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“It Was Planned and Not Just a Widening of the Road”

Birth of Barrington

About 500 Indians from the tribe of Potawatomi, meaning “people of the place of fire,” were seen in the grove near what would become Barrington Center, when the first two white settlers arrived there in 1834.

This site, near the intersection of what would later be Sutton and Dundee Roads was about four and a half miles southwest of where the village of Barrington would grow up along the railroad.

Jesse F. Miller and William Van Orsdal, arrived in the area ahead of schedule according to the Treaty of Chicago, an agreement reached on September 26, 1833, between the United States Government and the Potawatomi, Ottawa, and Chippewa Indians. This treaty was signed after the Blackhawk War of 1832, which occurred west of here. The treaty was another blot on the record of the government’s dealings with the Indians. With nowhere to turn and well-supplied with liquor at the signing, the Indians again traded away their lands for small annual grants and a few gifts. They agreed to move off their land and go west of the Mississippi by August of 1836.

The Potawatomi seen by Jesse Miller and William Van Orsdal soon left, and after that time they visited the area in smaller numbers and at more infrequent periods.

These two first settlers, along with Benjamin Irick, Henry Clawson,

and Philip Hawley, all arriving in 1835, were drawn to the midwestern prairie by news of rich soil to be purchased reasonably. They found that the surrounding area was about three-fourths prairie and one-fourth timber in groves. The trees were mostly small. In fact, there is more timber in the same area now than when the first settlers arrived. The soil was a rich, prairie loam, and there were numerous springs of good water.

In 1837 twelve more sections of land in this area were settled, in 1838 five more, and the trek to this land was underway.

Prior to 1841 all the houses erected in this town were of logs, but during that year, S. W. Kingsley erected a small frame house, the first of its kind in the township. It was fourteen by twenty feet in size, and was located on Penny Road west of Sutton Road. Before the year expired, four or five other frame houses were erected. There is a record of a dam and sawmill in 1837 on the west bank of the Fox River between what is now Dundee and Carpentersville.

The first settlers hereabouts either walked overland from Chicago, driving cows or teams of oxen, or came in from the Fox River. A group from Berkshire County, Massachusetts, and others from New York State, settled around the area that was to become known as Barrington Center. It was geographically near the center of what later became Barrington Township.

These Yankees who settled the center and west portions of the township were a vigorous, industrious, and courageous people. Their sons, mostly in their teens, were the ones who organized the government of the township, who grew up with the township and the area, and became its officials. With those from the Deer Grove area and some from Cuba Township, they became the backbone of the town and village of Barrington.

In 1840 the town of Barrington was organized at a meeting in the William Otis log house east of Miller's Grove. The "town" they referred to then was actually the township.

Because so many of the settlers had come from Berkshire County in Massachusetts, they chose to name their new community Barrington

Following pages: Lefthand page — Minutes from meeting to incorporate Barrington Township in 1840 show eighteen votes for incorporation and one dissenter, William B. Freeman. The secretary erroneously recorded seventeen votes in favor of it. The settlers met in the William H. Otis log house at the southeast corner of what is now Route 62 and Bartlett Road.

Righthand page — At top of page of minutes are balloting results for election of five township trustees. Lower section of page of minutes is notice and minutes of January 9, 1841, meeting to select school district trustees. The meeting was in Alvah Miller's log cabin in Miller's Grove between Sutton and Brinker roads.

Built on a log foundation, this house was among the earliest in the area constructed from milled lumber. It was built around 1841 before the land was surveyed by the government. It stood on what is now Donlea Road near Bateman Road, measured twelve by fourteen feet, and had two floors with one room on each floor. It was built by Carver Butterfield, a printer from Chicago.



Notice

Is hereby given to the Legal Voters of Township No 42 N Range 4 E of the Third principal Meridian that there will a meeting be held at the house of Wm H Otis in said Township on the 14th day of Dec at one o'clock P M to vote for or against being incorporated and transact all other business that may come before said meeting
 Hillary Grove Nov 23rd 1840

Abrah Miller
 Jesse P Miller
 Wm Vanorsdall
 Jordan Miller

Township No 42 Cook County Ill Dec 14th 1840
 according to the notice here annexed which was posted up as the law requiring the inhabitants of said Township meet at the house of Wm H Otis and proceeded to business the house being called to order Jesse P Miller and Wm Vanorsdall voted as Judges of Election and Homer Willmarth acting as Clerk by the law provided

First voted to incorporate said Township
 Seventeen votes for and one against incorporating

Disapprove	Number of Voters	Approve	Number of Voters
	1	Mason P Potter	1
Philip Hawley	1	John Hibbard	1
Homer Willmarth	1	Henry Smith	1
John C Allen	1	Wm Freeman	1
Graves Ward	1	Chas D Miller	1
Benjamin Strick	1	Wm Vanorsdall	1
Wm H Otis	1	Phillip A Gould	1
George Browning	1		
Wm B Freeman	1		
Stillman Gooden	1		
John Edmonds	1		
John Pettit	1		
Jesse P Miller	1		

Second Voted to open a pole book and proceed to ballot for
 trustees Third opened the Poles and proceed to elect five trustees
 whereupon the following persons were elected by the Pole book here
 annexed Alon Phillip Kessley Homer Willmarth Shos. Perkins
 John L. Allen and Graves Ward 3rd Voted to dissolve said meeting

	Trustee P. Kessley	Trustee Shos. Perkins	Trustee H. Willmarth	Trustee S. L. Allen	Trustee G. Ward	Trustee P. Kessley
Phillip Kessley		1	1	1	1	
Homer Willmarth	1	1		1		1
John L. Allen	1	1	1	1	1	
Graves Ward	1	1	1	1	1	
Benjamin Frick	1	1	1	1	1	
Wm. H. King	1	1	1	1	1	
Geo. A. Browning	1	1	1	1	1	
Wm. A. Freeman	1	1	1	1	1	
William Gooden	1	1	1	1	1	
Geo. Edmonds	1	1	1	1	1	
John Pettig	1	1	1	1	1	
Miron P. Pette	1	1	1	1	1	
Levi S. Miller	1	1	1	1		1
John Pittara	1	1	1	1	1	
Henry Smith	1	1	1	1	1	
Wm. Freeman	1	1	1	1	1	
Chas. J. Miller	1	1	1	1	1	
Wm. Vanoydal	1	1	1	1		1
Phillip Goulda	1	1	1	1		1

Notice

It is hereby given that a meeting of the inhabitants of
 Township #2 in range nine is requested by the trustees thereof
 at the house of Noah Miller on Saturday the month of
 Jan. instant at one o'clock P.M.

Held at Miller's Grove this first day of Jan. 1841

Miller's Grove Jan. the 9th 1841

at a meeting of the inhabitants of Township #2 Range 9
 called by the trustees of said Township Homer Willmarth was
 called to the Chair and Noah Miller acted as Secretary the
 the meeting was called to order and the Division of the Township

after Great Barrington, a village in that eastern state which had been home to them.

While the Yankees were settling around Barrington Center, the English were settling along Ela Road at Deer Grove. There were German settlers, too, who came here to the surrounding farming area with the great German influx of the 1840's and the 1850's. A strong settlement of Irish grew up in Cuba Township to the north.

The Illinois and Wisconsin Railroad, which later became the Chicago and North Western Railway, was built out as far as Deer Grove and on to Cary in 1854.

Railroad records show that laborers were paid \$1 a day; skilled men like good blacksmiths as much as \$2.25 a day; carpenters, from \$1.50 to \$1.75 a day. But then, a dozen eggs and a pound of bacon or butter were six cents.

The station for this new area of track was put in Deer Grove about two miles east of present Barrington, but it was not to stay there. Ezekial Cady and Barney Elfrink, who owned the farmland around



Nancy Mervin Miller came here in a wagon from New York state in 1842 with her sister and brother-in-law, George Melvin Jackson. They couldn't buy land when they arrived because it had not yet been surveyed.

Deer Grove, objected to selling a part of their farms for a village to be laid out there. They said the new village would allow saloons to be licensed, and that this influence on the growing boys of Deer Grove was not desirable.

So Robert C. Campbell, a civil engineer for the railroad, went two miles farther northwest and bought a forty-acre farm from A. S. Downs, who had bought it from Benjamin Felter. Mr. Felter did not want a railroad running through his farm, so he sold it all.

Mr. Campbell laid Barrington out in blocks and lots according to the English measurement of links and chains. Each lot was one chain wide and two chains deep, which equalled sixty-six feet by one hundred thirty-two feet.

Thus the original village was bounded by Hough Street, County Line Road, a point east of Spring Street, and a line a few feet south of Russell Street. It was planned and not a mere widening of the road.

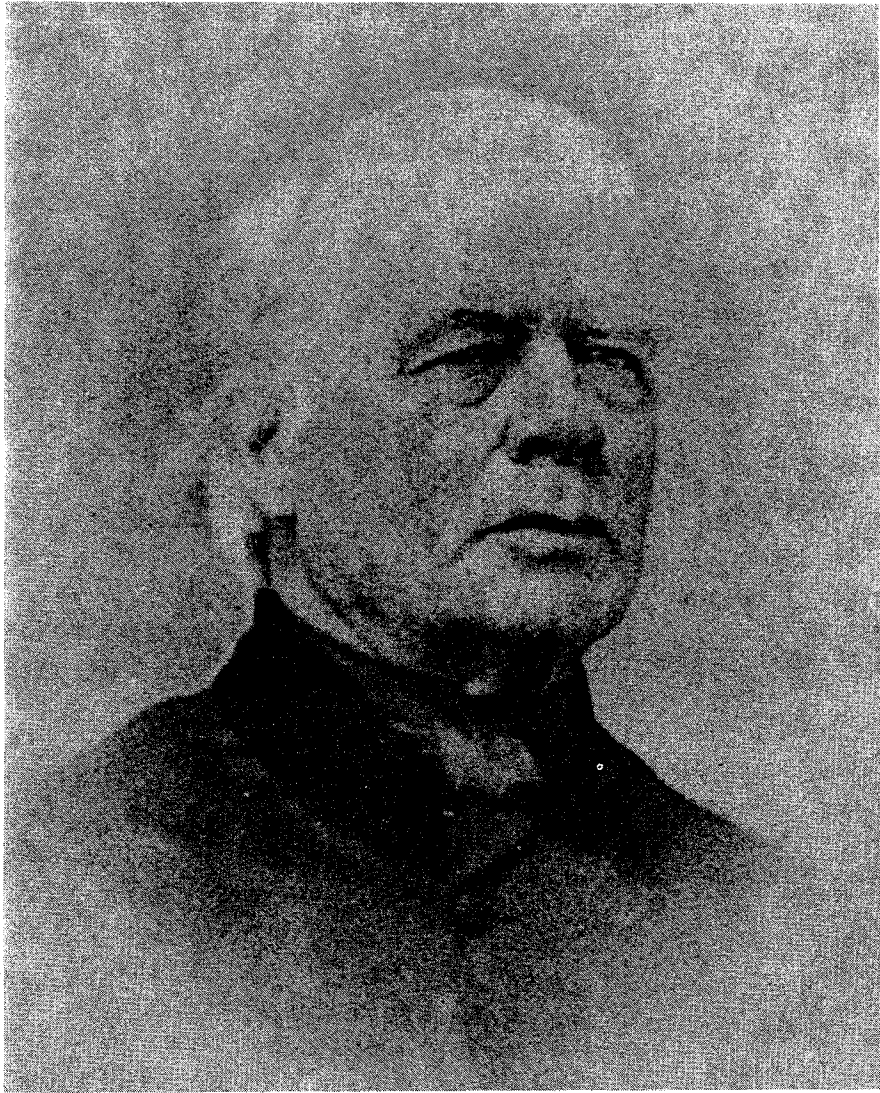
Willard Stevens is said to have soon laid out the Cuba side of the village with the lots being lettered instead of numbered as on the Cook County side. The lots on the Cuba side were two hundred feet by sixty-six feet.

There was only one farmhouse and barn in the area, log structures built by Ebin Conant in 1850. In 1856 Benjamin Felter moved into a log house near the creek on the south side of the county line just northeast of where the railroad station is today. A log barn stood just west of the house about where Ela street comes into County Line Road, and County Line Road deadended at that point.

Since 1846 another log building just west of the village, a small schoolhouse, stood where the Catlow Theater is now. These and a few shanties used by grain buyers comprised the original Barrington Station.

* * *

Why anyone should have picked a village site with such unsuitable topography is not known. It was uphill and down, picturesque for the future, and conducive to good drainage in most places, but was full of



Above: George Ela, who moved his store here from Long Grove soon after the railroad station was moved down the track from Deer Grove in 1854. Below: Ela's general store in its new location on the south side of Main Street just east of the railroad. It was moved again in later years to the west side of Northwest Highway south of Main Street and later housed Bell and Snell realtors.



ponds, creeks, and sloughs. East of Spring Street was a peat bog slough traversed by "Billy's Ditch," draining all of the southeast hills into a creek.

The railroad station at Deer Grove was placed on a flatcar and moved the two miles west to become Barrington Station. Before too long, Friend's General Store at Deer Grove, which was run by two brothers, Fife Friend and Matt Friend, was moved to Barrington.

It was early winter, and the store was moved here by thirty-two yoke of oxen. Five yoke went ahead and broke the way through the snow. A twelve-year-old lad driving the fifth yoke from the lead tells of the event.

"There was no lunch to warm the inner man in that cold, outdoor work in the snow, but there was a keg of something with a wooden spigot and a tin dipper in the doorway. The grownups doing the house-moving partook, but when they got home where it was warm inside, they were affected. The next Sunday the preacher got those men to sign the pledge. For years, as told by one who did not partake, they dated many events by the year, or the year before, or the year after they signed the pledge."

Friend Brothers' Store was put down on the south side of County Line Road (Main Street) back of where the depot is now. Other early stores opened at the new railroad station. George Ela moved his building and stock of merchandise here from Long Grove after the depot came.

The Creet house and blacksmith shop also were moved to Barrington from near where Inverness is now. The house and the household contents and the blacksmith shop equipment were loaded on a flatcar by the railroad. They said the fire in the kitchen stove did not go out in the short moving journey. The house was set down at the southwest corner of Cook and Station Streets. Barrington Station was growing rapidly. — A. L.

* * *

Barrington Station continued to grow from buildings moved and

buildings built, from new settlers coming from the east, and farm families moving to town.

By 1863 a movement was afoot to incorporate the village, and this was accomplished on February 16, 1865. On March 20 the new village elected its first five trustees: Homer Willmarth, M. B. McIntosh, A. K. Van Gorder, Oscar Lawrence, and Gottlieb Heimerdinger.

An 1887 history book of Cook County commented that, "The experience of the village of Barrington with saloons is worthy of note." This referred to one of the first and toughest battles of the initial village board of trustees when Barrington set up its own village government in 1865.

One of the first ordinances passed granted the privilege of selling intoxicating liquors, and they were sold until 1867 when strong sentiment secured an ordinance "prohibiting sale or exchange of or traffic in any kind of intoxicating drinks within the corporate limits of Barrington." This law closed the doors of the "blind pigs," a familiar term for saloons in the village.

The law was in force for two years, but the thirsty found refuge in two saloons, "The Rising Sun" just outside the village boundary to the east, and "The Setting Sun" just outside the village to the west.

The historical account follows:

"And the drinking classes during those two years were in the habit, when under the influence of an intoxicant, of making as much disturbance as possible within the limits of the town, for the purpose of exhibiting their independence and of defying and outraging the prohibition sentiment.

"This state of affairs was more intolerable to the majority of the people than the existence of the saloons with less disorder, and hence on April 3, 1869, an ordinance was passed by trustees licensing again the sale of liquors within the limits of the town. This license ordinance on the whole gives much more general satisfaction than the prohibition ordinance."

Handbill from about 1872. It was prepared and distributed to attract prospective buyers of property to Barrington.

BARRINGTON, ILL.

THIS beautiful suburban village is located on the Wisconsin Division of the CHICAGO AND NORTHWESTERN RAILROAD, thirty-two miles from the Court House in Chicago. No place within forty miles of the great "Garden City" affords so many natural attractions as BARRINGTON. It is on *high and rolling ground*, commanding in site, affording a complete natural drainage, adjacent to most beautiful groves skirting Fox River, and others closer by; it has abundance of GOOD WATER, and within four miles of the wonderfully charming LAKE ZURICH, Honey, Grass, and Spring Lakes, all abounding in fish, and graced with beautiful pleasure boats.

As a village of summer residence, where HEALTH is sought, no place in the north-west has a superior. Of its natural advantages and beauties, those in search of homes should visit BARRINGTON before making purchases elsewhere.

The LOCAL ADVANTAGES are already of considerable importance. It is not a "mushroom town," built mostly on paper, but was laid out about the time of the building of this railroad.

There are SIX REGULAR TRAINS a day each way. There is a Telegraph Office and Express Agent at the depot. A daily line of stage coaches, under the care of Mr. JOSEPH HICKS, a worthy gentleman, connecting with the mail train, runs to Lake Zurich, Wauconda, and northward. There are two large elevators, two school houses, four churches, Methodist, Baptist, Evangelical (German), and Lutheran (German). A public Hall, owned by J. SINNOTT & Bro.; a steam Planing Mill, owned by GEORGE CAMM & Co.

DAIRY FARMS.

The adjacent dairy farms have long been noted for an excellent quality of milk furnished to the Chicago market, commanding frequently a higher price than any other. A competent man supplies the citizens of Barrington. There are several CHEESE FACTORIES within six miles, manufacturing a superior article of this kind of food.

Here are good advantages for capitalists to build a milk condensing establishment; a butter factory; a woolen mill; a flouring mill, or any of the great hives of industry. Wood is plenty, and of the very best quality, ranging from four to six dollars a cord.

HOUSES AND LOTS.

A few good houses have been built for rent, and families desiring to find a healthful location, can be well accommodated here on reasonable terms.

BEAUTIFUL LOTS are for sale on clean streets, ranging in prices from one to five hundred dollars. Two good LUMBER YARDS are ready to fill any orders for building material. A number of first-class mechanics have their homes here, and receive from year to year large jobs from home and abroad. The Board of Trustees are determined to make this place one of the most attractive of any along the line of this railroad.

The streets are broad and clean, fringed with beautiful maples, planted years ago, making a charming shady protection from the summer sun. In the vicinity are many choice farms highly improved, a few of which are for sale.

The following may be considered a Partial List of the Business Directory.

Depot, Express Agent and Telegraph Operator.....	J. M. Haslett	Tinners.....	T. Hotchkirch, A. S. Henderson
Post Master.....	A. K. Townsend	Union Hotel.....	J. Bremer
Notaries Public.....	Hon. Homer Wilmarth, L. A. Bute and M. B. McIntosh	Cabinet Maker.....	Gustave Meyer
Justices of the Peace.....	Hon. Homer Wilmarth, M. B. McIntosh, C. Dunn	Undertaker.....	Thomas Freeman
Attorney at Law.....	Lewis H. Bute	Tailors.....	B. Solt, William Porter
Money and Real Estate Broker.....	Hon. Homer Wilmarth	Boot and Shoemakers.....	C. Dunn, L. Meyer
Physician and Surgeon.....	W. M. Burbank, M. D.	Butcher.....	Samuel F. Jackson
Dentist.....	H. N. Lumbard	Carpenters and Joiners... {	Mates & Gleason, U. R. Burlingham, C. Jamison
Real Estate Agent (elected by the people).....	M. B. McIntosh		B. H. Abbott, Oscar Lawrence, V. W. Cary
Merchants.....	George Ela, John Sinnott & Bro., Townsend & Seymour, Wilmarth & Powers, Luke Colburn, William Howarth, U. Stott & Son, William Finkle, N. Friend, Julius Kirmser	J. Marsden, F. E. Lines, J. H. Deuel	
Druggist.....	S. P. Parker	Carriage and Wagon Painters.....	Thomas H. Creet, John Camm
Jeweller.....	H. T. Abbott	House Painters.....	J. J. Stebbins, Stewart Miller, Irving Miller
Dealers in Agricultural Implements.....	Church & Haslett	Livery Stables.....	E. J. Hawley, J. Bremer
Wagon Makers.....	J. Creet, G. Camm & Co., Beach & Jaynes, Wm. Krueger	Masons.....	Wm. G. Sharman, E. Lamey, J. Lawrence, William Rogers
Blacksmiths.....	{ J. Creet, F. H. Fry, G. S. Beach & Co., L. Krahn, C. Kurtzhalls	Cigar Manufacturer.....	Adam Boberger
Marble Works.....	C. T. Blair	Cornet Band.....	Chester Dodge, leader
Lumber Yards.....	M. B. McIntosh, Wm. Johnston & Co	Millinery and Dress Making.....	{ Emeline Cornwell, Mrs. S. M. Harrower, Maggie Hagerty
Harness Makers.....	G. Heimerdinger, Chas. Neigle	Photographer.....	Wallace Benedict
		Sign and Ornamental Painting.....	Miller Brothers, John Camm
		Cancer Doctor.....	Peter Davison

The above may lead business men to communicate with these in their respective occupations. Any one desiring a home, either farm or village property, can obtain definite information from the Real Estate Agent, Mr. M. B. McIntosh, who will attend promptly to calls or letters.

Att'y L. H. Bute will give prompt attention to Abstracts, Mortgages, Deeds, and such work as pertains to his profession.

Hon. Homer Wilmarth has long been known as a careful and reliable Real Estate and Money Broker.

W. M. Burbank, M. D., has been the practicing physician in this vicinity for twenty-six years, and has enjoyed a wide-spread reputation.

OLD SETTLERS.—Several aged persons reside here who were pioneer settlers, even before the Indians had removed. When they came West Chicago was a mere trading post, roads and bridges were not made, and Railroads a fanciful dream. They have endured the hardships of a new country, and are now in easy circumstances.

We cordially invite the public to examine our beautiful village, and those who are about to build comfortable houses will do well to see this location before building elsewhere.

JOHN O. FOSTER, A. K. TOWNSEND, }
 JOHN SINNOTT, M. B. MCINTOSH, } Citizens' Committee.
 THOMAS FREEMAN, }