

Descendants of William Witt

Generation No. 1

1. WILLIAM¹ WITT was born 1675 in England, and died Jun 1754.

Children of WILLIAM WITT are:

2. i. CHARLES² WITT, d. 1781.
- ii. SARAH WITT, m. JOHN CANEDY.
- iii. AGNUS WITT, m. KAJ.
- iv. LEIVIS WITT.
- v. ABNER WITT, m. ANNA CHURCHILL.
- vi. DAVID WITT.
- vii. BENJAMIN WITT, m. MARIANNE FOSTER.
- viii. RICHARD WITT, Adopted child.
- ix. JOHN WITT, b. 1710; m. ELIZABETH LUCY LUETEBURG.

Generation No. 2

2. CHARLES² WITT (*WILLIAM¹*) died 1781. He married LAVINIA HARBOUR. She died 1771.

Child of CHARLES WITT and LAVINIA HARBOUR is:

3. i. ELIJAH³ WITT, b. 1755, Virginia; d. 1806.

Generation No. 3

3. ELIJAH³ WITT (*CHARLES², WILLIAM¹*) was born 1755 in Virginia, and died 1806. He married (1) SALLY BATTON. He married (2) HUTCHINSON 1775.

More About ELIJAH WITT:

Education: 1776, Soldier in the American Revolutionary War

Child of ELIJAH WITT and HUTCHINSON is:

4. i. NOAH⁴ WITT, b. 1776; d. 1840.

Generation No. 4

4. NOAH⁴ WITT (*ELIJAH³, CHARLES², WILLIAM¹*) was born 1776, and died 1840. He married MILLIE MAZE.

Child of NOAH WITT and MILLIE MAZE is:

5. i. JAMES⁵ WITT, b. 1810; d. 1842.

Generation No. 5

5. JAMES⁵ WITT (*NOAH⁴, ELIJAH³, CHARLES², WILLIAM¹*) was born 1810, and died 1842. He married ELIZABETH JOHNSON 1831.

Child of JAMES WITT and ELIZABETH JOHNSON is:

6. i. MARY ELIZABETH⁶ WITT, b. Dec 09, 1833; d. Mar 11, 1879.

Generation No. 6

6. MARY ELIZABETH⁶ WITT (*JAMES⁵, NOAH⁴, ELIJAH³, CHARLES², WILLIAM¹*) was born Dec 09, 1833, and died Mar 11, 1879. She married ABRAHAM FRANK Jan 01, 1850. He was born Apr 30, 1830, and died Mar 03, 1891.

Mar 11, 1879. She married ABRAHAM FRANK Jan 01, 1850. He was born Apr 30, 1830, and died Mar 03, 1891.

Notes for ABRAHAM FRANK:

History: Carlinville - 1 Jan 1998 - Macoupin County Illinois

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Joseph C. Howell

June 14, 1856

Joseph C. Howell was born in New Jersey on the day of the Battle of New Orleans, 1815.

I made the first Map of Macoupin in 1851 and had it printed in Philadelphia. I made the first map of now the City of Carlinville some time before and a man by the name of Col. Muhleman made the second one.

A Brief History of Macoupin County

Compiled from the Best Sources within our Reach Imperfect as they may be they will Still be of Some Interest perhaps to Some one to think of and Look over hereafter and such as we are able to get I shall Keep and preserve.

So far as the Early History of this Macoupin County is concerned there appears to Be Joseph C. Howell considerable difficulty in arriving at the data Entirely correct from Mr. O.W. Hall of Carlinville we Learn what facts we have his impression of These things are Based upon June 14, 1856 the facts of His Father Jas Hall family Removing to Madison County Illinois from N.C. on about the Year 1816 or 1817 he is well Satisfied It was when the State that now is was as a Territory and while Living in Madison County they Frequently would Come up into what now is Macoupin County for purposes of Hunting this Section Being what was called at those times the Black Hawk hunting grounds. It was on one of these trips that a neighbor of James Hall took one of these trips and was impressed So with the appearance of this country that when he returned he concluded to Remove with his family which he This Book owned by Prof. J. D. Conley, Carlinville, Ill. did about the Year 1821 or 1822 and James Hall Removed his. His name was Seth Hodge and he Settled out on what is called Hodges Creek Some Ten Miles northwest Loaned to C.M. Thompson, for State University, Champaign, Ill., April 25, 1912. from what is now Called Carlinville and there Continued to Live and Raised a Family at that time it was Supposed and without much doubt that he Seth Hodge was the only Family of While north of Cahokia Settlement which was some where in the neighbourhood of the present Town of Staunton in Macoupin County and of this Settlement hereafter we may have occasion to Speak.

1821 or 1822 Now James Hall with his family Removed about his county Settling on the Macoupin Creek Some Six or Eight Miles South West from Carlinville near what is Called the round bottom Close By the Railroad Track North Side of the Creek and East Side of Rail Road.

And a short time Before Mr. Hall Settled, There was one or Two Family with their Kin who had Settled on the South Side of the Macoupin Creek to the right of the Rail Road. There names were Abraham Smith and Evan Smith & Daniel Detrick and Shadrick Redick.

And about this same time there was a family Living at what is Called Dry point.

And also a family Settled at Honey Point by the name of Michael Dodd.

And another at what is called old Macoupin point or on Lake fork, which it was then called is not now recollected all of these places being on what was called the old Trace from St. Louis to the Sangamon Country.

At the same time that Seth Hodge Removed with his family there was a man by the name of John Love who also settled in the same neighbourhood.

In 1821 or 1822 or 1823 David Coops Settled on what is called Coops Creek and from which it Derived its name - and then removed to what is now called Coops Mound some time afterwards Six Miles NE of Carlinville.

And about this same time there was a Man by the name of Thomas Judy who Settled in the forks of the Creek on or about what is now Known as the Ibbertson Farm or Chism. These Three Families constituted the Settlements in the north and west parts of the County. During all these times the Indians were very plenty all over the County.

The Settlers during these time done but Little farming just a Sufficient amount of Corn was Raised for Bread and for Meats they mostly Depended on Wild Meat Deer those days being very plenty.

During these times the Settlers Had a great deal of Social feeling and appeared to Enjoy themselves much more than they do at present.

These times continued with but a Slight Change other than Settlement were being made in and on the South Borders of our County for Instance on the head or near the Head Waters of the Piasa Creek there was persons Settled.

And also on Cahokia Creek a Settlement was Commenced near where the present Town of Staunton is and extending North and Telemackus Camp perhaps was among the Earliest of them with also familys of Wilcox & others continuing to Settle farther up the creek.

1827

So far as Information Between these Last Mentioned dates and the present time (1827) when Joseph Borrough Removed from Madison Co Ill. He was raised in Virginia nothing certain can be gathered.

And Settled East of Carlinville on the Hill when he continued to Lived and raised a family nothing very Deffinite is Known Except that few persons now and then Kept Coming in to the County.

During the Year 1827 Theodorus Davis Settled Down on the Macoupin Creek just East of the main Traveled Road and there remained for Some time afterwards removing to the place South of the Creek on the Same Road when he remained untill about 1838 or 1839 when he removed with his family to Iowa.

And also at what was called Coops Mound 5 Miles North East of

Carlinsville a family by the name of David Coops & Sons Settled and from which this point took its name the Father of said family having Settled Some time previous on what is called Coops Creek in the South west part of the County and from which the Creek got its name.

1829

During the Year 1829 the County of Macoupin was organized from Madison & Green County & Sangamon County.

1829

On the 12th day of April 1829 the first Session of the County Court was held at the House of Joseph Borrough East of the present Town of Carlinsville on the Hill Seth, William Wilcox, Theodorus Davis, Being the Members of Said Court and T.P. Hoxsey was the Clerk of the Court appointed.

1828

In 1828 Ezekial Good removed from Green County and Built a Log House East of the Old Plat (Known Lately as the old Good property) where ([Inserted between lines] Lot 6 & 7 in Block 11 on Main St East of Court House) he improved a Small farm Say Ten acres or more or Less outside of the Town plat his residence being in the Add to the Town on East and During the same Year 1828 a man by the name of Adcock Built the first House in what was now properly the Town of Carlinsville in the Northwest part of the Town. Built of Logs near where the Old Methodist church once Stood outside of the Old Plat and E Good Built the next House East of the Square Spoken of above on Lot 1 & 2 in Blk 5 E. SW & McAfee addition on the East which it Turned out To be when the Town was Laied out and platted.

1829

In August of this Year (1829) The Town of Carlinsville was Laied out by Seth Hodges & Ezekiel Good and Joseph Borrough, Surveyed the Orginal plat of the Town. Borrough Was the Surveyor.

30 acres of which was given to the County for the purpose of Laying out Said Town off of the SW 1/4 of 28 - 10 - 7 which was then owned by Seth Hodges & Ezekiel Good.

And Either in the fall of this Year John S Greathouse who Removed to this place from Edwardsville Ill Bought out Jos Borrough Interest in Said Town and continued to Live in and near the Town of Carlinsville untill 1846 practising Law he Lived in the House East of the Square on Lot 71 & 72 which he thinks was about the Second House Built in the Town.

1829

And the 3rd House Built in the old plat of the Town was on the West Side of the Public Square on Lot No. 59. Built of Logs one Story High by unknown and P H Winchester, and William Starr of Edwardsville Sent a Young Man by the Name of William Barrett here with Some few Goods and in this House This Man Done Business for them and being the first Trading done in the place and most Likely in the County.

1831

The first preaching done in the Town of Carlinville was by Stith M. Otwell in the Old Log Court House which then Stood on the public Square he was of the Methodist Order and said Otwell was then Living in Madison County but afterwards Say about the Year 1835 removed to Carlinville where he continued to reside most of the time the Latter part of his Day in the Country was Spent, Two Miles West of our Town where he Died about the Year.

1832

The Order of the County Court was Made 8 March of this Year for the building of a County Jail of Hewed Timbers 18 feet Square which was built on or Before September 1833 18 ft Square.

1834

Frame Methodist Church was Built on Lot 2 Miller & Edwards West Add S M Otwell was appointed first Preacher. The Frame Seminary was Built on Lots 3 & 4 Miller & Edwards addition S. West pt of Town.

1836

The Presbyterian Church was built of Brick on Lot 7 & 8 Edwards Smith & McA Add.

1837

Brick Court House on the Public Square was built, ([Inserted between lines] Commenced in 1837) and finished in 1838. Baptist Church was also built this Year on Lot 110 South End Old Plat of Brickl.

This Church was Sold to the Methodist and they occupied it as Such Church and untill they Built on the North End of Lots 110 & 111.

1838

In June of this Year a Storm Came up from West and took off the Upper Story of the Store House on the East Side of the Square on the corner of Lot 64 O P property belong to Dr. Blackburn, Est.

1840

June 2 Todd was Hanged for the Murder of his Nephew.

1850

Oct Saw Mill Built by E Braley N E part of Town.

1851

About the 4th of June Cholera broke out in Carlinville as an Epidemic

and abated about the Last of July. There Was some Twenty Five to Forty persons Carried off by it out of a population then the Town of 438.

1852

May 26 & 27 12 O'clock at Night the McWaine Tavern house Together With FW Hill grocery Store Burnt on the West Side of the Square South West Corner.

June 28/52 The Rails Were Laid to our Town and the Cars Came through from Alton to this point on said day Which was a great Sight for the people.

1852

Macoupin Statesman a Newspaper was Established in Carlinville by Jefferson L. Dugger the 1st Number was Issued March 4, 1852 (Double Super Royal Size) Political Complexion Whig.

Oct. 31 1853 Cherry & Odell Tavern with Cabinet Shop & Saddlery Shop & Two Store Rooms Burnt on Lot 73 O.P.

1854

Methodist Church was commenced in 1854 and finished in 1855. Built of Brick on Lots 110 & 111 Old Plat of Carlinville Contractor James Black Lived at Brighton Consecrated Sept. 23, 1855 Bishop Jayne officiated.

1854 was the most Remarkably Dry Season Ever. Known Crops of all Kinds almost a failure.

2nd The New County Jail was Built this Year on Lots 94 and 95 in the Old Plat of Carlinville of Brick Thos R. Corning Contractor.

1852

Frame Seminary on Lots 125, 126, 127 O P was Commenced this Year 2 Story Frame Built by Subscription and finished in 1853.

June 23, 1854 Andrew I. Nash was to have been hanged But his Sentence was Commuted to the penitentiary for Life but he hung himself in the Jail.

1857

Chesin's & Blackburn Bank opened for Business Aug. 3, 1857.

1857

Brick School House Built on Lot 32 Oakland addition.

1856

Free Democrats Started by Kimball & Philips Freemont & Dayton.

1858

John Lancaster Built the first House of Brick on the Seminary Addition on the Lot 4 where the old farm House was.

1858

The first Catholic Church in the County of Macoupin was built at Carlinville During the Year on a Lot 556 in Blk 14 Edwards Smith & McAfee West & South add Foundation for German Luthern Church Laid on October of this Year.

1865

The Foundation for a New Irish Catholic Church ([Inserted between lines] on Lot 8 E. S. McAfee West & South Add) was Laied During the Year 1865 and the Walls Were Built up in 1867 and Before the Roof was on a Storm Blew the Walls Down.

1859

June 30th Old Man Seavey was Murdered on Otter Creek 10 Miles North West of Carlinville. Supposed to be by a young Man by the Name of Atwood.

1868

On Monday Nov. 30 at one O'clock PM one Engleman was taken from our County Jail by a Mob and Hung on a Tree on Cherry Street near Lot one in Block 20. Said Engleman having cut the Throat of his Wife. She was the Daughter of our old citizen Elijah Mitchell Living Six Miles South of Carlinville.

The first No of a Newspaper Called the Conservative was Issued in Carlinville by Geo H Holliday March 24, 1868. Campaign paper Democratic but Lived a Short time only.

The foundation for the New Methodist Church was Commenced the Contractor Was a Mr. White of Springfield Ill the Corner Stone was Laied Sept 13th 1881 On Lots 108 & 109 O P Carlinville and the Building was Consecrated on.

The Old Methodist Church was Sold in 1883 to the City of Carlinville and it Was Remodeled into a City Hall and Opera House in the Year 1884, the Architect was Phifenbrook of Alton and it was open with Home Talent Tuesday Aug 12, 1884 assisted With Mrs. Peebles of St. Louis.

1853 Our population this Year was 790.

1854 Our Town population for this Year was 936.

1856

The Winter of 1855 and Spring was cold and a good deal of Snow Spring opened finely and farmers got their corn planted Early but had to Continue replanting up to June. The Wheat for this Year Turned out finely and good prices averaging about \$1.00 per Bushel. A very heavy Crop A great deal More ground is being Broken and put in Wheat.

I spent Three Months East August Sept & Oct.

Carlinville and Macoupin Co Improved a good deal during the Year 1856.

The Carlinville Free Democrat was Established in 1856. The first Number of Which was Issued 7 August 1856. Proprietor William C. Phillips Politics Republican.

1857

This Year (1857) The Blackburn Theological Seminary was Commenced in this Year and was finished in 1858 and a preparatory School was opened in 1859 by John C. Downer Teacher.

1858

In this Year the Early part of the Season opened with poor prospects to the farmers Raining throughout the Spring to that Extent that great fears are felt for Wheat Crops and which proved very Destructive the Wheat Crop was Nearly all ruined by Rain and Lot to the farmers Many throughout the County were Ruined.

Additions	Stories	Value
Charly Barbers		
John Hall		
Milton McClelure		

[Page 3]

Brick Dwellings	Story	Value
Catholic Church		
German Luthern Church		
Foundation Laid in Oct.		

[Page 4]

Brick Stores or Shops	Story	Value
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[Page 5]
Frame Stables Enoch Wall
T. G. Lofton
Brick or Stone Stables

[Page 6]

Frame Store
Jas. Fishback
Charles Page
Michael Carmon
John Graham

[Conley Papers]

List of Houses Built in Carlinville the Year 1857

[Page 1]

Brick Stores

1. Page & Andrews
2. Shutt & Keller
3. Simons
4. H. Bartels
5. H. Wisner
6. Dutch
7. Dutch
8. Mr. Bloomfield
9. School House East pt Town
10. Berry & Overstreet
11. Dutch Butcher Shop
12. John Lancaster

[Page 2]

Brick Dwellings

1. Dutch Preacher House
2. Jos. Cardwell
3. Do

[Page 3]

Frame Dwellings

1. Abe Franks
2. North pt Town by Mill
3. Mr. Crude
4. Braley out by McClure
5. M.D. Ramey
6. Miller Huskey
7. Dutch Widow adj Cadwell
8. Dutch Bodie
9. Do by Copeman property
10. South of Grave Yard
11. Thos. Millers
12. Jack Weavers Add
13. On Church Lots (South)
14. Adam Waggoners
15. Thomas
16. Mr. Cain
17. Mr. Head
18. North pt Town South of McDaniels
19. Pense New House
20. Old Man Morgan

[Page 4]

Frame Shops

1. Peter Hines
2. Chapino Add to Store
3. Wisner Carpenter Shop
4. Cabinet Shop
5. Lumberman Office
6. Wagon Shop
7. Shibley new Blacksmith

[Page 5]
Stables
Sykes Watkins
Jacob Kellar
Ezra Kellars
Miller Huskey addition

[Page 6]
On Seminary Ground
1. Wm. Pattisons Dwelling
2. John Lancaster
Brick House on Seminary Grounds
John Lancaster

[Conley Papers]

Houses Built in Carlinville During the Year 1856

[Page 1]
Stables Frame

1. I. A. Chusnut
2. Gardners
3. George Smith
4. Walker Tavern Stable

[Page 2]
Shops Frame
1. W. N. Shibley
2. Boring & N Machine
3. Braley Blacksmith Shop
4. Riley & Bro. Back Shop
5. G. Braley & Co. Machine
6. Sam Gilbert Office
7. John Graham Grocery

[Page 3]

Dwellings Frame

1. John W. Hankins
2. Owens South pt Town
3. Milo Graham
4. James Kelley Irishman
5. Dutch House East of Brick Kiln
6. Robert Gardners
7. A. Glessner
8. House opposite R. Hankins
9. House Back of this
10. A. Glessners South pt Town
11. Dutch House West of Sam Lewis
12. Egbert Page
13. Unknown } Fishback
14. Do } add
15. Hankins Hotel
16. Neals Dwelling
17. Fannans "

[Page 4]

1. G. W. Hamilton
2. R. L. Berry
3. Add to P. Braleys
4. W. N. Shibley

[Page 5]

Brick Dwellings

1. Sykes Watkins

[Page 6]

Brick Store or Dwellings

1. C. Andrist
2. Chapino Store & Dwell
3. Walker Phelps & Co Add
4. Dutch on S W Side Square
5. Small Brick Dwelling South Town

[Conley Papers]

List of Houses Built in 1855 From Jan. 1st to Dec. 31, 1855

Stables &

1. John Hankins Frame
2. N. Boice do
3. Dan Dorman do

Smoke Houses

1. Wm. Snow Frame
2. Henry Detrick Frame
3. John A. Chestnut Brick

Brick & Frame

1. Charles Shutze Brick & Frame
2. Mr. Hines Brick & Frame
3. H. Briner
4. Henry Wiser Add
5. Dutch Butcher

Dwelling Houses

1. Phillip Sharp Frame D
2. R. Hankins Frame Add D
3. James Queen Frame Add D
4. Daniel Dorman Frame Add D
5. Josiah Borrough (near Dennisons) D
6. E. Brailey D
7. John Boring Add D
8. Dan Fogerty D
9. Mr. Lynch Add D
10. Miller Husky Add D
11. Mark Crowder D
12. Hick Grubbs D
13. Sam Gilbe

Child of MARY WITT and ABRAHAM FRANK is:

7. i. MARY EFFIE WITT⁷ FRANK, b. Feb 09, 1868, Carlinville, Macoupin Co. , Illinois; d. Jun 15, 1949, Poplar Bluff, MO.

Generation No. 7

7. MARY EFFIE WITT⁷ FRANK (*MARY ELIZABETH⁶ WITT, JAMES⁵, NOAH⁴, ELIJAH³, CHARLES², WILLIAM¹*) was born Feb 09, 1868 in Carlinville, Macoupin Co. , Illinois, and died Jun 15, 1949 in Poplar Bluff, MO. She married HARVEY I. RUTH in Poplar Bluff, Missouri, son of ISAACA RUTH and ELIZEBETH UNKNOWN. He was born Sep 24, 1864 in Sinking Springs, Berks, PA Near Reading, PA., and died Dec 23, 1915 in St. Louis, MO..

Notes for HARVEY I. RUTH:

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Deem's History of Butler County

HARVEY I. RUTH

One of Poplar Bluff's most successful business men was the late Harvey I. Ruth, the son of Isaac and Elizabeth Ruth, who was born in Berks county near Reading, Pennsylvania on September 24, 1865. The elder Mr. Ruth was a man of means and was engaged mainly in caring for various property and investment interests.

Harvey Ruth was six years of age when his parents died within one month of each other in 1871. The child, one of eight born to Mr. and Mrs. Ruth, was adopted by his uncle W. H. H. Kinzer. He was educated in the public school and at the State Normal University at Millersville, Pa., and at the Willison Seminary at East Hampton, Massachusetts where he took a scientific course and specialized in engineering.

Mr. Kinzer was prominently identified in the lumber business and had built the first mill of the Poplar Bluff Mill and Lumber Company in Poplar Bluff. Harvey Ruth came to Poplar Bluff after he had finished his college work when but 19 years of age to manage the Poplar Bluff Lumber and Manufacturing Company, an important industry which employed a large number of men in 1883. He continued as manager of this manufacturing concern until 1897 when he turned his attention to real estate operations. He became president of the Ruth and Mengel Realty Company and later headed the United Realty Company and the Ruth Lumber Company as president of both concerns.

Later Mr. Ruth became president of the Hargrove and Ruth Lumber Company and the Poplar Bluff and Dan River Railroad Company. He was associated with the Frank Undertaking Company as 'vice-president for several years and was also a director of the Poplar Bluff Loan and Building Association.

Mr. Ruth was president of the Fraternal Opera Company and served as a member of the Poplar Bluff school board for 18 years. While Mr. Ruth was a member of the school board, many outstanding improvements were made to the school system in Poplar Bluff.' He was president of the school board for 15 years.

In Politics, Mr. Ruth was a Republican and served for many years as chairman of the Republican county Central Committee. He was a member of the Knights of Pythias Lodge for many years. Mr. Ruth served as a member of the Board of Directors of the Bank of Poplar Bluff for several years and was always an active supporter and worker in charity campaigns in Butler county. Outstanding among the civic leaders of the city, Mr. Ruth served as a member of the executive committee of the Commercial Club.

He was a member of the Christian Church and was very active in affairs of the church. He served as chairman of the Board of Elders of the Christian church for several years during which time he also served.

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as treasurer of the Christian Church Sunday School. He was a member of the district board of the Christian church. Mr. Ruth was a leader in the Christmas programs at the Christian church from 1903 until 1915 and was one of the strong pillars of his church who always responded when duty called. It was due to his generous support in a financial way that the church prospered as it did during his years in Poplar Bluff.

Whenever anything out of the ordinary was contemplated in lodge or chu

HARVEY I. RUTH, manager of the Poplar Bluff Lumber & Manufacturing Company, was born near Reading, Pa., September 24, 1864. He is a son of Isaac and Elizabeth (Ruth) Ruth, both of whom were also natives of the Keystone State. The elder Ruth was a man of extensive means, and was devoted to its careful management and investment. The parents both died within a month of each other in the year 1871, leaving eight children. Harvey, then but a boy of seven years, was adopted by an uncle whose interest in him has always been of the kindest. He was educated in the public schools, and spent some time at Wellison's Seminary in Western Massachusetts. He was but nineteen years of age when he was sent to take charge of the extensive interests of the company he now represents, but the skill he has displayed in carrying it on indicates that his employers had been careful to choose a master hand. A large stationary saw-mill, with two portable mills as feeders, and a large planing-mill, fall under his care. He employs in all about three hundred men, and turns out an annual product of about three and a half million feet. Mr. Ruth is a Republican, and is a member of the K. of P. page number 1089

The Cape Rock Gazetteer
Butler County
Missouri

Ruthville (Historical place)

Located somewhere to the southeast of Poplar Bluff, possibly near the intersection of MO 53 and Route HH
Map: 1922 Cram
Southern terminus of the Ruth and Hargrove Tram
Named for Harvey Ruth, the co-founder of the Ruth and Hargrove Mill located in Poplar Bluff of which this logging camp supplied with timber

Ruthville (Historical place)

Railroads, Timber Put Butler co. On Map

The coming of the railroads to Butler County in the late 1800s brought with it a booming timber industry. The largest hub factory in the world was located in piedmont. The largest spoke factory was in Poplar Bluff. Henry Ford purchased the wooden wheel spokes for his autos here. Each year, 1,500 railroad cars of railroad ties were shipped from Butler and Wayne county to allow westward expansion of America's railroads. Butler County supplied nearly all of the hickory sucker rods to the early oil industry in Pennsylvania. An oldtime friend, Homer L. Chapman grew up in the middle of these history-making times. Homer was born in 1892 near the Kinyon School in Poplar Bluff. He was the son of John T. and Molly Chapman. His father, John, earned a

living in the lumber mills around town sharpening the cutting blades on the wood planners in the mills.

Homer moved with his parents to Qulin in 1903. This was the same year the railroad came to Qulin. This was tram railroad owned by the Brooklyn Cooperage Company. Softwood logs were hauled to the Poplar Bluff mill to make sugar barrel staves.

In 1904, this tram was organized as the Butler County Railroad with Wm. N. Barron as president. The railroad began handling freight and passengers at this time.

A town was laid out in 1907 and given the name of Melville. When the post office was names, it took the name if Qulin because there was already a post office south of St. Louis called Melville. It is said, John Kelly, the first postmaster, took the name Qulin from the first letters of his five daughters' names. One was Quincy, one was Unice, we are not sure about the other three of hat this is really true. I once heard a different story from Judge Henson on how Qulin really got its name.

In 1903, the timber in the "Swamps" as the area southeast of Poplar Bluff was called, consisted mostly of oak, hickory and a variety of softwoods. Cypress was found mostly in the crane Roost area west of present day Qulin. It was not uncommon to cut trees 125 feet tall and 6 to 7 feet in diameter at the base. The large hickory logs were purchased by the Oil Well Supply Company, who had a sucker mill on Palmer's Slough in east Poplar Bluff.

All hickory trees were cut off at ground level and no stumps were left. This was because the logs had to be 25 to 30 feet long without any limbs or knots. Only the first cut of the tree was used to make the eight cornered sucker rods. The hickory rod had to be clear-grained throughout its length. A few of these are still stored overhead in Linc Hinrich's old workshop on B Street. Sucker rods were used in the well to pull the oil to the surface. They are made of steel today. The Oil Well Supply Company was owned by a Pennsylvania company. It was later purchased by George Switzer, who continued its production of the rods. Norman Gamblin, who worked at the mill, later purchased the mill and turned it into the lumber yard.

The large softwood logs went to the Brooklyn Cooperage Company in Poplar Bluff owned by the American Sugar Refining in Brooklyn, N.Y. Softwood staves were made into sugar barrels. These barrels were shipped to Cuba and other sugar producing countries for return of raw sugar to the refinery in Brooklyn. The American Sugar Refining Company had tow other subsidiaries in Butler county. They were the Butler County Railroad and the Great Western Land Co. William N. Barron, president, and general manager of Brooklyn Cooperage Co. was the principal organizer of the railroad.

Mr. Barron along with J.W. Driver of Mississippi County Arkansas, Dr. John Wagner of Greenville, and Sen. Langdon Jones of Kennett, were the first organizers of the St. Francis Flood Control District. This meant the salvation of thousands of acres of cut over swamp land in southeast Butler county. Over 200 miles of ditches and 50 miles of levees were to help drain the land for agriculture, (In Butler County)

In 1912, this organization became known as the Inter-River Drainage District with William N. Barron as president. Not until 1919 after World War I did the district sell bonds an begin digging canals in the county.

Homer Chapman was assistant paymaster on the railroad in 1916. He rode a pay car on the railroad and pay day was every two weeks. The payroll for the Brooklyn Cooperage Co., the railroad, and the Great Western Land Company amounted to \$165,000 for every two-week period. These wages were paid in good coins from the pay car at various points along the railroad. In all the years that gold was carried on the pay car, there was never a holdup committed.

In 1918, Qulin became the main headquarters for the Butler County Railroad and the railroad shops were located there. By 1919, all trains laid over in Qulin and were coaled and watered there. Mr. Barron named some of the towns along the railroad. Broseley was named after his wife's hometown in England. Fagus after a

softwood tree in England. and Piggott after his wife's sister's last name in England. Barron Road inn Poplar Bluff is named for him. It was a token of gratitude for a man who had done so much for Butler county during his lifetime. He truly was a man that got things done and took little credit for himself.

Early Days At Qulin

In early days, Menorkenut slough began south of Fisk and emptied into Black River north of the present town of Oglesville. Water ran in the slough year round. The largest flood occurred in August, 1915, when flood waters from both the Black and St. Francis rivers ran over the railroad tracks north of Qulin. Mosquitoes were so bad that year that breathing and working outdoors was difficult. Buffalo gnats were also so numerous that livestock suffered.

By 1918, nearly a thousand people lived in and around Qulin. Most who didn't have a business, or worked in one, worked in timber. Most of the timber workers lived in the hotel or the numerous rooming houses in Qulin. these workers rode railroad flatcars to and from the logging camps daily.

Business houses in Qulin grew with the coming of people. As early as 1903, J.R. Nentrup opened a store where Arthur Davis used to live. J.A. Hefner (father of Joe Hefner) bought Nentrup out in 1918. Mr. Nentrup then built a new store where the funeral home now is located. This store burned in 1932. In 1912, A.C. Ross opened a store and butcher shop where Mary Piatt had her beauty shop.

In 1912, the Bank of Qulin was organized and located between the A.C. Ross store and the J.R. Nentrup store. Albert Kaich, Sr. was president of the bank; Homer L. Chapman was vice-president; and J.R. Nentrup had a substantial interest in the bank. Albert Kaich, Sr. and his son were killed when their automobile slammed into the vie Street Bridge during the 1927 Poplar Bluff tornado.

The Bank of Qulin closed in 1932 due to the depression. During world War I, while most of the Qulin townspeople were watching a show brought by the railroad, the Kilgore distillery, the flour mill, and the hotel, near where Alice Bulger used to live, burned to the ground (Some blamed German saboteurs). Some hard feeling were held toward the German communities of Glennonville and Corola, but no one ever knew for sure how the fires started. Some wheat separators were also sabotaged about this time by placing dynamite caps in the wheat shocks around Qulin. As a result of these events, the leading citizens of the town formed the Qulin Vigilantes to protect the town. Homer Chapman, J.R. Nentrup, and Mayor Tom Wilkerson headed the vigilante committee. Two men patrolled the town each night.

Many residents in Qulin traded at the George Banks store across from the depot on Front Street. In the second floor of this building, George Banks stored caskets. These varied from plain wooden boxes to carved wooden caskets. The dead were not embalmed in those days and were buried right off to prevent deterioration.

Mr. Kilgore came to Qulin in 1914 and built a government distillery across the street from where the Parks family lived.

During World War I, when flour was rationed, people had to eat corn bread. The grist mill in Qulin ran day and night to supply the demand for meal. John B. Marshall made bricks from clay found on the Wilson place. no kiln was used, and the bricks were stacked and fired in the open. These bricks were shipped to market on the railroad.

Life was not easy in then "swamps" of southeast Butler County in the early part of this century. People learned to make the best with what they had. Harvesting of timber resources did provide a decent living for some. Agriculture replaced the timber resources when the timber ran out.

Early Qulin As Wild As The Old West

Two things in history helped shape the early destiny of the "swamps" in southeastern Butler County.

One was the local option law passed by the Missouri General Assembly prior to 1900. This bill allowed counties to determine whether they would be wet or dry concerning alcohol sales. The second thing was that two dry counties lay just three miles east of Qulin. The fact that Kilgore's distillery was located in Qulin gave rise to an abundant supply of liquor to be sold. East of the railroad was Front Street in Qulin.

Between 1906 and 1920, several saloons sprang up along Front Street. Some of the more notorious saloons were the Smith and Hoy, which was located near the present water tower, the John Carter saloon across from Smith and Hoy, and the George Gray saloon near where John Barker lived. The Ches. Moore poker house was also popular hangout in the 1920s. Many people came from the dry counties of Stoddard and Dunklin, along with (1) Clay County, to the south, to drink and gamble in Qulin during this period.

Many who worked in the logging camps were transients and people wanted by the law in other states. All of these people together on Front Street drinking led to much trouble for the town. This fact is attested to by the fact that 21 people are buried in the old city cemetery north of the present water tower that were either murdered or killed in gunfights on Front Street. Other victims were buried in later years in the new (2) cemetery on the Oglesville road.

To keep the peace in the early days, the town employed a town marshal. One of the best known marshals was Texas Jack Graham from Texas. Texas Jack was a tall, husky fellow who feared nothing and kept the peace from 1914 to 1918. It is a known fact that, on one occasion, Texas Jack made 36 arrests in one day for drinking, fighting, and killing. Henry Wilkerson was marshal from 1920 to 1924. Tol M. Johns was marshal after Wilkerson. One of the best remembered gunfights occurred while Tol Johns was marshal. Wild Bill Bailey (who went barefoot most of the year) had a shoot-out with Bon Goodman. Several shots were fired by each man before the fight ended.

Much of this sounds like scenes from the old west, but people are much the same all over. When conditions are right, these events occur. Butler county was no exception.

"New Town," Logging Camp Thrived Near Fisk

In the early timber era of Butler County after 1900, some people lived in logging camps. One of these camps, south of Fisk on the St. Francis River, was called "NewTown." A tram railroad ran from New Town south on River Branch road to Qulin. The steam engine used on the track was referred to as "Old Sue" by the timber workers.

South of NewTown was a log skidder, which consisted of a cable with tongs and operated by a dolly engine. This cable ran a half mile back from the railroad and skidded logs to the track to be loaded on the railroad cars. Hickory logs were moved to the skidder by oxen with the use of a "lizard." The lizard was a forked log used to lift one end of the log so it could be pulled by the oxen.

Men working near the skidder in the timber rode to work on flat cars pulled by "Old Sue." Gas boats, as well as steamboats, hauled logs on both the St. Francis and Black rivers. Most of these boats had booms for loading logs on the barges they pushed up and down the river. These boats were shallow draft boats, which could operate in much shallower water than the larger steam boats on the larger rivers.

Stern wheelers operating on Black River were the "Louisa" and the "Belle of Carola," which ran regularly from the colony at Gille's Bluff to Poplar Bluff. Other steamboats running from Newport to Poplar Bluff were the "Clari I," the "Roy," and the "Alma Jane," and the "Bull of the Woods." All of these boats carried staves and pushed barges loaded with logs. On its last trip up the

river, the "Clari I" sank three miles below Poplar Bluff.

The coming of the railroads helped do away with the use of the steamboats to move logs. Some steamboats did continue to operate on Black River until World War II. Some of the stern wheelers carried passengers up and down the river on excursions for a fee, usually on Sunday afternoons. the "Belle of Doniphan" carried passengers down the Current River, then north up Black River to Poplar Bluff and then made the return trip. Life was hard during these early days, but it was an exciting time to be alive.

Life on Black River Near the Turn of the Century

Over the years, an old-time friend Charles A. McNece has told me many things about the area. Charles A. lived on the south side of the Black River near Qulin. He was the son of Charles F. and Inez T. [Miles] McNece. Charles F. was born in Lawrenceville, Illinois, and moved to Powe in 1902, as their first son, John W. was born in Lawrence County, Illinois. At Powe, Charles F. engaged in the store business with his brother John until 1910. Charles A. was born in 1907 at Powe.

Charles F. bought a farm near the Hargrove bridge in 1910 and moved his family there. Charles A. was acquainted with Capt. Ansel of the government snag boat. Capt. Ansel was a tall, large man who owned a pair of colt pistols with handles trimmed in gold.

Charles A. remembers that two of the gas towboats that operated on Black River belonged to Dick Pierce and Tom Tinsley. Both boats had a log loader and was pushed by barges. Another boat, owned by a Mr. Mingo, peddled groceries and supplies for Ira Walker and Pierce, who had a store on Vine Street in Poplar Bluff. It made bi-weekly trips down river to boat landings. The landing at the Hargrove bridge was called Harves' Landing. It consisted of a few houses and a steam operated sawmill owned by a Mr. Winn. Winn once placed rice in the boiler of the mill to help clean the flues. The boiler blew up, sending part of the boiler across Black River. The Mingo boat traded for furs and sometimes made change in furs.

In 1913, Mr. Hitchcock, a Civil War veteran, and his family lived in two, dry-docked cabin boats at Harves' Landing. McNece recalls a gunfight on the Hargrove turn bridge in 1921. It was between Tom Blanton and Bill Zumwolt. Zumwolt was killed before he could seek protection behind the steel sign at the center of the bridge. A ferry did operate on the site before the Hargrove bridge was constructed in 1916. McNece recalled that, as a youngster, he chopped cotton near Calvin School in Broseley for 75 cents a day. Sometimes he was paid off in redeemable trade tokens.

He also remembered that Jim Norman, an old-timer at Fagus, once killed a mule with his bare fist. Jim's father was a notable bushwhacker during Civil War days. Hogs ran wild in the swamps year round. Farmers marked their hogs with metal tags in their ears. Hogs were rounded up in catching pens in the fall for marketing and butchering.

Life was a little different in those early days in Butler County.

Remembering "Hammtown" and Those Who Lived There

Development in the hills regions of North Butler County came later than Gillis Bluff or the Cane Creek area. The Hammtown area, named for the early settlers Gilbert and Kearbey Hamm, was settled prior to 1900. Jake Potillo and his wife Ellen (Inman) Potillo moved to the Hammtown area around 1900. They had three children, August Potillo, born in 1902, and Mark Potillo born in 1906. Mark and August had one sister, Mrs. Laddie Chronister, who once lived north of

Fisk.

Ellen Potillo was born in the Hammtown community and was the daughter of Shadrick Inman, who lived northeast of Hammtown on the old Doctor Bailey farm. Shadrick was the father of Jim Inman. Jim Inman and wife the former, Mattie Frances Whiffen, were parents of sons; Adfred, Clyde, Paul, Billy, and Herman Inman and daughters, Loretta Inman Mabury and Imogene Inman Knapp. One girl, Ruth, married Dewey Brown. Dora (Meadows) was a half-sister to Jim Inman.

The only road to run near the Potillo farm in those days was the old military road cut during the Civil War. This road tied in with the Dealtown road just north of Poplar Bluff. Jake taught school, and his sons, Mark and August, did what farming was done. Mark and August earned extra money by cutting mine props and hewing ties. These were hauled to Poplar Bluff on a wagon and sold for cash. Both of the sons later attended college at Cape Girardeau, and they, too, became teachers.

Kearbey Ham was preacher at the Hammtown Church during this early period. Descendants of the first Hams still reside in the county. Jake Potillo died in 1936, and August cared for his mother, Ellen, until her death in 1954.

The following were some of the families in the Hammtown community. Joe Patterson lived on Indian Creek where Mr. Powell used to live. He was the father of Okie, Earl, and Raymond Patterson. Joe also had two daughters, Hattie and Effie. William Mangrum, who lived one mile west of the Potillo farm, married Effie Patterson and later moved to Poplar Bluff. Tom Eddington married the other daughter, Hattie. Two sons, Norman and Harold, were born to Tom and Hattie. Norman was a long-time Shell Oil dealer in Poplar Bluff and contributed much to area Boy Scouts. Bill Mayes, the father of Johnny Mayes, settled in the area prior to 1900 where Ruth Porch now lives. Bill had three daughters, Ruth Porch, Georgia McKinney, and Lizzie Inman. Ralph Mayes, the pastor of the Third Baptist Church in Poplar Bluff, is the son of Johnny Mayes. Elmer Stucker Sr. and his wife Molly lived east of the Pattersons prior to 1900. Maude (Daniels) Zoll, the former railroad agent at Rombauer, was the stepdaughter of Sid Clevlen. Roy Clevlen was Maude's half-brother. Morrison Clevlen, who later moved to Poplar Bluff, was a cousin of Roy and Maude.

South of the Potillo farm in Franklin Creek was the Sam Wright place. Sam had three sons, Bob, Curt (who ran a grocery store for years on what is now South Broadway in Poplar Bluff, and Parm Wright. Sam also had seven girls. Their names were Stella Trusdale, Ethel Geedwin, Polly Atkinson, Pearl McCarthy, Avril Tarpley, Alice Deckard, and Gertie Crunk. Bob Wright married Mary Duley, whose father was Jim Duley. The Duley farm was located where the Rombauer Foothill Road meets Highway T.

Dora (Meadows) Holloway, half-sister of Jim Inman, taught school at Baskey, Lade, and Hammtown in the early days. Dora was the mother of well-known Poplar Bluff realtor, James "Bud" Holloway. Some of the residents living in the Hammtown area today attended school with Mrs. Dora. It is common knowledge that students thought very highly of Mrs. Holloway.

1. Clay County to the South, is in Arkansas
2. Cemetery mentioned here is, Qulin Cemetery

Part one of a two parts

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Ruth and Hargrove Mill

A large spoke and handle mill, established in the late 1890's near the south limits of Poplar Bluff by Harvey I. Ruth of Pennsylvania and Chas. H. Hargrove, formerly of Stoddard Co., Missouri. The mill was later operated by

the son, Harvey I. Ruth. (--Place Names.)

Ruth and Hargrove Tram

It was built in the early 1880's southwest from Poplar Bluff into the timber regions for the purpose of bringing logs to the Ruth and Hargrove Mill (q. v.). The road is being junked and the rails sold, since the use of trucks is now possible (1945). (--Place Names.)

Ruthville

The old logging camp, about 12 miles southeast of Poplar Bluff, the terminus of the Hargrove and Ruth Tram (q.v.). Named for Harvey I. Ruth, Sr., from Pennsylvania, who was for years a prominent lumber and businessman of Poplar Bluff. His son, Harvey I. Ruth, continued the business. (--Place Names.)

Winchester

An old logging camp on the Hargrove and Ruth Tram R. R. (q. v.), 3 miles southeast of Poplar Bluff. Named by Mr. C. H. Hargrove, at that time log manager for the mill, because he had one of the famous Winchester rifles, named for their American manufacturer, Oliver F. Winchester (1810-1880) while the other men had only common shot guns. (--Place Names.)

Women track history of Sinking Valley

By James M. Beidler

They grew up knowing each other in the Blair County town of Tyrone.

They both married local dairy farmers.

They both caught the genealogy bug and are now immersed in what they call the Sinking Valley Family Tree Project.

They are Aileen Fulcomer and Karen Morrow, whose families boast descent from at least five of the original 40-something pioneer settlers of this area of Tyrone Township.

Morrow's husband and children have as ancestors original settlers with surnames of Murray (Morrow), Moore, Crawford and Stewart, while Fulcomer herself is descended from the Dysart family as well as the same Crawford family as Morrow.

The purpose of the Sinking Valley Family Tree Project is to collect, preserve and distribute the family histories of the individuals who originally purchased land in Sinking Valley from William Penn's heirs between 1787 and 1813, as well as subsequent early landowners.

"We, each in our own way, have traveled our genealogy roots, but about two years ago, we began to collaborate," Fulcomer said. "A sense of family and of history have always been important to both of us."

In addition to genealogy, an effort is made to link the families to the location of their former property and homes.

Sinking Valley is located in Tyrone Township in northern Blair County. In 1762, Sinking Valley was surveyed as a proprietary manor by William Penn's descendants.

"The belief that there was a large quantity of lead in Sinking Valley may have induced the Penns to set it aside as a proprietary manor," Morrow said.

The records documenting the sale of manor land show that the Penns reserved the mineral rights for themselves.

In 1778, Fort Roberdeau was built in Sinking Valley to protect settlers from the Indians and as a lead mining site to provide bullets for the militia (a reproduction of that fort was built on the original site in 1976).

The early settlers came from three different ethnic and religious groups.

Families with surnames of Crawford, Murray, Stewart, Dysart, Moore and Wilson were Scotch Irish Presbyterians.

Settlers with surnames of Fleck and Cressman were German Lutherans, who formally organized a church in 1804. This congregation is celebrating its 200th anniversary October 8 to 10. The McClain and the McMullen families were Catholic.

Originally, Tyrone Township was part of Huntingdon County when it was created in 1787, and extended into what are now six different townships in Blair and Huntingdon counties. When Blair County was created in 1846, the township was confined to Sinking Valley proper.

"Sinking Valley's name, and the early occasional use of Sinking Spring Valley, is derived from the presence of half a dozen sinkholes, numerous abundant springs, a cave, a natural limestone arch, and several streams that run along the surface then disappear," Morrow said.

Morrow is the microfilming project coordinator for the Pennsylvania Newspaper Project housed in the Preservation Department of the Pennsylvania State University Libraries. This project is funded by the National Endowment for the Humanities to identify and preserve on microfilm newspapers of research importance to historians and genealogists.

Morrow says the Sinking Valley project is longterm and ongoing.

"There are obviously gaps in the information that we have to share and there are probably also inaccuracies," she said. "We would like to encourage the descendants of original and subsequent landowners to participate in the project by sharing the information they have about their Sinking Valley ancestors."

Readers can contact Morrow by e-mail at kkmorrow111@hotmail.com or Fulcomer at remocluf@pennswoods.net. Morrow's mailing address is RD 1, Box 396, Tyrone, PA 16686.

Children of MARY FRANK and HARVEY RUTH are:

- i. MARY FRANK⁸ RUTH, b. Feb 25, 1889, Poplar Bluff, MO; d. Aurora, IL.

Notes for MARY FRANK RUTH:

Butler county Missouri, The History of Butler County 1870-1930

Written by: Mary Collins

File contributed for use in the USGenWeb Archives by

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organizations desiring to use this material for non-commercial purposes, MUST obtain the written consent of the contributor, OR the legal representative of the submitter, and contact the listed USGenWeb archivist with proof of this consent.

Industry in Butler County began as soon as the first settlers arrived. Solomon Kittrell, a native of Kentucky, settled on Cane Creek about 1819, sunk a tan yard, erected a distillery, and established a trading post.

At an early day a mill to grind corn into meal was built by Albert Reeves at Keener Springs. James Brannum and Andrew Powers built a dam and mill at a point later known as Ball's Mill.

Most of the communities had a shoemaker who measured feet and made boots and shoes, but the settlers did their own repair work on these shoes.

Soon the settlers began planting sorghum cane to make molasses. The first cane mills were made of wood, and, when grinding the cane, they made a noise which could be heard for miles.

The real beginning of industrial development in Butler County was the advent of the railroad. The St. Louis, Iron Mountain, and Southern Railway was completed through Poplar Bluff in 1872. Saw mills and woodworking factories sprang up, and the timber, which had before been a hindrance to the clearing and development of farms, became a valuable commodity.

The development of the steamboat industry on Black River was initiated as a result of the timber boom. In addition to getting timber from the upper Black River and having it cut and rafted downstream, steamboats brought in logs, staves, and other timbers.

The years between 1872 And 1900, were the timber period of Butler County. Larger timber factories and mills and many smaller saw mills gave employment to thousands of people. Among the largest of these were the Poplar Bluff Lumber and Manufacturing Company, R.P. Liles Company, H.D. Williams Cooperage Company, Keystone Lumbering and Land Company, J. N. Roberts Veneering Factory, and the Hargrove-Ruth Lumber Mill.

The railroad also enabled other industries to develop by providing a way to ship manufactured goods to market. During the first decade of the Twentieth Century, many factories were established, some by men whose descendants still live in Poplar Bluff. The largest of these was the Dalton Adding Typewriter Company, incorporated in 1903, which grew from a one-room operation into a multi-million dollar business.

Other industries which were started about this time were Jim Hogg's Whiskey Distillery, Hanna and Young Handle Factory, Oil Well Supply Company, Dalton Brick and Tile, W.B. Hays Soda Water Factory, and C. W. Tetwiler Concrete Block Plant.

By the end of 1907, Poplar Bluff boasted of having fifty-seven manufacturing plants, which employed 1,387 men, with annual payrolls of nearly \$600,000.

Many of the factories in Poplar Bluff worked at increased production during World War I. Residents reported that on Armistice Day at the close of the war all the whistles on all the mills and factories in Poplar Bluff blew for a solid hour in celebration.

Most of the timber was cut out by the middle years of the 1920's, and many factories and mills closed, ending a colorful era in the history of Poplar Bluff industry.

Black River and Its Industries

Poplar Bluff, similar to many other towns, grew up along the banks of its river. During the years between 1870 and 1900, rafts of logs were floated from upstream in Black River to the mills and factories in Poplar Bluff that sprang up after the coming of the railroad in 1872. Logs were also cut in Butler County and rafted down the river to mills in Arkansas.

Steamboats were used in the timber industries and were common on Black River until well after the turn of the century. Steamboats traveled on the river, bringing in logs, staves, and other timbers.

Among the first boats was the "Clara I.", a steamboat that sank about three miles below Poplar Bluff. The "Bull of the Woods" was one of the largest and earliest boats operating on Black River. It was owned by the Poplar Bluff Lumber and Manufacturing Company and was used to haul logs, lumber, and merchandise to and from all points on the river. The "Belle of Carola", the "Alma Jane", the "Louisa" the "Roy", and other stern wheel light draft boats operated successfully for years on Black River.

Some Black River boats also served as excursion boats. Two of these were the "Jennie Lee" and the "Bernice". Excursion boats not only took passengers on sight-seeing trips, but also took hunters and fishermen on sporting excursions. Another excursion boat which visited here was the "City of Doniphan". The boat arrived in Poplar Bluff in July, 1911, having come by water from Doniphan. It was a stern-wheeler, about eighty feet long, which could accommodate one hundred passengers. A trip from Poplar Bluff south to Dan River cost fifty cents.

Poplar Bluff was the scene of steamboat building as well. Grant Boothby built two boats for Captain Amos Huff in the early years of this century, the "Amos Huff" and the "City of Poplar Bluff", a seventy-five foot long boat with a three-foot draft.

G.W. Huff build a steamer, "City of Pocahontas", at the Hargrove-Ruth lumber mill in 1906-07. The boat, one hundred feet in length, was later based in Pocahontas, Arkansas, and used as a freight and passenger carrier on the Black and Current Rivers. Captain Huff built another one hundred foot boat in Poplar Bluff in 1907-08, called the "Choctaw", which was said to be the handsomest and fastest boat ever built for use on either the Black or White Rivers/ He had previously built another steamboat in Poplar Bluff, the "C.W. Huff".

In 1897, a pearling boom struck Black River and Butler County when Dr. J. H. Meyers of Black Rock on Black River in northern Arkansas found a fourteen grain fine luster pearl in the river. Many pearls were eventually found in Black River, some of which were sold to women as far away as London and Paris.

Even up into the Twentieth Century pearls were still occasionally found in the river. The "Daily Republican" of October 3, 1911, reported the discovery of an eighty-five grain, pale pink pearl in Black River just south of Poplar Bluff which sold for \$1,300. On December 29, 1911, another find was reported, a twenty grain pearl of unusual beauty, which was worth about \$500.

Shells found in the Poplar Bluff area were at one time kept and shipped on steamboats to button factories. There was one of these factories in Corning, Arkansas, where a machine reamed out up to ninety buttons from one food-sized shell. The wastes of the shells were then used to pave the streets of Corning. An article in the "Daily Republican" on August 11, 1911, reported the opening of the Black River Pearl Button Company in

Poplar Bluff.

Black River was, indeed, the scene of many activities during the early days in Poplar Bluff.

Jim Hogg's Distillery

Sometime during the early 1900's, James R. Hogg established a distillery on the family farm west of town, and manufactured "Jim Hogg's Corn Whiskey". The whiskey was sold and shipped to almost every country in the world in very unusual jugs. Mr. Hogg had a gallon, half gallon, and, at Christmas, a half-pint jug. Advertisements in the newspaper in June 1912, offered Jim Hogg Whiskey for \$2.50 per gallon. At the time he was making and selling the whiskey, the Women's Christian Temperance Union was very active in Butler County. Mr. Hogg was one of the first to be asked for donations, and was always generous with his gifts. He also served several terms as sheriff of Butler County.

Jim Hogg had come to Butler County in 1870, with his parents and grandparents. While still very young, he began to sell meat from a wagon. About 1884, he established a meat market on Broadway. Early pictures show outside displays during the winter of wild turkeys, bear meat, squirrels, rabbits, and other wild game for food, as well as life-sized bears hanging in their coats.

J.N. Roberts and Company Veneering Factory

Situated in the southern part of the city near the river bank, the J. N. Roberts and Company Veneering Factory was established about 1880, with a capital investment of \$25,000. Nearly every variety of timber was brought into this establishment, either floated down the river or hauled overland by team. The company used a fifty horsepower engine and employed about one hundred persons.

Their first proceeding was to take a log and put it through a steaming process. The timber was then put into machines and worked up into veneers from one-sixteenth to one-half inch in thickness.

The veneers were used for different purposes. The oak veneer was used only for the manufacture of bushel baskets. The poplar veneer was made into brush backs, furniture, trunk tops, lath, peach, strawberry, and cracker boxes. The factory could turn out between 75,000 and 100,000 strawberry boxes per day. The gum veneer was converted into sewing machine furniture and different kinds of fruit boxes and crates for shipping fruits. The walnut veneer was used for all kinds of furniture.

The maple, elm, and birch veneer were made into baskets of all descriptions, but the birch made the best quality of baskets. The basket department was separate from the rest of the factory, and employed fifty men, women, boys, and girls to turn out three hundred dozen baskets per day.

The manufactured articles were shipped to all parts of the United States at the rate of about two railroad cars per day.

Begley Wagon and Coffin Factories

In December, 1877, a young blacksmith named George Begley arrived in Poplar Bluff and opened a shop on the corner of Pine and Broadway. After a short time, he realized Poplar Bluff was a good market for wagons and buggies and started to manufacture horse-drawn vehicles.

Mr. Begley's business soon outgrew its first location, and a larger shop was erected on the corner of Vine and Broadway. He could make about twenty-five wagons per year.

After a few years, the business outgrew these quarters, and in the fall of 1903, a large brick building was built at a cost of about \$85,000. The new factory was reputed to be the largest wagon factory in South Missouri or North Arkansas. Power was furnished by a large gasoline engine. A force of fifteen men was now able to produce about 200 wagons a year. Farm, log, and spring wagons were made.

Begley sold more than 1000 wagons in Poplar Bluff and vicinity, for as the newspaper explained in 1903, "As for the imported stuff, while it sells cheaper, the quality is not nearly so good, and wise buyers prefer the home made."

Mr. Begley, realizing the future of the undertaking business, went to an undertaking school and learned the art of embalming. With Jacob Frank furnishing the livery equipment, he established the first mortuary in Poplar Bluff, the Frank Undertaking Company, in 1879. This company is still operating as Cotrell Funeral Chapel.

Mr. Begley soon began making coffins for use in his company. In March, 1911, he began the manufacturing of coffins to sell to other companies in the building erected for the wagon factory. The wagon manufacture was continued as a secondary line, while the main business was making coffins.

Brooklyn Cooperage Company

About 1900, Lowell M. Palmer bought a large amount of swamp timber land between Black and St. Francis Rivers in Butler County, Missouri, and Clay County, Arkansas, and built a big factory in east Poplar Bluff to manufacture staves and heading. The manager of this plant was William N. Barron, a young lawyer, a native of England who had come to Poplar Bluff about 1894. The plant was known for five or six years as the Palmer Mill. Later the business was conducted in the name of R. M. Parker, agent, and known as the Parker Plant. In January, 1910, the plant began operating as the Brooklyn Cooperage Company. By the time of Poplar Bluff's Golden Jubilee celebration in June, 1911, the "Daily Republican" called it "the largest barrel factory in the land."

The company employed between 750 and 1,200 men in Poplar Bluff. The Brooklyn Cooperage Company was a subsidiary of the American Sugar Refining Company of New York City. The Poplar Bluff plant manufactured slack barrel staves and heading for the use of shipping sugar from the refineries. The barrels were not assembled here, but the staves and heading were bundled and shipped to the refineries in order to lower freight expense, as the bundled stock took less space in railroad cars than assembled barrels.

Other types of staves were manufactured known as "tight barrel staves" that would hold liquid. Commonly known as whiskey barrels, these were not bundled but stacked loose in cars and shipped to distilling companies over the country. This was not a full-time operation, as they were made from a good grade of white oak, which was not always available.

Closely associated with Mr. Barron and the Brooklyn Cooperage Company were two other projects, immensely important to the growth of Butler County. They built a standard gauge railroad from Poplar Bluff to Piggott, Arkansas, used mainly to bring timber to their plant, but later used to haul other freight and passengers. This road was incorporated as the Butler County Railroad about 1904-05. When all the timber had been cut out, about 1928, it was sold to the Frisco Railroad.

The towns along the Butler County Railroad were named by William Barron. Piggott, Arkansas was named after his sister, Mrs. Sarah A. Piggott. Broseley, Missouri was named for Mrs. Barron's home town of Broseley, England. Fagus is a Latin word which means beech tree. Other Butler County towns along the railroad were Tipperary, named because the railway workers had to walk a long, long way to erect a switch; Quercus,

named after the Latin term for oak; Nyssa, also named after a tree; Batesville, which grew up on the Horace Bates farm; and Spread, which died when the timber was all cut.

Mr. Barron became interested in the future development of the lands after the timber was harvested, and was instrumental in the establishment of the Inter-River Drainage District in Butler County. The result was the complete drainage of all the territory between the Black and St. Francis Rivers from the Arkansas line to the foothills to the north. This opened up a rich farming region in the county.

The Brooklyn Cooperage Company moved to South Carolina about 1927, when the timber supplies were exhausted in Butler County.

Gilman and Reynolds Stave Factor F.G. Oxley Stave Company H.
D. Williams Cooperage Company

In the southern part of Poplar Bluff below the railroad yards, a stave factory was operated by the firm of Gilman, Sprawl, and Reynolds. In September, 1883, Mr. Sprawl sold his interest, and the factory became known as the Gilman and Reynolds Stave Factory. The factory employed about seventy-five persons and made whiskey, tierce, and pork barrel staves, and shipped at least a railroad car of these staves each day.

The F. G. Oxley Stave Company was the successor to the firm of Gilman and Reynolds. Goodspeed's 1888 "History of Southeast Missouri" described the Oxley Stave Company, "The factory is perhaps the largest of the kind in the State, and gives employment to more men than all the other industries in the town combined. The company pays for timber and expenses over \$100,000 per year."

This company later became the American Stave and Cooperage Company, and then the H. D. Williams Cooperage Company, said to be the largest plant of its kind in the world. It gave employment to hundreds of men who made and shipped the products to all parts of the world.

Dalton Adding Typewriter Company

One of the largest and most famous manufacturing concerns in the history of Poplar Bluff industry was the Dalton Adding Typewriter Company. A man named Hopkins in St. Louis had invented the machine and persuaded his friend, James L. Dalton, to help finance its manufacture.

Mr. Dalton had come to Poplar Bluff from Doniphan in 1885, and by the turn of the century, was manager of the large four story Wright-Dalton-Bell-Anchor Department Store, a merchandising business that grossed up to \$760,000 a year, with a sales force of 125 persons and 12 delivery wagons. Mr. Dalton later stated, "One of our greatest accomplishments was the bringing into this town a solid train load of 35 cars of merchandise. The general manager of the Missouri Pacific Railroad personally made the trip with this train for a considerable part of the journey, and we entered the town with green and red fire and a great demonstration."

So, as a secondary investment, Mr. Dalton helped finance the machine known as the adding typewriter. The Dalton Adding Typewriter Company was incorporated in August, 1903, with a capital of \$500,000. Work began in one room of what was known as the Davidson Building on the corner of Main and Pine Streets with about twenty-five employees.

By June, 1907, the company occupied the entire Davidson Building and employed 100 men. In 1908, the Dalton Company had a payroll of nearly \$10,000 per month, and had a new government contract for 125 machines. Orders were also coming in from nearly every country in the world. Mr. Dalton was forced to resign at the department store to devote his full time to the Adding Typewriter Company. Describing the machine, the Poplar Bluff newspaper, the "Daily Republican" reported, "The machine is truly a

marvel. It adds, subtracts, multiplies, divides, figures interest, proves invoices, and performs many other mathematical calculations with such facility, speed, and accuracy as to be almost beyond belief."

In November, 1909, the capital stock was increased to \$1,500,000 to enable the company to build a new factory building on the river front in Poplar Bluff. The new factory, built at a cost of \$100,000, was dedicated February 14, 1911. One of the biggest electric signs in the state was placed on top the new factory. The sign, 250 feet long and 4 feet high, advertised the "Dalton Adding and Listing Machine Company." President Dalton made arrangements with the Iron Mountain Railroad to connect the sign with the block system, and as a train pulled into the yard, the sign would light automatically.

Hours for the new Dalton Factory were 7:10 A.M. to 6 P.M. five days a week and until noon on Saturday until state legislation in about 1913-1914 enacted a nine-hour day. The company then began operating all day on Saturday.

As early as 1906, rumors had begun to circulate that the company was leaving Poplar Bluff. Finally, in 1914, it became necessary to move the factory to Cincinnati, Ohio, as it had grown so much that a larger location with more facilities was needed. Here the plant grew to be one of the largest in the world. On June 27, 1914, the plant ceased operation in Poplar Bluff, a great loss to the industry of our city.

Hanna and Young Handle Factory

Hanna and Young Handle Factory, located near the roundhouse in the south part of town, began business in Poplar Bluff late in 1905. Charles W. Young designed and installed all the equipment used in the factory.

Originally located in Morehouse, the factory was moved to Poplar Bluff because of the better shipping facilities, and also because the timber used in manufacturing the wooden handles was easier to get here.

Oil Well Supply Company

In 1905, George R. Schweitzer, who had come to Neelyville from Chicago in 1897, became the manager of the Oil Well Supply Company in Poplar Bluff. Owned by United States Steel, the company made sucker rods for pumping oil. These were long hexagonal wood rods with steel couplings fastened to the ends.

The firm continued its progress throughout the first three decades of the Twentieth Century, its production rising constantly. New machinery was used in conjunction with new manufacturing techniques, and the sucker rods were sold all over the United States and in many foreign markets. Francis J. Schweitzer joined his father in the company about 1919.

In the late 1930's, U.S. Steel sold the Oil Well Supply Company to George R. Schweitzer, Francis J. Schweitzer, and Norman Gamblin. During World War II, scarcity of good timber and difficulties in obtaining steel, combined with the advent of metal pumping rods, caused the business to be shut down.

City Flour Mills

In the 1870's, soon after the railroad came to Poplar Bluff, J. W. Carmichael and E. N. Lovelace erected a mill on the southeast corner of Fifth and Vine Streets. The mill was originally built for grinding corn, but the owners intended to add flouring machines later. Before the work was completed, Mr. Carmichael died and the mill was sold.

The flouring department was eventually completed, but the mill was not a success until it was sold again to Hugh Smith and Sons, who made it a

paying institution. The mill made three grades of flour and could produce about twenty-five barrels of flour a day.

Butler County Statistics

The industrial development of Poplar Bluff and Butler County during the early years of the Twentieth Century was demonstrated by the many factories. The Daily Republican reported on December 10, 1903, that Poplar Bluff had, "Three railroads with a survey for two more, four big lumber companies, a sash and door factory, the largest barrel factory in the state, a handle factory, a hub factory, a spoke factory, an old well supply factory, a pressed brick factory, an adding machine factory, a slack barrel and veneering factory, a heading factory, a cigar factory, and eighteen miles of tram railway owned by one factory."

Commodities shipped from Butler County in 1907, included: live stock-\$135,426; farm crops-\$3,107; mill products- \$5,163; farmyard products-\$42,943; forest products-\$1,885,180 ; dairy products- \$28; liquor-\$10,000; fish and game-\$2,006; packing house products-\$12,262; cotton products-\$21,419; medical products-\$371; vegetables \$129; fruit- \$117; wool and mohair-\$494; mine and quarry products- \$1,445; junk and ice-\$2,340; for a total of \$2,122,430.

In 1907, Poplar Bluff had fifty-seven manufacturing plants and shipped goods valued at \$2,581,053. These enterprises employed 1,387 men, their annual payrolls amounting to nearly \$600,000.

During the Golden Jubilee Celebration, the newspaper reported on June 9, 1911, "Poplar Bluff boasts of having the largest barrel factory in the land. The city also produces lumber spokes, hubs, handles, oil well sucker rods, wagons, typewriter cabinets, coffins, windows, doors, sash, patent laths, egg cases, and all kinds of fine turned work for building. Poplar Bluff manufacturing is not confined to wood-working, but car wheels and other foundry products, cigars, ice, cereals, soda water, and last and undoubtedly the greatest adding machines are made here." This is the last one. I like this. I had fun with it. Industries That Might Have Been

Some industries which might have been important to Poplar Bluff never quite got off the ground.

In 1910, a Poplar Bluffian, T.G. Van Sant, invented a vacuum cleaner and applied for a patent. The newspaper extolled its virtues, "The cleaner is very wonderful. It, in fact, surpasses any former cleaning device. It is compact and yet contains all the virtues of a cleaner. It can be connected to any electric light drop without danger of blowing out a fuse, for it is operated by a tenth horse power motor. It can be handled with ease by any woman without physical exertion." Mr. Van Sant planned to manufacture under the name of the Black River Company and sell the machine for \$10.

Poplar Bluff might have been a rival of Detroit if another business venture had been successful. In May, 1911, an automobile built by C. and Neal Williams was scheduled to be tested. The Williams brothers invited a reporter for the "Daily Republican" to make the test ride with them. The paper did not report any results, but just before the trip it stated, " If everything turns out okay, this may be the beginning of the extensive manufacture of automobiles in Poplar Bluff."

If President Randall of the Commercial Club, a forerunner of the Chamber of Commerce, had been successful in 1910, tourists might have come to Poplar Bluff instead of St. Louis to see the arch. He planned to erect an arch, known as the "Gateway to Poplar Bluff" at the south end of Main Street where people passed going to and coming from the train station. The arch was to have electric lights illuminating it at night. The "Daily Republican" reported, "...there would be no city in this part of Missouri with such an imposing gate through which to receive the public. The

proposition will be laid before the people and public subscription asked to raise money with which to erect the monument of progress."

Mary Collins - mcollins@pbmo.net - is the Co-Host of the Butler County Missouri, web site for the MOGenWeb project. Most of Marys information came from microfilm copies of early newspapers

This page is a part of the MOGenWeb, a USGenWeb project

See more notes under Mary Ruth Dalton

- ii. EMMA KINZER RUTH, b. Nov 07, 1890, Poplar Bluff, MO; d. Nov 06, 1892, Poplar Bluff, MO.
- iii. EDITH MARY RUTH, b. Jan 21, 1892, Poplar Bluff, MO; d. Aurora, IL; m. RICHARD VERNER.
- 8. iv. NELLIE ELIZABETH RUTH, b. Feb 10, 1894, Poplar Bluff, MO; d. May 19, 1977, Aurora, IL.
- 9. v. HARRY ISAAC RUTH, b. Aug 11, 1895, Poplar Bluff, MO; d. Jan 19, 1979, Poplar Bluff, MO.
- 10. vi. GEORGE FRANK MICHAEL RUTH, b. Sep 15, 1900, Poplar Bluff, MO; d. Nov 07, 1990, Longview, WA.

Generation No. 8

8. NELLIE ELIZABETH⁸ RUTH (*MARY EFFIE WITT⁷ FRANK, MARY ELIZABETH⁶ WITT, JAMES⁵, NOAH⁴, ELIJAH³, CHARLES², WILLIAM¹*) was born Feb 10, 1894 in Poplar Bluff, MO, and died May 19, 1977 in Aurora, IL. She married DANIEL VOLINTINE MCWETHY Aug 20, 1916 in Poplar Bluff, Missouri, son of JAMES MCWETHY and CAROLINE SOMARINDYCK. He was born May 18, 1889 in Aurora, IL, and died Nov 05, 1974 in Aurora, IL.

More About NELLIE ELIZABETH RUTH:

Occupation 1: Buried Lincoln Cemetary, Aurora, IL

More About DANIEL VOLINTINE MCWETHY:

Education: Graduated University of Illinois

Occupation 1: Buried Lincoln Cemetary, Aurora, IL

Children of NELLIE RUTH and DANIEL MCWETHY are:

- 11. i. MARY RUTH "TYCKA"⁹ MCWETHY, b. Jun 08, 1917, Aurora Illinois.
- 12. ii. DANIEL VOLINTINE "LOUIE" MCWETHY, b. Oct 26, 1918, Aurora, IL.
- iii. SUSANNE MCWETHY, b. Jun 20, 1921, Aurora, IL.
- 13. iv. BETTY LOU MCWETHY, b. Oct 06, 1925, Aurora, IL.

9. HARRY ISAAC⁸ RUTH (*MARY EFFIE WITT⁷ FRANK, MARY ELIZABETH⁶ WITT, JAMES⁵, NOAH⁴, ELIJAH³, CHARLES², WILLIAM¹*) was born Aug 11, 1895 in Poplar Bluff, MO, and died Jan 19, 1979 in Poplar Bluff, MO. He married LOIS M. 1918. She was born Jan 08, 1899 in Indiana.

Children of HARRY RUTH and LOIS M. are:

- i. HARRY I.⁹ RUTH, b. Sep 19, 1918; d. Jan 19, 1979.
- ii. MARY A. RUTH, b. 1921.
- iii. LOIS E. RUTH, b. 1927.

10. GEORGE FRANK MICHAEL⁸ RUTH (*MARY EFFIE WITT⁷ FRANK, MARY ELIZABETH⁶ WITT, JAMES⁵, NOAH⁴, ELIJAH³, CHARLES², WILLIAM¹*) was born Sep 15, 1900 in Poplar Bluff, MO, and died Nov 07, 1990 in Longview, WA. He married LOUISE WASHBURN BUFFUM Jun 04, 1921 in Poplar Bluff, MO.. She was born Mar 01, 1900 in Poplar Bluff, MO, and died May 16, 1988 in Poplar Bluff, MO.

Notes for GEORGE FRANK MICHAEL RUTH:

Moved to Longview, Washington about 1925.

Long-Bell "student" learned lessons we11

By John McClelland rho DailyNews

George Ruth served the Long-Bell Lumber Co. from the beginning to the end of its era in Longview's history.

He began here as a "lumber student" in 1925, later became an assistant vice-president and retired in 1965.

"To my knowledge I'm the only, one of the (Long-Bell) officers left in Longview." Most of the others have died, he says.

Ruth, 87, decided to come to Longview after going broke raising corn and hogs in his native Missouri.

The lumber student program at the Longview sawmills was what would be called an internship today, but the working conditions were different.

As a lumber student Ruth was to learn the business from the bottom up. He began working outdoors in the shipping department.

Ruth was not prepared for the Washington spring weather. The wind came between the boxcars "like a bat out of hell ... I couldn't get enough clothes on." And when it rained, "I would get undercover."

or

The foreman informed him he'd better get used to wind and rain if he wanted to keep his job, and he did.

During his first three years at Long-Bell, Ruth worked seven days a week, often up to 10 or 12 hours a day. He would relieve regular workers when they went to the lavatory, and on weekends and holidays he'd help the mill rights.

"I thought that was wonderful," he says, "because I got paid 60 cents an hour instead of 45 cents."

During one winter, Ruth would leave home before dawn and didn't return until well into the night. He'd recently bought a new Ford, and a foreman commented on what a pretty green it was.

Ruth insisted the car was black and bet the man \$5 that he was right. At home his wife, Louise, assured Ruth that the car was indeed green. The problem was, she said, that he'd never seen the car in day light.

After being shifted around the mills for three years, he finally was assigned to his first steady job in the ordering department.

After another three years he was transferred to sales, where he often had to entertain customers at home.

The vice president and mill manager, J.D. Tennant, would loan his Pierce Arrow so Ruth could drive customers around town in style.

Ruth chuckles as he tells how he announced to his family of three boys and two girls that a man from Borneo was coming to visit. The older children excitedly told friends that the "wild man from Borneo," as advertised in the circus sideshows, was coming to the house.

The Ruth kids charged friends 10 cents apiece to look through the window when the man had arrived. To their disappointment, the Borneo customer turned out to be white, British and formally attired.

The admission was refunded.

In 1935 Ruth was appointed manager of the Longview Concrete and Pipe Co., which was a Long-Bell subsidiary. He pioneered the making of ready-mixed concrete instead of the time-consuming practice of mixing it at construction sites.

One day, Ruth says, "The truck drivers were acting very jovial and kind of silly. It turned out the shovels had dug

up some moonshine that had been buried there since Prohibition."

In 1948 the concrete company had acquired a war-surplus crane. The operator was up in the elevated cab when an earthquake struck, and "it took me pretty near a whole week to get him to go back up in it."

Another event of 1948 was the flood that pushed the waters of the Columbia and Cowlitz river to the tops of the dikes. Ruth joined the others slinging sandbags.

"Everybody worked at it. The community really got together," he says.

.In 1951 Ruth became manager of the Long Bell real estate division. This included the Monticello Hotel, the city bus lines, Longvie Memorial Park cemetery and all other subsidiaries except the railroad.

When Long-Bell merged with International Paper Co. in 1956 'I kind of closed out the who shebang . . . we ran out of property to sell."

One of the first things the new company did was to give the hotel to the city in 1958. Gradually, other properties were divested, including a holdings in the company town of Weed, Calif.

So much time was spent platting lots for sub divisions, settling boundary disputes and divesting the utility companies that Ruth had I keep an apartment in Weed for his frequent visits.

During his Long-Bell career, Ruth also spent lot of time on civic activities. Among others, I was president of the Longview Chamber of Commerce and of the Longview Rotary Club. I spent many years serving with the Good Roads Association - a lobbying group that pressed for better roads throughout the state. One of the more important roads that resulted was the White Pass Highway, which was completed 1951.

Following retirement, the Ruths divided their time between their Old West Side home, which they bought in 1925, and a condominium at Jolla, Calif.

For the past two years they have remained Longview. They have 14 grandchildren and great-grandchildren.

For young people wanting to get ahead, Ri says, "A lot depends on their outlook on life and their education, but they have to have goals shoot at . . . and they have to work like the de to obtain them and be sincere about what they are doing."

But more importantly, he says, "The whole thing is to do something you're happy with.

More About GEORGE FRANK MICHAEL RUTH:

Burial: Nov 07, 1990, Longview, Washington Cemetery

Occupation: 1925, Long-Bell Lumber now known as International Paper Position Management

Children of GEORGE RUTH and LOUISE BUFFUM are:

- i. MIGNON⁹ RUTH, b. May 08, 1923, Poplar Bluff, MO.
- ii. PATRICIA RUTH, b. Feb 20, 1922, Poplar Bluff, MO; d. Sep 1995.
- iii. CHARLES WASHBURN RUTH.
- iv. GEORGE FRANK RUTH, JR..
- v. ROBERT BUFFUM RUTH, b. Apr 27, 1933, Longview, WA.

Generation No. 9

11. MARY RUTH "TYCKA"⁹ MCWETHY (*NELLIE ELIZABETH⁸ RUTH, MARY EFFIE WITT⁷ FRANK, MARY ELIZABETH⁶ WITT, JAMES⁵, NOAH⁴, ELIJAH³, CHARLES², WILLIAM¹*) was born Jun 08, 1917 in Aurora Illinois. She married ROBERT MORGAN OCHSENSCHLAGER Jul 17, 1939, son of SCRIBNER OCHSENSCHLAGER and FLORENCE TODD. He was born Dec 06, 1909 in Aurora Il, and died Nov 25, 1999 in Aurora Illinois.

More About MARY RUTH "TYCKA" MCWETHY:

AKA (Facts Pg): Changed name from MARY RUTH to TYCKA

Education: Attended Stephens College, Columbia, MO.

Notes for ROBERT MORGAN OCHSENSCHLAGER:

Morgan Ochsenschlager

Robert Morgan Ochsenschlager, (Morgan), 89, of Aurora, IL, passed away at his home in Aurora, Illinois on Thursday, November 25, 1999. The Ochsenschlager family first arrived in the Fox Valley/Aurora area from Hesse-Darmstadt, Germany in 1837 beginning with his Great-Grandfather and Great-Grandmother, Adam and Eva Ochsenschlager. His Grandparents were Michael and Katherine Ochsenschlager and he was born on December 6, 1909 the son of Scribner and Florence Todd Ochsenschlager. He was a graduate of Aurora West High School in 1927 and the University of Illinois in 1931 where he was a member of Alpha Chi Rho Fraternity. He began his professional career continuing the family heritage of independently owned groceries and meat markets throughout the Aurora area. He married Tycka McWethy in 1939 and they celebrated their 60th wedding anniversary this year.

Mr. Ochsenschlager continued his professional career with McWethy Brothers Insurance and served as the President of the firm until his retirement in 1979. His strong legacy of commitment to Aurora was continually demonstrated through the years and he served the community in numerous leadership capacities including President of the United Way, President of the Aurora Rotary Club, President of the Union League Club, Vice President of the Visiting Nurse Association (for which he was awarded Emeritus Membership in 1989), Vice President of Plum Landing Board of Directors, and Vice President and Board Member of the Association for Individual Development.

He is survived by his wife, Tycka, and three sons Michael Morgan (Sue) of Aurora, Daniel Robert (Young) of Aventura, Florida, and Scribner (Kimberly) of Hinsdale, Illinois; five grandsons Rob (Linda) of Jackson, Mississippi, Todd (Patty) of Aurora, Adam of Aurora, Dan (Erin) of Reno, Nevada, and Tom of Phoenix, Arizona; three great-grandsons (Carl, Todd, James, Zachary) and one great-granddaughter (Morgan); two elder sisters Mary Bergman of Naples, Florida and Helen Kelley of Oswego. He was preceded in death by his brother, Todd, who was killed in combat in 1945.

There will be no services or visitation. There will be a private family interment at Lincoln Memorial Park, Aurora. In lieu of flowers, memorial contributions in Morgan

Ochsenschlager's name may be made to the Aurora Foundation, 111 West Downer Place, Aurora, IL; Visiting Nurses Association of Fox Valley, 1245 Corporate Boulevard, Aurora, IL; Fox Valley Hospice, 1245 Corporate Boulevard, Aurora, IL; or a memorial of personal choice. Arrangements were finalized under the direction of The Healy Chapel, 332 W. Downer Pl., Aurora. For further information, please call 630-897-9291 or visit our website at www.healychapel.com

More About ROBERT MORGAN OCHSENSCHLAGER:

Burial: Dec 01, 1999

Cause of Death: Prostate cancer

Education: Graduated University of Illinois

Fact 4: Partner McWethy Brothers Insurance Agency

Fact 5: Retired

Occupation 1: Owner/partner Ochsenschlager's Bakery Aurora

Children of MARY MCWETHY and ROBERT OCHSENSCHLAGER are:

14. i. MICHAEL MORGAN¹⁰ OCHSENSCHLAGER, b. Feb 19, 1941, Aurora Illinois.
15. ii. DANIEL ROBERT OCHSENSCHLAGER, b. Dec 17, 1944, Aurora Illinois.
- iii. SCRIBNER OCHSENSCHLAGER, b. May 12, 1949, Aurora Illinois.

12. DANIEL VOLINTINE "LOUIE"⁹ MCWETHY (*NELLIE ELIZABETH⁸ RUTH, MARY EFFIE WITT⁷ FRANK, MARY ELIZABETH⁶ WITT, JAMES⁵, NOAH⁴, ELIJAH³, CHARLES², WILLIAM¹*) was born Oct 26, 1918 in Aurora, IL. He married LILLIAN "ELGIE" G. CAVETTE.

Children of DANIEL MCWETHY and LILLIAN CAVETTE are:

16. i. SANDRA¹⁰ MCWETHY.
17. ii. SALLY MCWETHY.
18. iii. SUSAN MCWETHY, b. Feb 17, 1946, Aurora, Il.

13. BETTY LOU⁹ MCWETHY (*NELLIE ELIZABETH⁸ RUTH, MARY EFFIE WITT⁷ FRANK, MARY ELIZABETH⁶ WITT, JAMES⁵, NOAH⁴, ELIJAH³, CHARLES², WILLIAM¹*) was born Oct 06, 1925 in Aurora, IL. She married DAVID SIMMS in Aurora, Il.

Children of BETTY MCWETHY and DAVID SIMMS are:

- i. PETER¹⁰ SIMMS.
- ii. ROBIN SIMMS.

Generation No. 10

14. MICHAEL MORGAN¹⁰ OCHSENSCHLAGER (*MARY RUTH "TYCKA"⁹ MCWETHY, NELLIE ELIZABETH⁸ RUTH, MARY EFFIE WITT⁷ FRANK, MARY ELIZABETH⁶ WITT, JAMES⁵, NOAH⁴, ELIJAH³, CHARLES², WILLIAM¹*) was born Feb 19, 1941 in Aurora Illinois. He married (1) JEANNE SHARPE 1962. He married (2) SUSAN PRAGER Apr 01, 1975.

Children of MICHAEL OCHSENSCHLAGER and JEANNE SHARPE are:

19. i. ROBERT MICHAEL¹¹ OCHSENSCHLAGER, b. Jun 12, 1963, Champaign, IL.
20. ii. JAMES TODD OCHSENSCHLAGER, b. Jun 18, 1968.

Child of MICHAEL OCHSENSCHLAGER and SUSAN PRAGER is:

- iii. MICHAEL ADAM¹¹ OCHSENSCHLAGER, b. May 01, 1978.

15. DANIEL ROBERT¹⁰ OCHSENSCHLAGER (*MARY RUTH "TYCKA"⁹ MCWETHY, NELLIE ELIZABETH⁸ RUTH, MARY EFFIE WITT⁷ FRANK, MARY ELIZABETH⁶ WITT, JAMES⁵, NOAH⁴, ELIJAH³, CHARLES², WILLIAM¹*) was born Dec 17,

1944 in Aurora Illinois¹. He met (1) JUDITH TRUEMPER, daughter of HENRY TRUEMPER and GERTRUDE FORNI. She was born 1946. He married (2) SHERRY SAMFORD KING Apr 08, 1966 in Denton, Texas. She was born 1946. He married (3) YOUNG JA PARK Sep 02, 1980 in Geneva, Il, daughter of SUNG PARK and SUNG YO. She was born Jun 18, 1946.

Notes for DANIEL ROBERT OCHSENSCHLAGER:

C

More About DANIEL ROBERT OCHSENSCHLAGER:

Commission: 1968, 2nd Lt. US Army²

Degree: 1968, St. Mary's University³

Graduation: 1964, Kemper Military School³

Military service: Bet. 1968 - 1970, US Army⁴

Child of DANIEL OCHSENSCHLAGER and JUDITH TRUEMPER is:

21. i. SALLY ANN¹¹ SMYKAL, b. Jun 15, 1962.

Children of DANIEL OCHSENSCHLAGER and SHERRY KING are:

22. ii. DANIEL ROBERT¹¹ OCHSENSCHLAGER, b. Oct 12, 1968.

iii. THOMAS VICTOR OCHSENSCHLAGER, b. Feb 13, 1972.

16. SANDRA¹⁰ MCWETHY (*DANIEL VOLINTINE "LOUIE"⁹, NELLIE ELIZABETH⁸ RUTH, MARY EFFIE WITT⁷ FRANK, MARY ELIZABETH⁶ WITT, JAMES⁵, NOAH⁴, ELIJAH³, CHARLES², WILLIAM¹*) She married (1) DAVE AKIN. She married (2) DAVE ELLIS.

Children of SANDRA MCWETHY and DAVE AKIN are:

i. JAMIE¹¹ AKIN, b. 1974.

ii. KELLY AKIN, b. 1977.

17. SALLY¹⁰ MCWETHY (*DANIEL VOLINTINE "LOUIE"⁹, NELLIE ELIZABETH⁸ RUTH, MARY EFFIE WITT⁷ FRANK, MARY ELIZABETH⁶ WITT, JAMES⁵, NOAH⁴, ELIJAH³, CHARLES², WILLIAM¹*) She married JACK TOWNSEND.

Children of SALLY MCWETHY and JACK TOWNSEND are:

- i. ROBERT¹¹ TOWNSEND, b. 1980.
- ii. MICHAEL TOWNSEND, b. 1982.

18. SUSAN¹⁰ MCWETHY (*DANIEL VOLINTINE "LOUIE"⁹, NELLIE ELIZABETH⁸ RUTH, MARY EFFIE WITT⁷ FRANK, MARY ELIZABETH⁶ WITT, JAMES⁵, NOAH⁴, ELIJAH³, CHARLES², WILLIAM¹*) was born Feb 17, 1946 in Aurora, IL. She married CHARLIE HOLT.

Child of SUSAN MCWETHY and CHARLIE HOLT is:

- i. KRISSIE¹¹ HOLT, b. 1973.

Generation No. 11

19. ROBERT MICHAEL¹¹ OCHSENSCHLAGER (*MICHAEL MORGAN¹⁰, MARY RUTH "TYCKA"⁹ MCWETHY, NELLIE ELIZABETH⁸ RUTH, MARY EFFIE WITT⁷ FRANK, MARY ELIZABETH⁶ WITT, JAMES⁵, NOAH⁴, ELIJAH³, CHARLES², WILLIAM¹*) was born Jun 12, 1963 in Champaign, IL. He married LINDA ROARK LEE May 21, 1999 in New Orleans, LA. She was born Nov 07, 1964 in Jackson, MS.

Child of ROBERT OCHSENSCHLAGER and LINDA LEE is:

- i. LAUREN NICOLE¹² OCHSENSCHLAGER, b. May 11, 2000, Jackson, MS.

20. JAMES TODD¹¹ OCHSENSCHLAGER (*MICHAEL MORGAN¹⁰, MARY RUTH "TYCKA"⁹ MCWETHY, NELLIE ELIZABETH⁸ RUTH, MARY EFFIE WITT⁷ FRANK, MARY ELIZABETH⁶ WITT, JAMES⁵, NOAH⁴, ELIJAH³, CHARLES², WILLIAM¹*) was born Jun 18, 1968. He married PATTY MARTINDALE Jul 04, 1993. She was born Mar 18, 1969.

Children of JAMES OCHSENSCHLAGER and PATTY MARTINDALE are:

- i. CARL VERA¹² OCHSENSCHLAGER, b. Feb 12, 1988; Foster child.

More About CARL VERA OCHSENSCHLAGER:
Adoption: Jul 04, 1993, Aurora, IL

- ii. TODD JAMES OCHSENSCHLAGER, b. Jun 10, 1993.

21. SALLY ANN¹¹ SMYKAL (*DANIEL ROBERT¹⁰ OCHSENSCHLAGER, MARY RUTH "TYCKA"⁹ MCWETHY, NELLIE ELIZABETH⁸ RUTH, MARY EFFIE WITT⁷ FRANK, MARY ELIZABETH⁶ WITT, JAMES⁵, NOAH⁴, ELIJAH³, CHARLES², WILLIAM¹*) was born Jun 15, 1962. She married (1) ERIN BRENT LEATHER. He was born Apr 27, 1962. She married (2) STEVEN RICHARD MODINE May 18, 1991. He was born Dec 04, 1965.

Children of SALLY SMYKAL and ERIN LEATHER are:

- i. JUSTIN BRENT¹² LEATHER, b. Jan 15, 1983.
- ii. JEREMY RYAN LEATHER, b. Apr 29, 1986.

Children of SALLY SMYKAL and STEVEN MODINE are:

- iii. ALEXANDER STEVEN¹² MODINE, b. Aug 03, 1992.
- iv. NICHOLASBENJAMIN MODINE, b. Nov 28, 1999.

22. DANIEL ROBERT¹¹ OCHSENSCHLAGER (*DANIEL ROBERT¹⁰, MARY RUTH "TYCKA"⁹ MCWETHY, NELLIE ELIZABETH⁸ RUTH, MARY EFFIE WITT⁷ FRANK, MARY ELIZABETH⁶ WITT, JAMES⁵, NOAH⁴, ELIJAH³, CHARLES², WILLIAM¹*) was born Oct 12, 1968. He married ERIN MAUREEN FEARL Aug 1994. She was born Sep 05, 1967.

Children of DANIEL OCHSENSCHLAGER and ERIN FEARL are:

- i. MORGAN¹² OCHSENSCHLAGER, b. May 24, 1996.
- ii. ZACKERY JAMES OCHSENSCHLAGER, b. Apr 05, 1998.

Endnotes

1. City Directory Aurora, II.
2. DD214.
3. Transcript.
4. DD214.