendid, and beautifully bound book has a foreword by Bishop Arthur O'Neill, of Rockford. He quotes Plutarch as writing that it is a very difficult matter to trace and find out the truth of anything by history. The book is entitled THAT ALL MAY BE ONE.

Usually the route I followed on the way to South Rockford, especially after having my own car, was along Winnebago Street. I always cast an admiring look at the stately lines of St. Mary's church, the architecture exactly as it seemed a church should appear. Since Rockford has been called "A City of Churches", something of the essence of Rockford's history can be found in the stories of her churches and

the people attending them.

No announcement had been made of the organizing of a new parish in those mid-1880s until the land was secured. The property on the corner of Winnebago and Elm Streets was purchased by Archbishop Feehan of Chicago from P. R. Chandler.

Father Murphy called a meeting of the men of the congregation of St. James, July 19, 1885. He explained the need for a Catholic Church on the west side of Rock River. He proposed that a hall be rented to use temporarily for a church. The proposal met with approval and the men began subscribing money for the purpose. The first name on the list was Lawrence Byrne with a five hundred dollar donation. That day two thousand dollars was subscribed. Father Murphy found a hall on North Wyman Street and mass was celebrated there for six months.

Construction began as soon as plans could be drawn. The first mass was said in the basement of the church, December 6, 1885. The lack of plastering in the basement of the unfinished church did not dim enthusiasm.

The cornerstone was laid by Archbishop Feehan July 11, 1886. The Forest City Band led a carriage procession. One hundred or more of the Ancient Order of Hibernaiaans came in full regalia. Inside on the platform were the mayor and civic dignitaries. The church was completed in 1887 and the archbishop returned October 16th for the Dedication Ceremony.

St. Mary's parochial school opened in September, 1888, in the basement of the church. The Dominican Sisters from Sinsinawa taught in four rooms. In 1906 the Dominican Sisters of Blauvelt, New York, took over the duties. In 1912 the Sisters of Loretto took charge.

Father Michael McLaughlin succeeded Father Murphy who was recalled to Chicago. The second pastor died April 20, 1892.

The third pastor was Father Patrick McMahon, who arrived in May, 1892. His pastorate lasted twenty-seven years with many accomplishments. The property adjoining the property of St. Mary's on Elm Street was purchased for a convent. A school was built. A new rectory was built on the site of the old convent and a new convent became available for the sisters. The parish debt of \$30,000 was liquidated. Father McMahon died April 14, 1919.

An army chaplain, Father John Whelan, was appointed July 25, 1925. Father Joseph Lonergan succeeded him. One of Father Lonergan's accomplishments was the building of the Lourdes Grotto and the Shrine of the Little Flower.

In 1929 Monsignor John McGuire came as pastor. He was transferred to St. James Pro-Cathedral in 1933. Bishop Hoban, the second bishop of Rockford who was appointed February 10, 1928, and served until November, 1942, placed St. Mary's Church and St. Thomas High School in charge of the Augustinian Fathers. The new pastor appointed was Father Cornelius Ford, O.S.A. Father Ford became ill with a throat condition and was transferred in the summer of 1939.

The church was redecorated in 1943 under the successor of Father Ford, the Reverend Father John McGrath, O.S.A. Next was Father William Fink, July 1947 to July 1949. For the next three years the pastor was Father Charles D. Clark, O.S.A., followed in 1961 by Father A. J. Tierney, O.S.A. who remained until August 1968.

Upon arrival in Rockford in 1936, I was assigned to teach in Montague School. This work gave free rein to my interest in creativity and researching of local history. Choral verse, plays created by pupils after hearing a story, speech training and parliamentary procedure were basic. However, holidays and patriotic occasions led to close



St. Mary's Catholic Church, 517 Elm Street

cooperation with Miss Bertha McGuire, the music teacher. We were involved in an Arbor Day planting of a tree on the edge of the school ground. She brought a small portable organ for the music. Pupils from the auditorium class provided part of the program. Mrs. Anna B. Dexter, the principal, provided a bit of history about Arbor Day. Friendship grew and Bertha told about directing the men's choir at St. Mary's Catholic Church on Winnebago Street. Always I had been intrigued by the soprano singing voices of young boys. When she told how these boys' voices sounded in the church, I was interested. She invited me to come to a service when they would sing. The interior of St. Mary's church reminded me of the St. Francis Xavier Catholic Church in Cherryvale,

Kansas, where my grandmother, aunts, and uncle had attended services. Although my parents and I were Methodists, I had peeked while my aunt had kissed the bishop's ring, had sat still as a mouse through choir practice with my aunt, had visited in the home of the priest when my aunt made a call on his housekeeper.

Fire! The burning of a downtown church was a shock to the people of Rockford. The interior of the building was destroyed. The Rockford Fire Department managed to save the beautiful stained glass windows. Father Tierney was faced with the super-human task of clearing the debris, purchasing replacement pews, rebuilding the interior, restoring the sanctuary.

The return of Father Robert V. Lawrence, O.S.A., a former teacher at St. Thomas High School, in 1968 was welcomed and in 1968 he became the pastor. Since that time repairs have been made to the interior and exterior of the structure, with redecorating in 1973. It continues as a church home for many Rockford Catholics.

Special thanks are due Miss Grace Grimmitt for the loan of the book which served as an outline for the story of one of Rockford's historic churches. Retelling the history of Rockford's churches is a project that has been pursued in NUGGETS OF HISTORY for many years.

**HARLEM AREA**  
**by Marion (Hutchins) Paul**  
(Written in 1946)

About six miles north of Rockford on North Second Street, there is a small community which calls itself West Harlem. Though its interests are coordinated with those of Loves Park, it is a center of separate nucleus. When Harlem was in knee-pants, so to speak, in about the gay '90s, the small number of eleven farms comprised the total population. It has now grown to the approximate number of 2,500.

What made it grow? Let's go back to the early history and note the potentialities of this little metropolis. A streetcar line, which is now replaced by city buses, ran from Rockford to Beloit and Janesville, making it easy to send the sons and daughters of our early farmers to Rockford High School. The old names of Miller, Johnson, Hart, Bartholomew, Ferguson, Evans, Wilcox, and Day come to mind as we think of these founders in the 19th century. This was in the days when taking milk to the creamery at Roscoe, Illinois, took an entire day.

At this time the most becoming organized group was the Harmony Grange, the second oldest in Winnebago County. The farmers benefited by it in the buying of large quantities, such as coal and other necessities, and as they met from house to house, the old members still remember with pleasure their picnic dinners on the lawn of the old J. J. Miller farm. Later the school was used as a meeting place. The Grange took an active interest in the supporting of the school, giving as one gift a baby grand piano. It also sponsored the 4-H Club. Today, after seventy-six years of existence, a hall is being built adjacent to the school. Though unfinished as yet, its hundred members will meet in its basement this winter until the necessary building equipment can be obtained to complete it.

These foresighted people began to feel the growing need of a consolidated school. There were four small country schools which desired uniting to coordinate ideas and to make a center of interest; these schools were the Lovejoy School on Route 51, the Bruner School on Route 173, the Union School on Forest Hills Road, and the Free Soil

School where Harlem Consolidated School now stands. The original, a two story basement and first floor building, consisted of seven rooms. In the first years two rooms remained empty, but were built in spite of pessimistic views that they would never be used. In 1910 the building was completed and the names of O. H. Conklin, A. J. Lovejoy, Sr., and J. C. Snow are found on the corner stone. In the fall of 1910, three teachers took their posts, two of which were grade school teachers, and the last the superintendent and only teacher of the high school. In comparison to our staff now of seven teachers in the grades, and seventeen in the high school, the growth of the community is apparent. It might be of interest to note that all but the Free Soil Grade School were later converted into homes. In the first year that Harlem graduation exercises were held, one person was honored in the unfinished attic used for an auditorium and gym. The next year three made up the graduation class. Compare this to forty-five in the class of 1946. Graduation exercises today are not held in an attic but in a modern gym equipped with a public address system. Early after the school was built, a Fair was held each fall, a major feature of which were the exhibits of field and garden products. The agricultural work of the school was evidenced in the superior quality of the products and the tasteful arrangement of the display in one of the basement rooms. The tractor demonstration, the plowing match, the women's hitching contest, the baby show, and the county athletic contests were the main events of the day. The money raised was used for such needs as athletic equipment. The same crowded condition which exists today was also repeated in the last year of the First World War, when under similar circumstances they found a need for enlarging. One wonders if the original eighty-five students of the Harlem Consolidated School had any forethought of the five hundred and forty-nine students who would walk the same halls in 1946. Several years later, under forced conditions, Loves Park Grade School and Lovejoy School were built to relieve congestion, all together forming District #122. Today, during the football and basketball seasons, the greatest point of interest in the neighborhood is around the sports teams, which for several years have been winners of North Six Conferences titles. And, of latter years the Spring Music Contests were the primary aim of the music organizations. Students may now enter any college, including the University, without entrance examinations because Harlem is recognized to be an accredited school by the North Central Association of Colleges and Secondary Schools.

In 1914 a group of eight women, mostly city-bred, met together for a common cause, that of helping to build an already growing community. The main purpose of the Help-One-Another Circle was to aid the newly-organized Union Sunday School which was then meeting in the school, and also to spread cheer to the sick and needy in our hamlet. As long as the Sunday School was maintained, a generous contribution was made, and a piano and many chairs were given. They served hot lunches for the children, and financially aided the musical organization of the school. In 1921 they furnished one room in the Children's Home on Longwood Street, and canned fruit and vegetables in large quantities for the North-End Children's Home, and for several years mended stockings for them. At present they are supporting three troops of Girl Scouts. During the war the Red Cross became their project. This has not been a case of all work and no play, however, for they, too, have many social events. But we pay due respect to these forty-seven women who have done, and will keep on doing honor to our community.

In 1920 a group of a dozen girls headed by Mrs. C. D. Bernard

began the first troop of Girl Scouts in the Harlem area. From out of these meetings have grown six active troops: two Brownie troops and two Intermediate troops, the Senior Service troop, which is for freshman and sophomore girls, and the Wing Scout troop, which is for the older group. The Senior Service troop is one we are all proud of for its work in the hospitals, and for last year when they worked with the polio patients in rehabilitation work, such as handicraft, making scrap books, and reading to the patients. Two of the girls also became program aids to Brownie troops in Loves Park, as well as at Camp Medill McCormick, where a total of eight girls were sent this summer. The Wing Scout troop, which is sponsored by the North Suburban Woman's Club, consists of about ten members purely interested in flying, who took their ground work in aeronautics at Machesney Airport, and received their wings at the close of the last school year.

Speaking of the Machesney Airport, Fred Machesney moved here twenty years ago and started what is now one of the most busy centers of Rockford. Though the original field was several blocks south, today's airport is a sizable, well-lighted field. It is used as an auxiliary airport and emergency field, besides a training school. Under the G-I Bill of Rights, from eighty to a hundred GIs are taking advantage of flying. Ground school is held one night a week. Probably the greater majority of those taking aeronautics will become commercial pilots, a third of them are interested for their private concern, and the balance may become flight officers. The airport is active not only by students, but in chartering, in private machines, in aeronautical repairs, and in sales. During the war the field was used for classes from Beloit College.

Mr. and Mrs. Harold Anderson started an amusement center called Paramount Roller Rink about eight years ago. Roller skating became the word on everyone's lips, and we are thankful that the young people of our community had the opportunity of this clean and healthful entertainment. During the war the rink was taken over by Aircraft Template Company where aircraft parts were made, but it now has returned to the manufacture of civilian products.

A church becomes a vital part of any community. Ours was started by an individual group in 1942, and in December of 1945 the Mission Covenant Church took over the building located on the corner of North Second Street and Harlem Road. At present they have a minister and a good attendance of about eighty. A small chapel has been built farther north on Route 51 also under the Mission Covenant supervision.

We can also boast of a thriving grocery store started by Mr. Fay, and now under the management of Mrs. Anna Shields Johnson.

So this brings us up to date (1946) on the activities of a very small but lively community. As the urge to spread out induces people, more and more homes will be built to enlarge the already expanded building, and we are hoping for greater cooperation to make a more progressive suburban community.

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