

...d
...ity

...d
...ity

...d
...ity

...d
...ity

...d
...ity

...d
...ity

...d
...ity

...d
...ity

...d
...ity

...d
...ity

...d
...ity

...d
...ity

...d
...ity

...d
...ity

...d
...ity

...d
...ity

...d
...ity

...d
...ity

...d
...ity

...d
...ity

...d
...ity

...d
...ity

...d
...ity

...d
...ity

Midway Was Named For Its Locale

By MRS. LLOYD FRILLMAN
Of The Intelligencer

The Midway Community is eight miles north of Edwardsville, and eight miles south of Bunker Hill on Route 112.

Being a center location it was called Midway.

They have a service station, garage, grocery store, church and new school. At present time the population is about 140. According to numerous witnesses, St. John's Evangelical Church was established on its present site as a Presbyterian Church in about 1860. Ludwig Pape helped build the first church.

In the beginning a log school house served both for worship services and school meetings. Mr. Mehrmann was one of the first engaged to serve in this capacity. Two rooms in back of the school house were added to provide him with living quarters. Mr. Mehrmann was succeeded by Rev. H. Blanke minister of the German Presbyterian Church at Fosterburg, who came here to preach on alternate Sundays. He is remembered as coming during the Civil War days wearing long leather boots and riding a bay pony during sunny days as well as in stormy weather and through deep mud. His stepson, Mr. Suess, taught the week day school.

Thus in those early days the young church had both a preacher to conduct worship services, and a resident school teacher. During the Civil War days, teachers and children provided troops passing along old Springfield Road with coffee and sandwiches.

By 1869 there were quite a number of people of the Evangelical faith moving into the community, some coming from Missouri, such as the Helmkampfs; others coming from Germany as the Roessels, Zoelzers, Henkes, Schoebers, and Volgers. The newcomers, and others living here longed for the accustomed Evangelical worship services, but having no house of worship, services at first were held in the homes. Apparently, due to the division in the community between Presbyterian and Evangelical people, neither group was strong enough to maintain a church with a resident pastor. Better judgment finally prevailed and the two factors became reconciled.

Being in the majority, the Evangelical people organized our St. John's Evangelical Church, now known as St. John's United Church of Christ and acquired the present property site. It includes a church (which has recently been enlarged), parsonage and cemetery. The grounds were given to the church by two neighbors, Adam Bote and Crist Lowenstein. The church property was enclosed by a rail fence with an eight foot lane between the two properties leading from the old Springfield Road to the church. A foot path was formed on one side of the lane, because people in olden days often walked quite some distance to come to church and children walked to attend school. In later days W. F. Henke donated land to widen the lane to a fifty foot township road.

In 1927 W. F. Henke purchased the Dan Lowenstein farm and 1929 opened the Midway Service Station so from then the community got its name Midway.

In 1950, Henke built a lake ¼ mile east of the service station known as Lake Heights Subdivision, which is incorporated and has 13 homes. In 1957 the new three room school and gymnasium was erected on a four-acre tract donated by W. F. Henke, located 1/6 mile east of the Old Springfield Road. The school has three classrooms, fourth, fifth and sixth grades, with Mr. Charles Woods sixth grade teacher, Mrs. Arthur

Granite City Has Grown Into A Major Industrial Complex

Granite City has developed into an outstanding industrial complex of Madison County from a small farming village of the Nineteenth Century.

The community was founded in 1802 by Dr. George Caldwell, a "lively, enterprising Yankee," who poled his way on a skiff from Ohio and set up farming and practicing medicine on the 200 acres that are now in West Granite.

The next settlers were the Hawk, Braden, and Kinder families who migrated from Wheeling, W. Va., saw the place was "nothing but a sand prairie," and gave it the name Six Mile Prairie.

Then the name was changed to Kinder Hook in honor of Calvin Kinder, one of the pioneers. A few years later a railroad line ran through from East St. Louis and Alton and a railroad station was built.

Kinder Hook remained a model farming village until 1891, when William F. Niedringhaus, a St. Louis industrialist, arrived via the old Alton Road at what is now Niedringhaus Avenue and the railroad tracks. He settled upon Kinder Hook as the ideal location for an industrial center, and in the spring of 1893 made a land purchase.

The city was surveyed and the plans for the center were filed in Edwardsville May 20, 1893. In 1895 the Granite City Steel Plant, American Steel Foundries and the now defunct Marble Lead works were founded. The new industries produced mostly graniteware products, and from them Granite City got its name.

The following year, the St. Louis Stamping Works, later known as Nesco, was founded and Kinder Hook was on its way to industrial growth. The Commonwealth Steel plant, which was in 1929 purchased by General Steel Casting Corp., was built in 1902.

City type government began in Granite City in 1896 with the first council office at the railroad tracks on 19th street. Quincy street, 21st Street and the railroad tracks bounded the city at the time, and the city had board sidewalks and cindered streets.

Immigration and the demand for industrial labor created housing shortages in Granite City in the early years and a "Hungary Hollow," now called Lincoln Place, was established. Population of the city had grown to 3,112 by 1900.

The first labor strike by newly-formed unions took place in 1902 against the American Steel Foundries over the "swift pace of production."

Granite City survived a flood roof-top deep in Hungary Hollow and West Granite in 1903; but growth continued, and in 1910 the population was 9,903.

The McKinley Bridge built in 1910 linked Granite City to Missouri. The Illinois Traction Company of Sen. W. B. McKinley for whom the bridge was named began shuttling passengers between Granite City and St. Louis for a streetcar fare of five cents.

The Washington airdrome featuring vaudeville shows and silent movies was opened in 1911, and the next year Woodrow Wilson campaigned for the presidency from the platform of the airdrome. Charlie Chaplin delighted audiences there in 1916 with his antics in "Tillie's Punctured Romance."

The Granite City Public Library was opened and the city got a new post office in 1912. An experiment in an eight-hour day began in area industries that year.

Henke fifth grade teacher, Mrs. Naomi Zeisset fourth grade teacher, Mr. Dean Peiper of Staunton, Principal, and Mrs. Walter Gueldener as custodian and assistant cook.

The two oldest homes are about eighty years old. The old Lowenstein home is now owned by Mr. and Mrs. Harry Ralston who also own the Midway Service Station and Grocery Store. The other home was built by Carl Henke, father of W. F. Henke, now owned by Mr. and Mrs. Walter Gueldener.

of meat, autos, gasoline, tires and other goods, but Granite Cityans accepted the controls willingly, recognizing the need for them. They produced huge volumes of vital defense equipment at local industries.

Post-war urge to progress was manifested by the creation of the Bi-State Development Agency, opening up of choice residential areas for expansion with Nameoki's annexation to Granite City, the building of schools and churches, and a shopping center and the construction of the Chain-of-Rocks Canal and locks which added a new dimension of river transportation. School children at one time had to attend makeshift classes held in churches but in 1952 Granite Cityans voted a \$3,840,000 bond issue and again in 1958 one for \$2,200,000.

World War I Comes
A new period of development began for the city when World War I broke out. Industries operated at peak production making munitions and equipment and employment doubled during the war. Housing shortages and hopeless congestion in schools became problems, and two influenza epidemics, in 1918 and 1920, involved 1200 illnesses and caused a total of 55 deaths.

In the period following the war, a public high school was built and a park district was created. The park district purchased 52 acres, including ground for Wilson Park which was opened June 15, 1923.

In 1929, Granite City was progressing, with a \$68,000 public library, a \$150,000 city hall, and a \$350,000 high school just completed when the Great Depression set in. Industrial production plummeted, businesses folded and unemployment reached epidemic proportions in 1934 there were 4000 Granite City residents on the relief rolls.

Granite City recovered through the New Deal and emergency measures, but recovery was slow. By 1937, however, the number of families on relief had declined to 400 and the economy was being revived. The Granite City Steel Co. modernized its plant and during the year ran two strip mills.

Meanwhile, a bus system was established here and has since developed into The Community Coach Co., which connects the Quad-Cities with St. Louis.

Granite City again entered a period of humming activity in December, 1941 when World War II broke out. Industrial expansion became a regular thing as new plants were built and old ones were enlarged.

Planning Era
Planning which began in 1938 seemed to mark the beginning of a new era for Granite City, culminating in the All-America City award in 1959. The wartime economy saw a construction boom get under way with residential expansion and the building of the Granite City Army Engineer Depot — the largest of its type in the world. Civic problems such as housing shortages and shortages of consumer products seemed to spur the citizens to efforts of improvement.

World War II brought rationing of meat, autos, gasoline, tires and other goods, but Granite Cityans accepted the controls willingly, recognizing the need for them. They produced huge volumes of vital defense equipment at local industries.

The ladies also did their share in helping erect this House of God by serving bountiful dinners to the workers. They helped too, in other ways. In the Pleasant Ridge news published in the "Lebanon Leader", Lebanon, on Friday, March 19, 1897 is the following item: "The Ladies Aid Society have again given \$20 for the church to aid in paying the expenses of painting, etc."

Another item states: "Mrs. Julia Porter last week received a handsome Bible as a gift from her Sunday School class, and Mrs. Archie Bussong received one also as a gift from the Pleasant Ridge Sunday School teachers."

Mrs. Julia Porter was the mother of William and John Porter who reside in this community.

The Pleasant Ridge news of 1897 concluded with a lengthy account of the wedding of "two of our popular young people, Miss Ella Tate and William Townsend."

It is interesting to note their daughter, Edith, grew up, married and is Mrs. Orrin Black, who has served as the Pleasant Ridge correspondent for the Intelligencer for the past 28 years.

The Pleasant Ridge Church was abandoned about 28 years ago and is no longer in existence.

Larger School
The original Pleasant Ridge school was torn down in later years and a larger new school was built and its name changed to Virgin School. This school burned in 1918. During the time the new school was being built, school was held in the Pleasant Ridge Baptist church. This school served the community until the schools were consolidated. It was sold several years later.

Included in the Pleasant Ridge community is the Terrapin Ridge cemetery, a country cemetery where most of the early settlers of this community were buried. It consists of 2 acres and was donated by the Townsend family, ancestors of the present Townsend family, for burial purposes. This cemetery is at present cared for by a board of Trustees, consisting of Everett Pyle, Orrin Black, Clifford Townsend, Dennis Townsend, Edward Faires and John Faires, all descendants of the original settlers.

Shurtleff Had Medical Course In '41 -- By Mail

Shurtleff College conducted one of the early correspondence courses—and the study was in medicine.

In 1841, the Alton college offered instruction—by mail—in the healing arts.

Austen K. DeBlois in his "The Pioneer School" wrote:

"Nearly all of its (the "medical school") work was to be conducted by correspondence. The medical students were to pursue their studies in absentia, undergoing examinations from time to time, and receiving their diplomas upon the completion of the brief course of study. Dr. Perry (president of the medical school) prided himself on the fact that he was the originator of this non-resident method of work."

Although several capable physicians were on the faculty, the school did not exist long, historians relate.

recreation and also trade as the barges carry on the traditions of the steamboat. The rich farmland surrounding Alton produce the finest corn, the finest asparagus, the finest peaches, and the finest watermelons in the nation.

Alton as the hub of all this industrial and agricultural activity is no longer "a place of extensive back country trade." The location of Alton in the heart of the mid-west increases her commercial importance to Madison County and to the nation.

In Loving Memory Of

WILLIAM H. BOHM
Madison County
Public Spirited
Citizen



- ★ Builder of the Bohm Building, Edwardsville
- ★ Madison County Board of Supervisors Building Committee when the present Court House was erected
- ★ Supervisor of Edwardsville Township for several terms.

From His Children