



Inside the little red depot, which was moved here on a flat car from Deer Grove in 1854. It was later enlarged, then moved to the west side of North Hough Street and used as a freight depot. Photograph in 1914.

9

“People Don’t Know What It Was to Be Cold”

Everyday Life in the Village

In the September, 1883, edition of *The Herald* Mrs. S. M. Cronk of Barrington was offering “at wholesale prices my entire stock of hair goods consisting of Saratoga and Bernhardt waves, Langtry bangs, frizzes, switches, etc., etc.”

Henry T. Abbott, besides the usual line of drugs, patent medicines, perfumery, and “prescriptions carefully put up”, offered stationery and “newspapers of all kinds always on hand” and “watch and clock repairing a specialty.”

This was probably our first local newspaper, although not published here. It was a one sheet, four-page weekly published by Attorney W.G. Alden in Palatine, Illinois. News of Barrington and Palatine with business and professional advertisements of both villages were on the front page. The back page had a short editorial or two, and more ads which were not so local. The inside of the folded sheet was probably of the kind already printed before it came to the local printer. The news items were quite homely, some quite funny, and were much of small town talk. At the top on the left it said that ads were \$100 a column for a year. A square was \$12 a year which was usually a professional card.

Miles T. Lamey began editing and publishing *The Barrington Review* in 1885. This newspaper was the predecessor of *The Barrington*

Courier-Review. The paper was set by the stick and font of type method upstairs in the little old frame building of Lamey & Co., which stood on North Cook Street next to the railroad. He had a hand press in that one-room office. Later he had a larger press, a hand power rotary in the west half of the Lamey brick building at 240 East Main Street. The hand power, irksome to a boy's back, was replaced by the first gasoline engine made by Arnold Schauble, Sr. in his machine shop at the southwest corner of Cook and Franklin streets.

William T. Stott's half a column of merchandise and prices is a revelation in prices and was headed "Barrington's Cheapest Store". He offered:

10 lbs. granulated sugar	\$1.00
11 lbs. extra C Sugar	1.00
12 lbs. brown sugar	1.00
7 lbs. best green coffee	1.00
7 lbs. roasted coffee	1.00
10 lbs. prunes	1.00
13 lbs. dried peaches	1.00
7-3 lb. cans tomatoes	1.00
6 cans Elgin Corn	1.00
10 cans lye	1.00
12 lbs. Carolina rice	1.00
2 lbs. best uncolored Japan Tea	1.00
16 one lb. bars soap (Kirks & Co.)	1.00
21 Bars Town Talk Soap P&G	1.00
4 lbs. saleratus	.25
4 lbs. axle grease	.25
10 boxes sardines	1.00
1 bushel corn basket	.22
good boots	2.50
custom made shoes	2.00
prints per yard	.06
36 inch cotton cloth per yd.	.08
7 inch plates per set	.55

Further, besides a general line of dry goods, he had satchels and "school books of every kind and description" and "the celebrated Elgin flour", and "entire satisfaction or money refunded."

Mr. C. Dickinson of the Old Reliable Drug Store in Barrington advertised a "good collection of the purest drugs." His patent medicines are "purchased" direct from the manufacturers, and therefore have not

become worthless from lying upon the shelves of wholesale dealers for ages." He had the usual other items including paint and watches. He stated, "jewelry repairs by a competent workman at about half the usual rates. All work warranted."

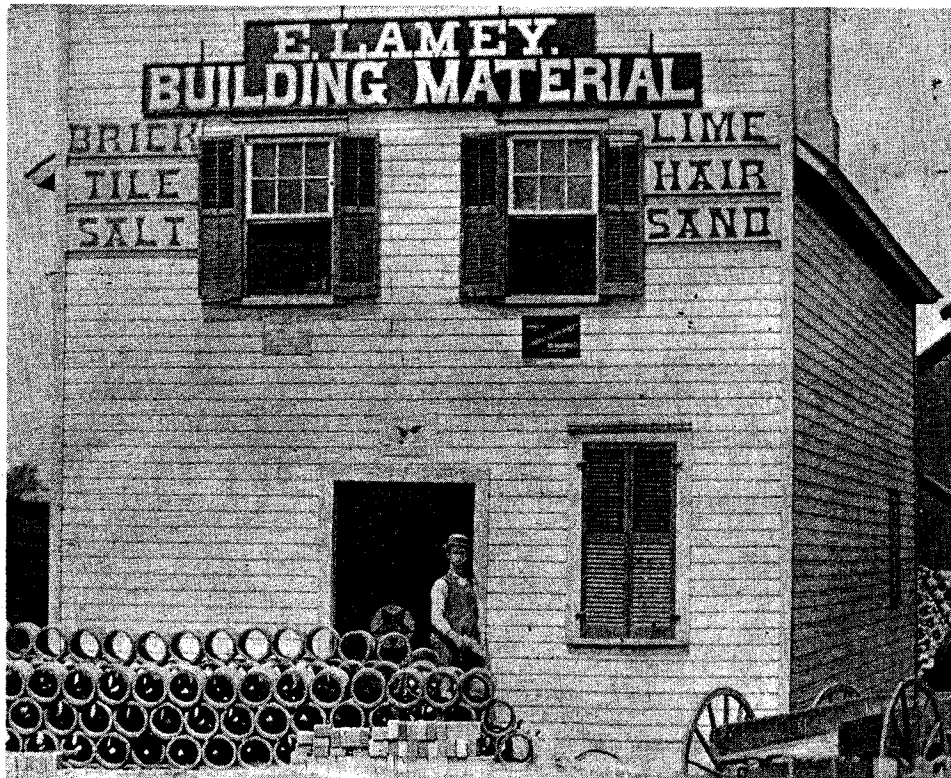
An out-of-town ad read: "Little Henry is always pleased to see his friends at his place in the basement of 34 North Wells Street opposite the North Western Depot, Chicago. Wines, beer, cigars, etc." — A.L.

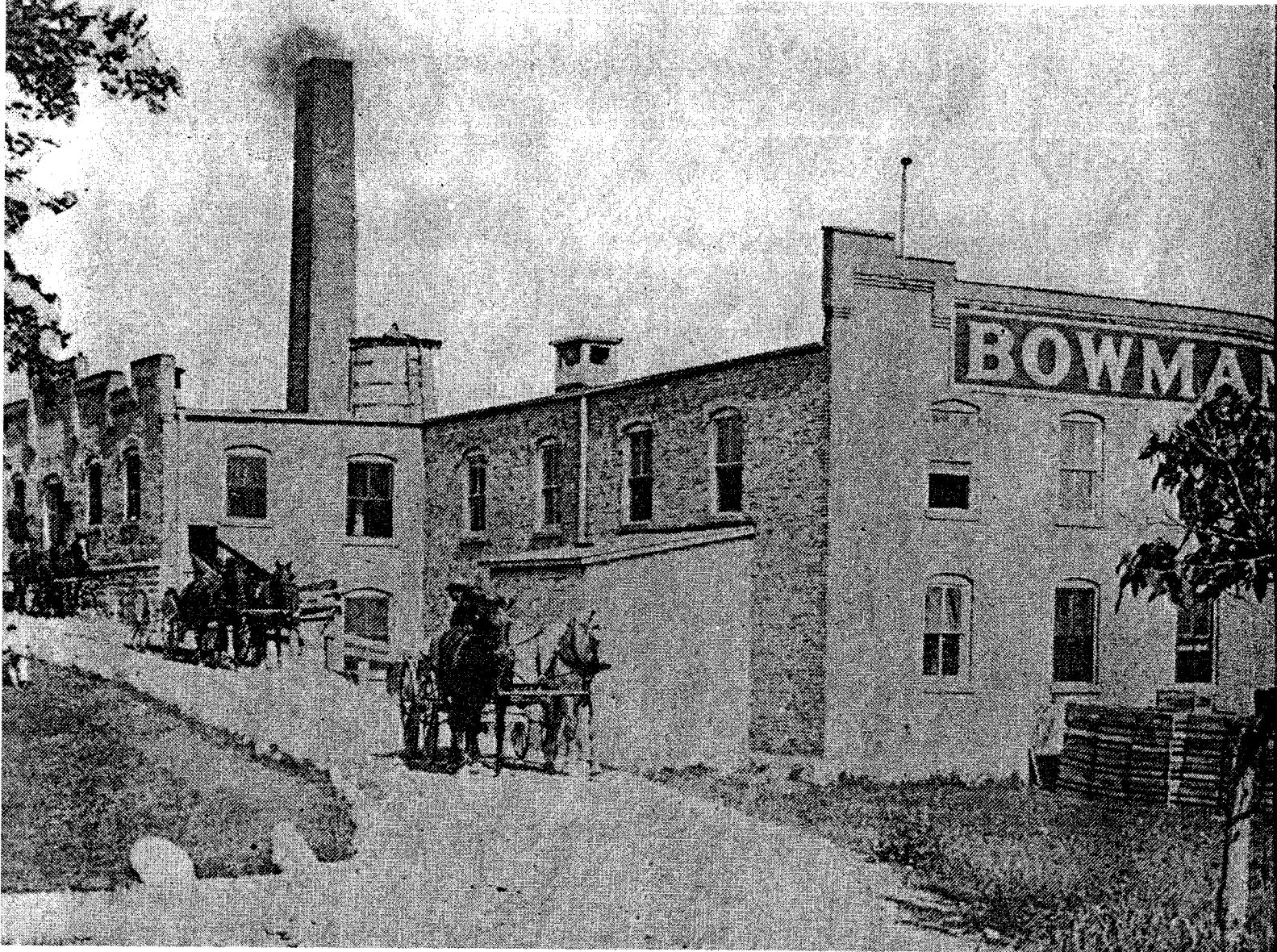
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A constantly gnawing fear in the minds of early residents of Barrington was that of fire. With no fire-fighting equipment, and with no water except from a stream or small well, a fire had to burn itself out unchecked except for attempts with a bucket brigade.

A fire in a home was a tragedy as it usually meant all was lost for the family, but a fire in a block of frame buildings on a business street was a certain disaster.

Ed Lamey's building constructed in 1885. Home of the first newspaper printed in Barrington, The Barrington Review, and also home to the first telephone exchange in 1898.





*Bowman Dairy Company built in 1904 along the tracks near Harrison Street.
The milk plant would blow its whistle to signal a fire in the town.*

In 1890 one man burned to death in a fire that destroyed a block of buildings. It started in the Bennett Hotel at the corner of North Railroad and Cook streets where the Corner Cupboard was later and swept east as far as Emil Schaede's Harness Shop a block east. It was stopped only by tearing down Schaede's eighteen-foot building after futile attempts to pull down the William Hill house with a four inch rope tied to the engine of the midnight train.

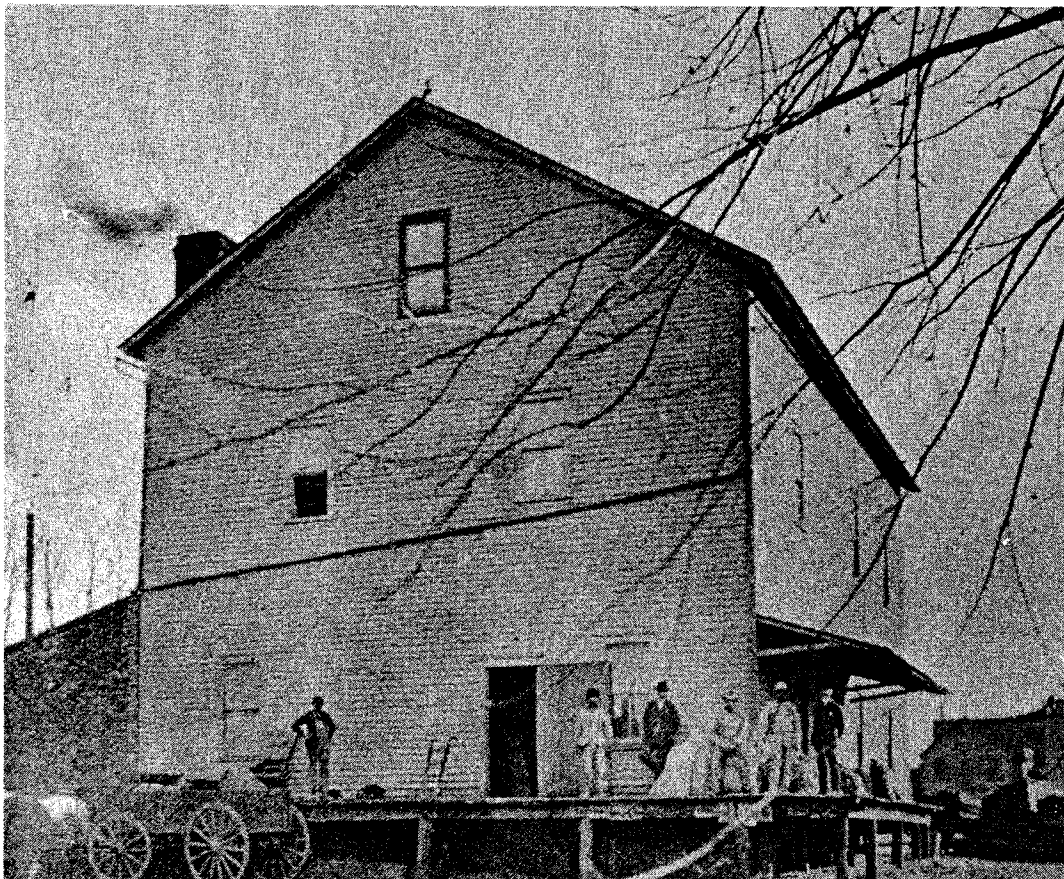
In 1892 a fire broke out in Ed Sabin's Saloon in the block where Grebe's Hardware was later. The complete block burned with the

exception of the Sodd General Store which was not attached to the other buildings. It stood at the corner where the Last National Bank Tavern is now. This store building was later moved around the corner and is now the Town Shoppe on South Cook Street.

In 1898 a third major blaze started in the A.W. Meyer General Store at the corner of East Main and Hough streets and swept east to the railway tracks consuming the whole block of buildings.

This fire caused the townfolks to get up in arms and hold a large mass meeting in 1898 to propose to have a well drilled, a stand pipe erected on top of the hill at Hillside Avenue and Hough Street, water mains, hydrants, and a reservoir installed in back of the new city hall to be erected. A contract was let the same year, and a firemen's group was established June 15, 1898.

At first they used buckets passed to and fro in a bucket brigade which occasionally included women and children. Buckets were either leather or metal, often pointed or rounded on the bottom so the firemen wouldn't be tempted to set them down. They couldn't risk any waste.



Pomeroy and Wesolowski's steam-powered flour mill around the turn of the century. The building burned in 1907.

Barrington's first piece of equipment was a two-wheeled, man-drawn hose cart which carried about fifty yards of hose and two brass nozzles. It was drawn by four fast young men.

It was the ambition of most young townsmen to pull it, and they would race to the station at the first clang of the Zion Church bell. Later a bell was put on top of the Village Hall in a belfrey. When the volunteer fire company held their weekly practice drills, young people lined the streets to watch.

Next came a combination hook and ladder truck and hose reel with coats, hats, boots, axes, and pikepoles, pulled either by team, or ropes reeled out for men to pull. — M.S.

* * *

In case of fire the Bowman Dairy and the Gieske Steam Laundry would blow the whistles on top of their buildings. Any local farmer, teamster, or drayman hearing the fire whistle would run his team to the firehouse on Station Street.

He would then break the glass to get at the key and open the firehouse door, hitch his team to the hook and ladder wagon and hose-cart, and gallop the team to the fire. He would be paid \$5 for his deed. The fire whistle blew only when a building was on fire, which would perhaps happen once or twice a year. — W.H.K.

* * *

The hardest fought fire we knew of in those days was on the night of February 2, 1907, when the Pomeroy Roller Flour Mill, North Hough and Franklin streets, caught fire. Flames ran up four stories on the wooden elevator pipes and were coming out of the west wall when discovered by the night watchman.

People were covered deep in bed on that cold night, and it seemed like forever to get anyone out or to hear that two-gonged bell. Yet a very few of us got the truck out, more joining on the way or at the fire 'til it was put out with only an \$1,800 loss. It was fourteen degrees below zero, and the nozzle men, like Wilbur Harnden and Steve Palmer, were relieved at the hose because they were so covered with a solid armor of

ice, it was difficult to direct the hose. Such were the hardships that demanded a still better fire protection. — A.L.

* * *

I loved the old wood burner and later the soft coal burning steam railroad that ran through town with its piercing, shrieking steam whistle's mournful wail.

Aboard the Chicago train in the evening the brakeman would come through the coaches to light the gaslights that hung from the centers of the ceilings. He carried a long, hollow rod with a wick running through it. He would reach up with the rod that had a key on it to turn on the gas and light the mantles with the flame of his burning wick.

In back of the flag shanty at the railroad crossing is where the postmaster would carry his leather, riveted, padlocked mailbag from the post office to the fast-moving mail train with a baggage car, mail car, and passenger coaches. It would pick off the mail bag from a steel arm on a metal post projecting close to the passing train.

The man in the mail car would slide open the door approaching the railway station, then quickly throw the mail bags for Barrington to the station platform. Once in a great while one would roll under the coach wheels and get mangled.

After tossing the mailbags to the platform, the man in the mail car would throw up a V-shaped metal arm by the mail car door, and he would haul the bag inside. He seldom ever missed. It was a thrill for us kids to watch. — M.S.

* * *

In 1855 a two-and-a-half hour train trip faced the rider from Cary to Chicago, according to an Illinois and Wisconsin Railroad timetable of that year. It listed one passenger train each way leaving Cary at 9 a.m. and arriving in Chicago at 11:30 a.m., or leaving Chicago at 3:30 p.m. and arriving in Cary at 6 p.m. The timetable proclaimed the rail line "open to the Fox River" and assured the weary traveler that, "Stages connect immediately on the arrival of trains at Cary Station for Woodstock, Crystal Lake, and McHenry." It also said "Passengers for Plum,





Preceding page: Chicago and North Western steam engine and commuter cars in early 1900's with old water tower for steam engine on left.

Palatine, Schaumburg, Long Grove, Buffalo Grove, and Ela will find this the direct route.”

* * *

Thirty years later in 1885 The Barrington Review shows six trains a day scheduled from here to Chicago, with the running time shaved to less than two hours. A time card of 1895 shows nine trains from here to Chicago and eight from Chicago to Barrington.

In 1855 rails were of iron, and steel rails came into use by 1865, but the “Pioneer,” the rail line’s first engine, on its first trips to the Des Plaines River, ran on rails of wood capped with iron.

Engines on the first train burned wood. Cords of wood were piled at various reloading spots — Palatine, Ridgefield, Harvard. There may have been a wood supply at Plank Road (Jefferson Park), because at Snell’s tollgate at Milwaukee Avenue, the road was bordered on each side for a mile with piles of cordwood which farmers brought in to pay tolls. — A.L.

* * *

When a desire for the loan and exchange of books got to be frequent, William J. Cameron’s drugstore in what is now the east half of the Ben Franklin Variety store at 133 Park Avenue, became the place to borrow a donated book. That was April 3, 1915. The Barrington Women’s Club was strongly behind this idea and provided books ’til a room on Cook Street over George Wagner’s market was rented, and different women of the Women’s Club took turns on certain days as librarians. Later the library moved to 119 East Main Street over Ed Rieke’s confectionery store. — A.L.

* * *

I was appointed regular mail carrier in April, 1910, and I had forty-six years on the mail route. At first I delivered with a horse and buggy. I had an old metal wagon in those days.

In the spring of the year when we had heavy rains, the water would come clear up in the buggy. I’d have to put the mail sack up on the seat

beside me, so it wouldn't get wet. I used to go through a sink hole every day. It is River Road now and is filled in and built up high. Old Jim McGraw told me that a cow went off of there one time. She went down and never did come up.

When we first came to town, there were very few gravel roads. Even right there in town, the streets were mud. And, you know, in the spring of the year, way back fifty years ago and more, the roads would be mud so that sometimes you sank almost a foot deep.

When there was snow, and it was cold, I used to have a cover — a great big old sheepskin coat that used to go to the floor. And you sat there all day driving a horse, and got mighty cold. Yes, you got chilly. My feet were cold always. And you got thawed out in the morning and then start in again.

But everybody stood the cold then. It was different — different than it is when you have these cars. I'll tell you, since the cars came, people don't know what it was to be cold.

At the start I travelled twenty-eight miles on the mail route in a two-wheeled wagon. — E.L.P.

* * *

Our biggest snow was in 1917 and 1918. Trains were stopped by snow over by Deer Grove. On the E.J. and E. Railroad every engine had a snowplow on the front, and the only way they could get through was to plow constantly. Switchmen shoveled switches around the clock.

Children came to school on skis that winter over the tops of fences buried by snow. No trunks of trees showed.

When the snow melted in the spring, the water was so deep out on County Line Road, it was like the Fox River going through. Not one automobile could operate all that winter because of the snow.

I remember some snow banks so high I could stand on them and touch the telephone wires. We didn't have thawing during the winter in those days, so the snow would just keep piling up all winter. — W.H.K.

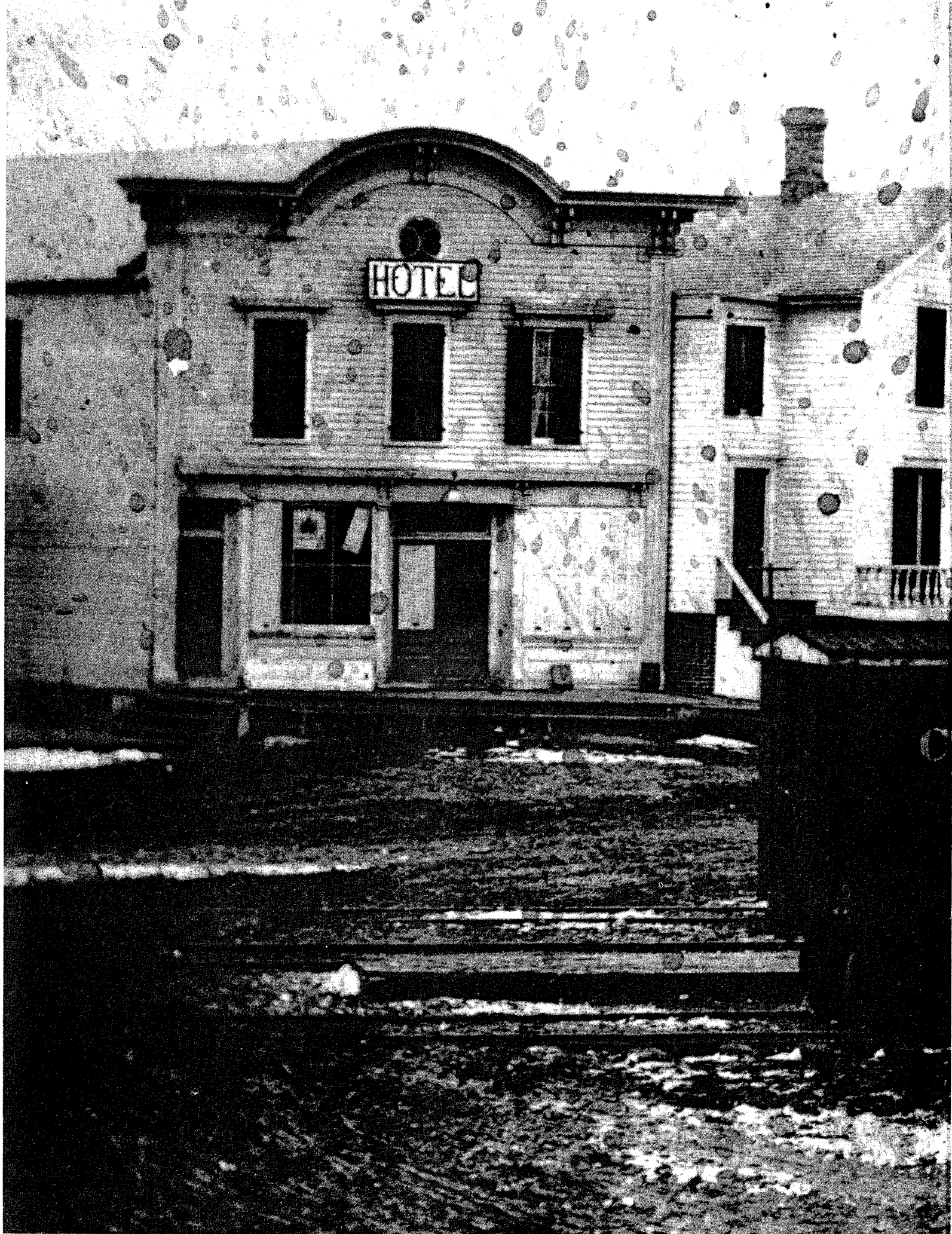


Control tower built in 1889 at intersection of Chicago North Western Railway and Elgin, Joliet, and Eastern Railroad.

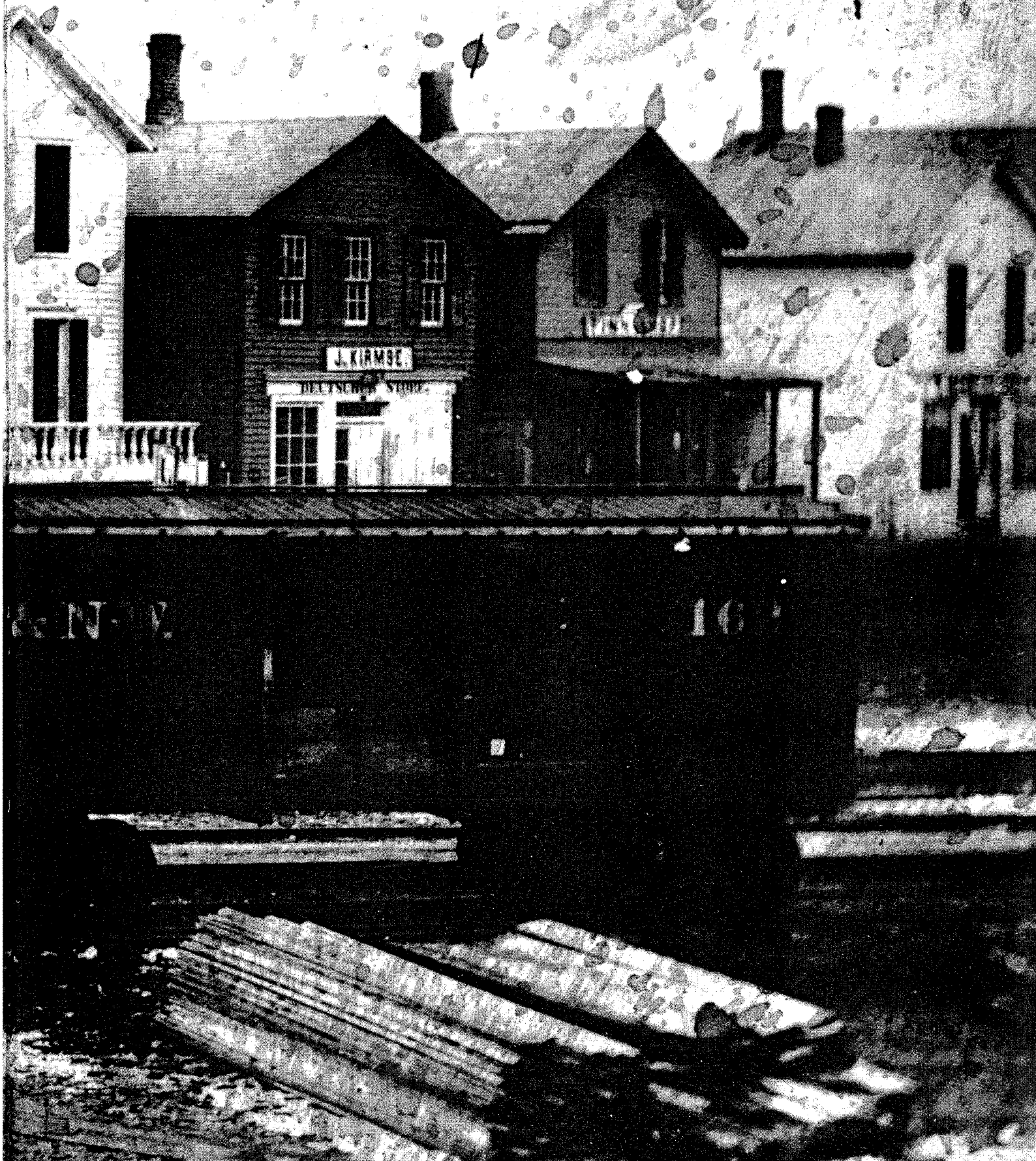




Early 1900's when old depot was still on south side of tracks.



HOTEL



*Preceding page: East Main Street in 1874.
In foreground is box car with old pin type
coupler. This row of buildings burned in
1890 in a fire that started in the hotel and
could not be extinguished by the bucket
brigade.*

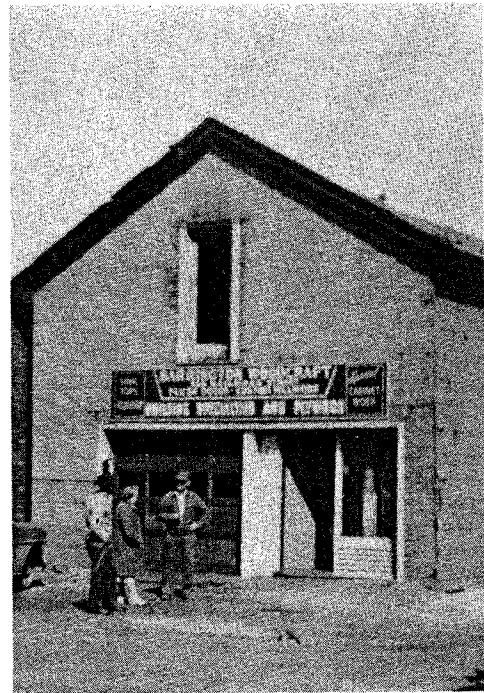
*The Donlea family in front of their home at Donlea and Sutton
Road about 1880. House was built about 1855.*

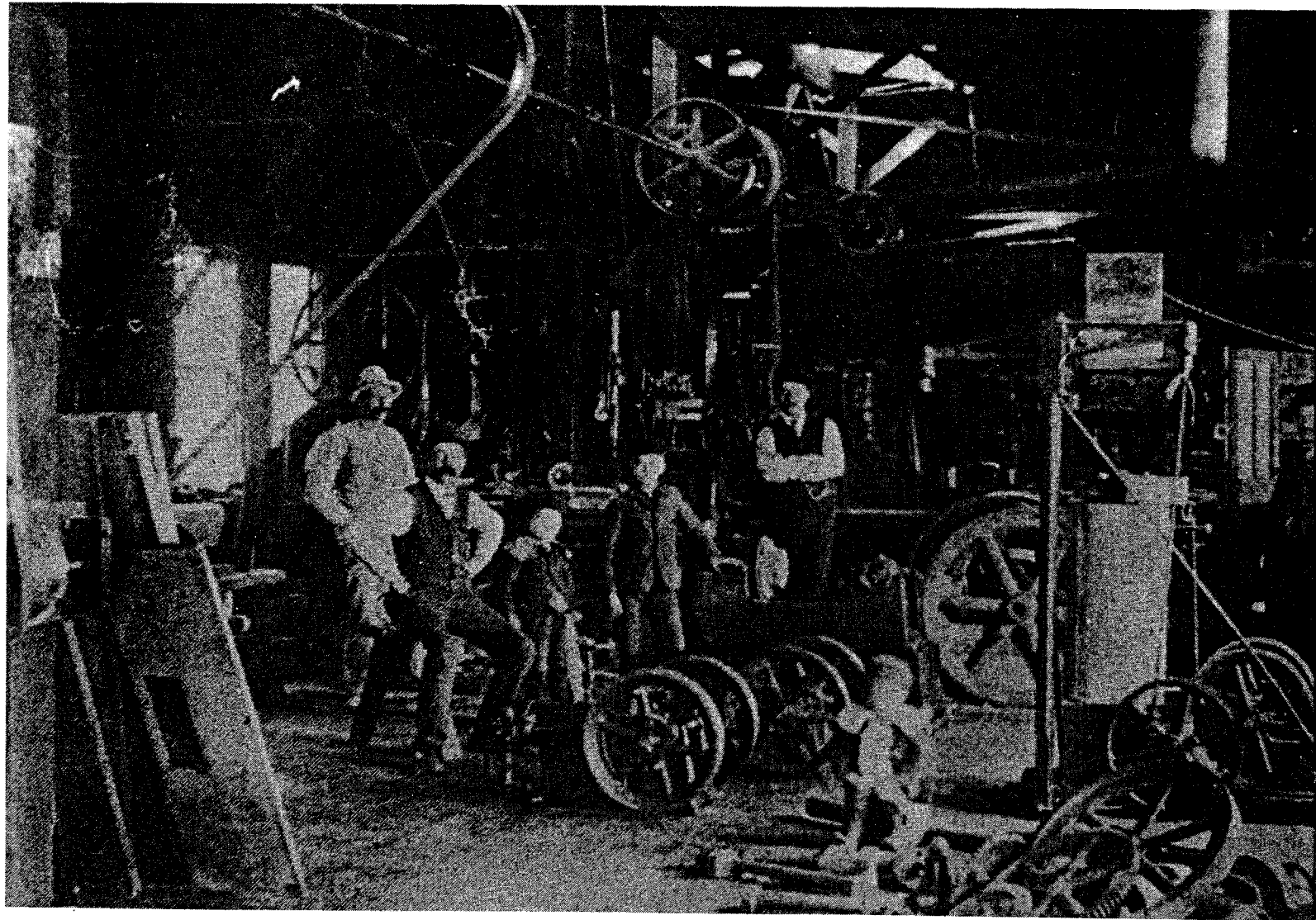




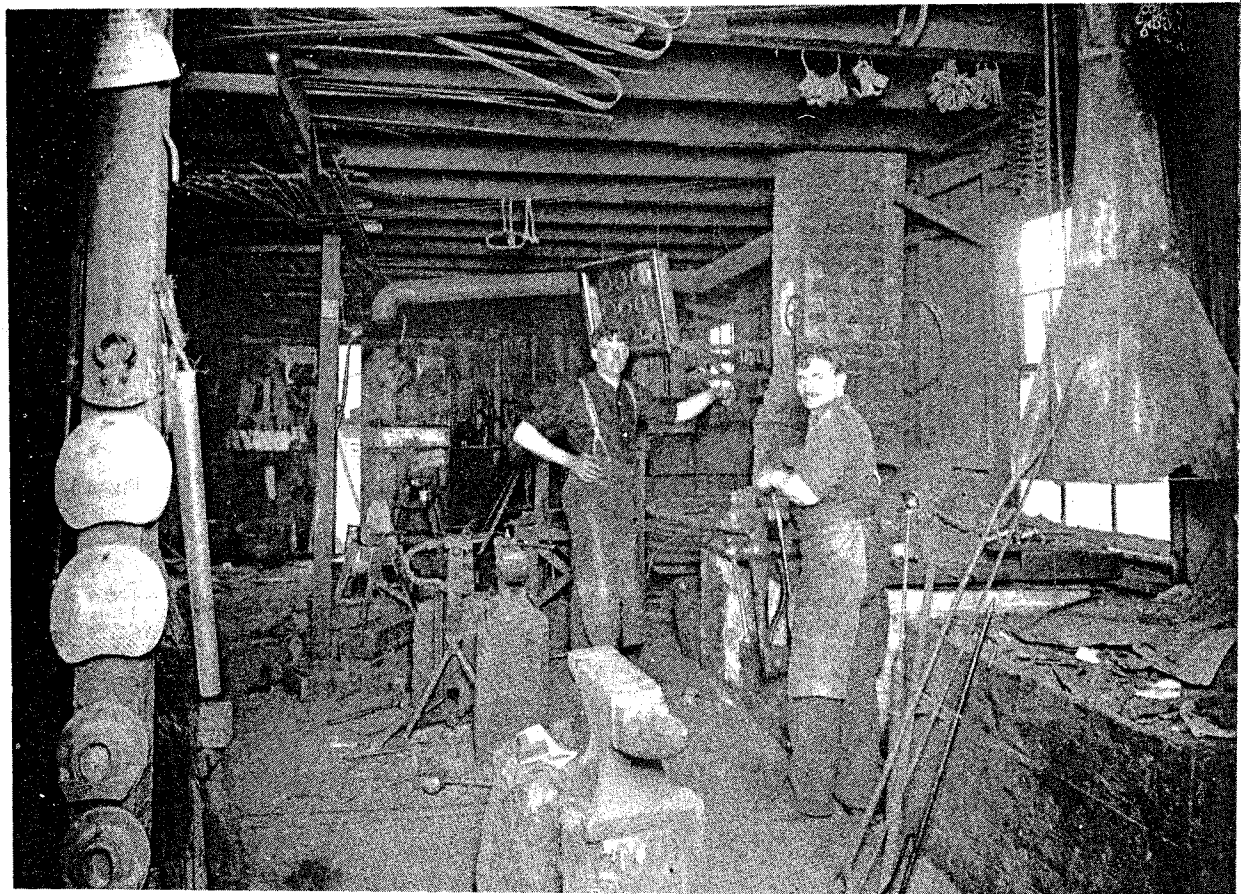
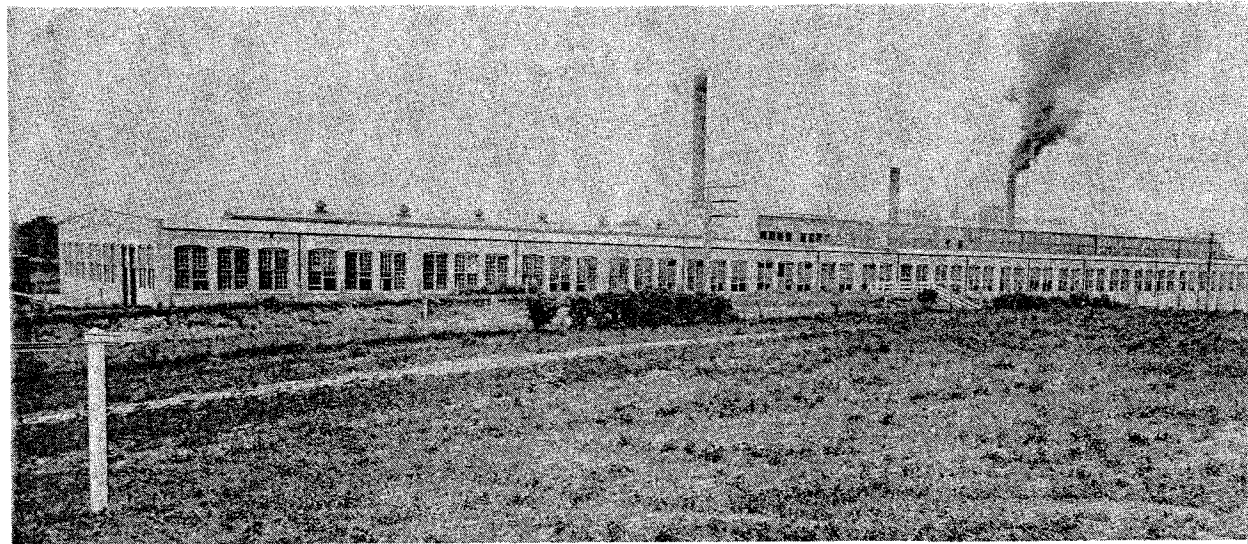
August Boehmer home at 236 West Lake Street about 1890.

The old barn behind Wichman's blacksmith shop on East Main.





Above: Arnold Schauble machine shop at Cook and Franklin streets around 1900. Engines were made here for grinding grain, sawing wood, and pumping water. Above right: American Malleable Iron Co., a foundry for castings located along railroad about a mile northwest of Barrington. 1900. Below right: Wichman's Blacksmith Shop in 1898. Located on East Main Street east of Cook Street. E. F. Wichman on left and Ed McKay.



Below: Grebe Hardware Store on Railroad Street (later Park Avenue) in 1904. Above right: Postcard of old saloons in 1908. Upper left is saloon on Railroad Street, lower left is on Main Street where Sydney Johnson's book store was later, upper right is Paul Miller's Saloon on East Main where Langdon's photo store was later, and lower right is George Foreman's Saloon on East Main where Martinizing Cleaners was later. Opposite page center: Stone's Ice Cream Parlor on Park Street in early 1900's. Below right: August Jahn's wagon shop on East Main Street where Time Shop jeweler was later.





ALL
SALOONS
ARE
GONE
IN
BARRINGTON
19 ILL. 08
PUB. BY FROELICH, ST.





Wm. P. ...

STERLING-RANGE

BUY
DON'T WA
CLOSING

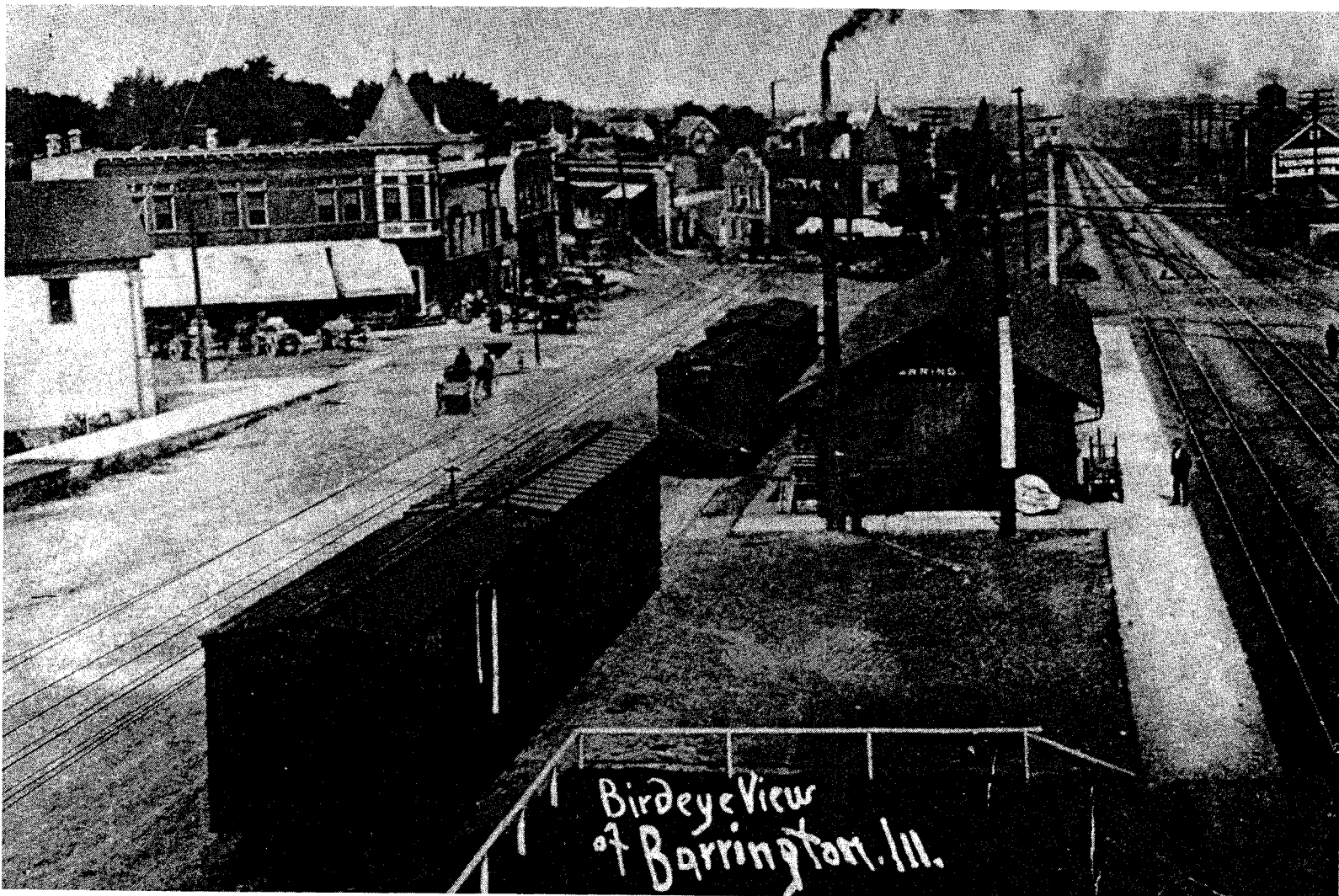
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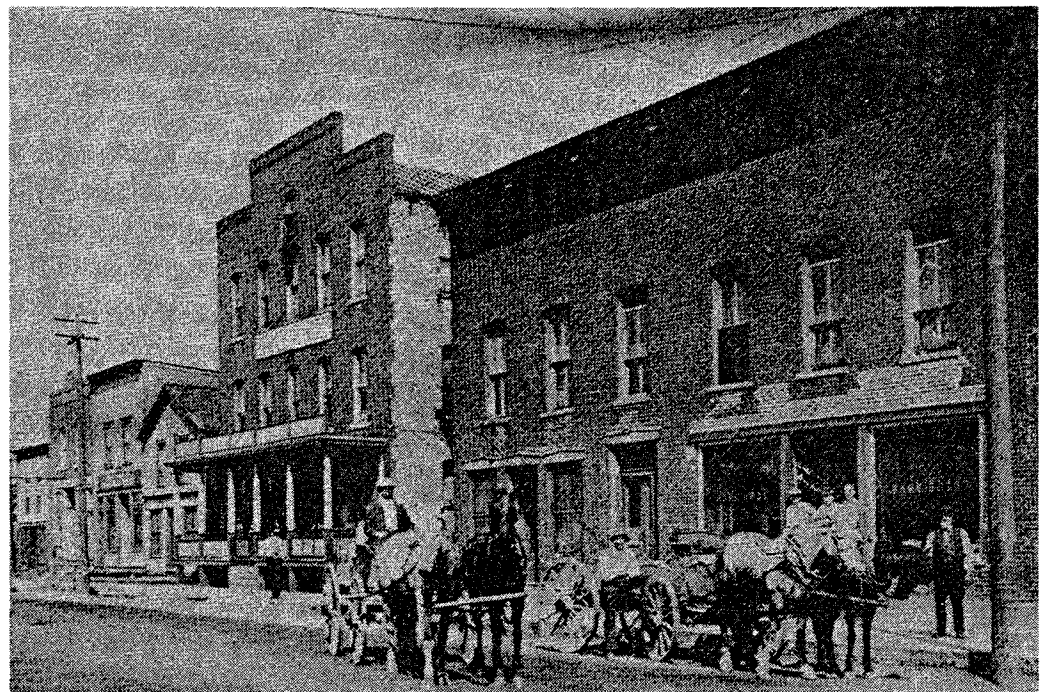
Preceding page: In business since 1874 in Barrington, Schroeder Hardware began as Shroeder's Tin Shop. This photograph about 1917.

Above right: Alverson and Groff meat market on south side of Park Avenue near Main. Ed Groff and Frank Alverson are on right.

Below right: The East Main Street block after the fire of 1890. The buildings, left to right, are William Hill's home and paint shop, about where the Julius Kirmse store stood before the fire; Paul Miller's saloon where Hochkirch's tin shop was; Emil Schaede's new harness shop, Heimerdinger-Schaede house and early shop, where fire was stopped; the Commerical Hotel, and the Lamey building, there before the fire. The stalwart man standing on the sidewalk on extreme right is Gottlieb Heimerdinger, the early harness maker.

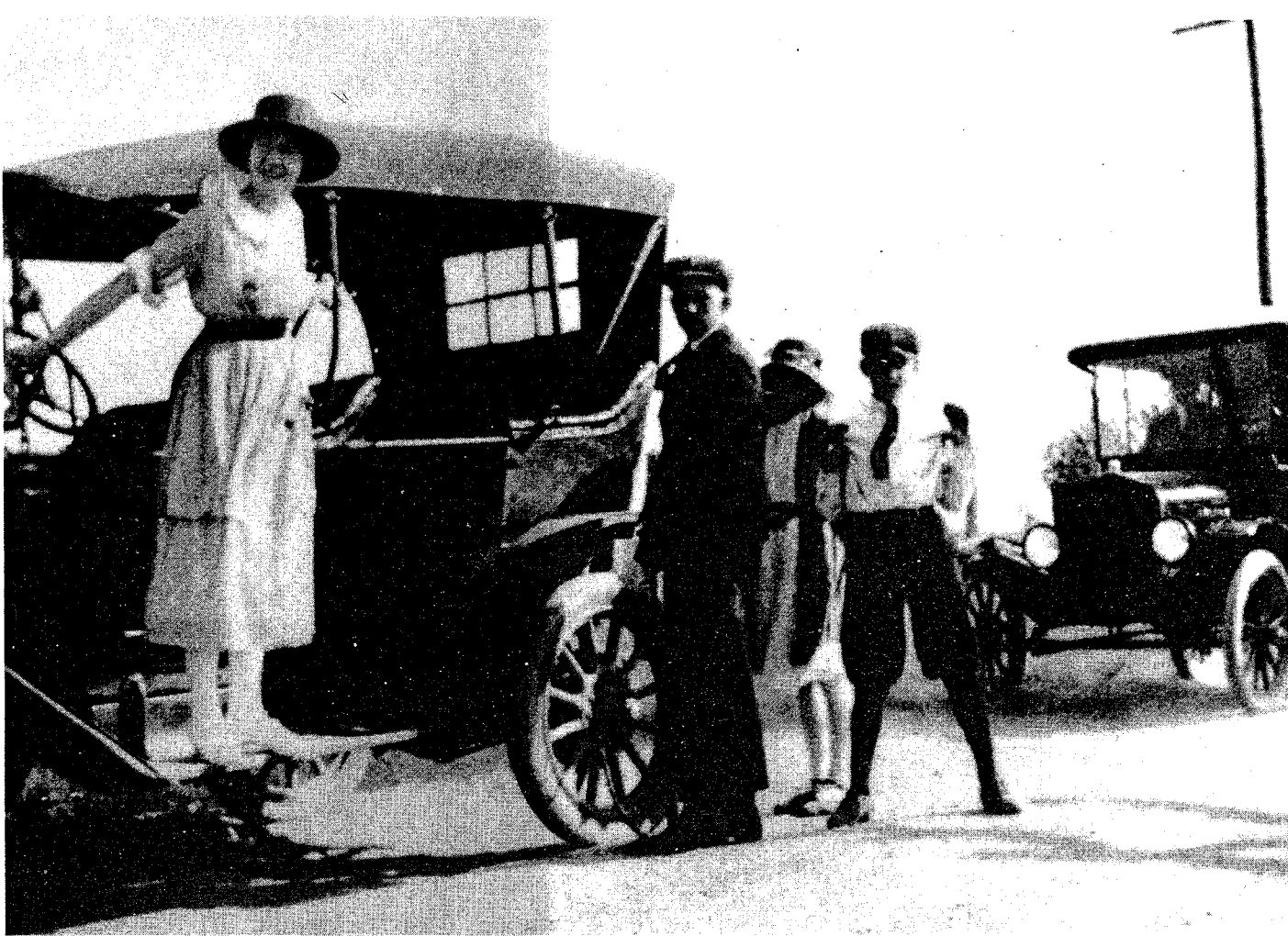
Below: Looking northwest along railroad towards Cary in early 1900's. Depot was still located on south side of main tracks. Box cars on left were on storage tracks. Horse team on left is about to reach horse watering trough in center of Railroad Street (later Park Avenue). Frame building on far left is at corner of Cook and Railroad. Built in late 1850's, it was occupied by Sodt Brothers general store. It was later moved around corner on Cook near Station Street, and became the Town Shoppe.



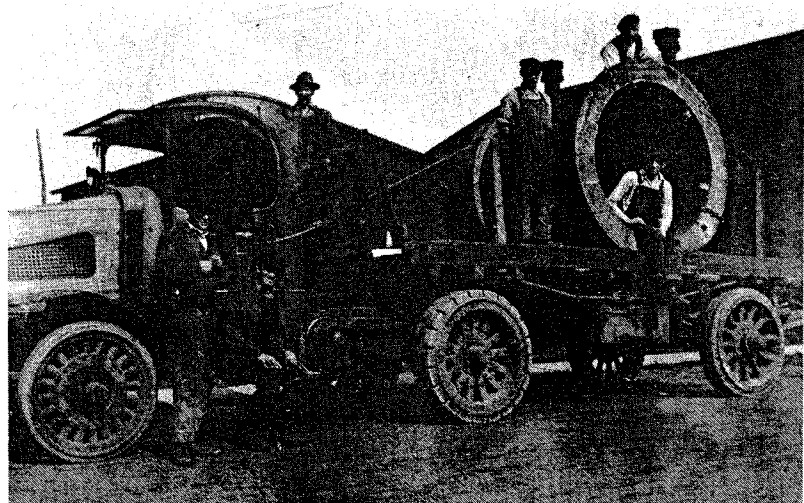




Clarence Helm and Mack, a hired man, out for a buggy ride on a beautiful spring day. The camera used to take this photograph was a premium offer that year from Montgomery Ward.



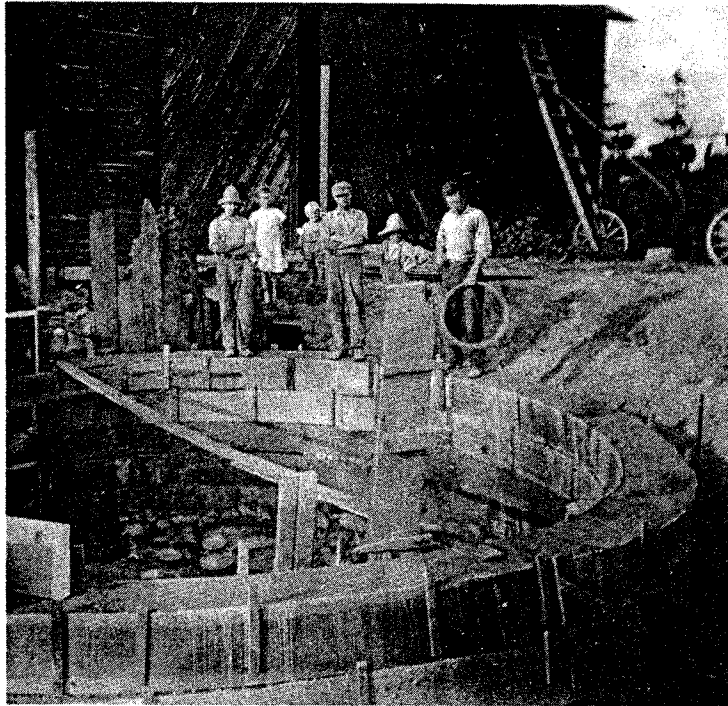
Pumping up flat tire on 1912 Overland is William H. Klingenberg. Other Klingenbergs on outing are Emma, Hilda, Ray, and father William, Sr. Car went 18 mph or 25 mph if "speeding". Other car is Model T Ford.



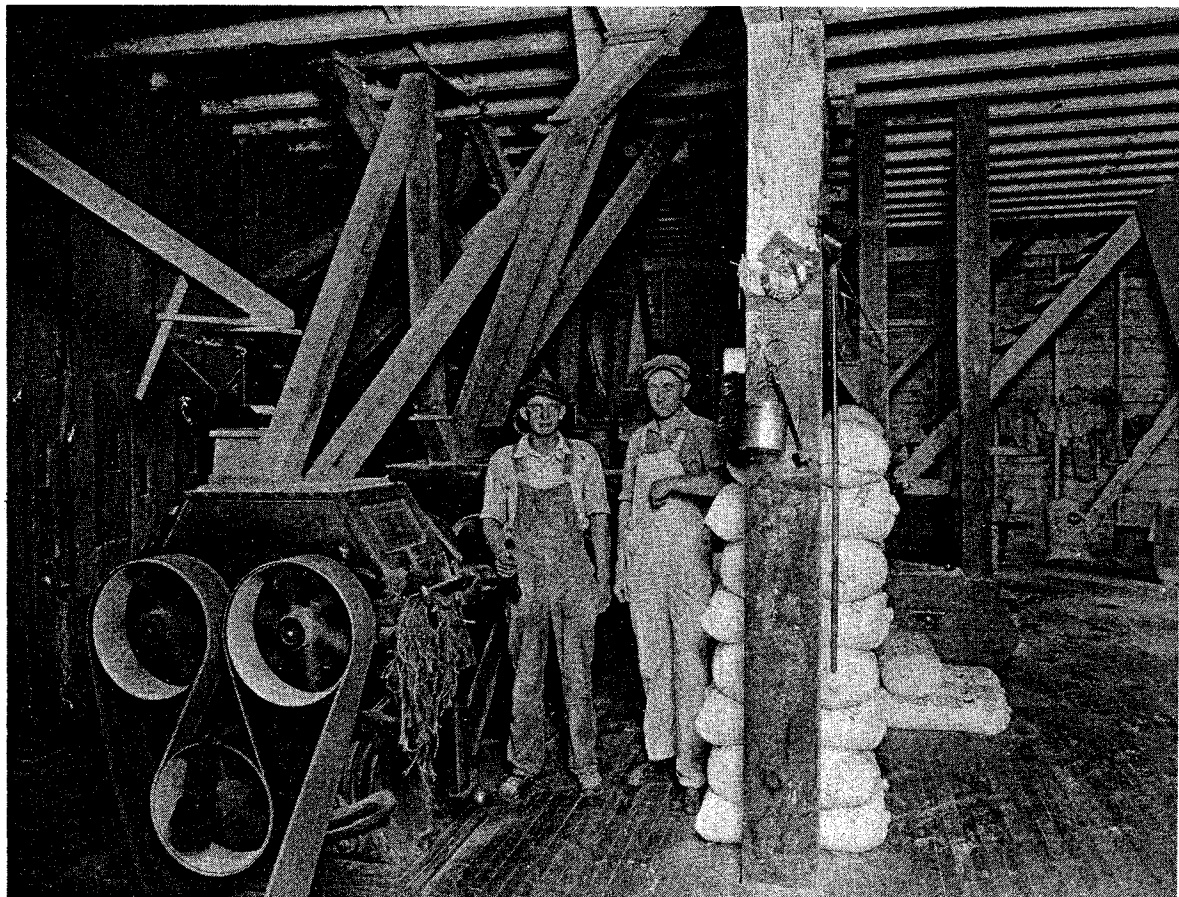
This truck had hard rubber tires and a chain drive from transmission to axle. Photograph around 1912.



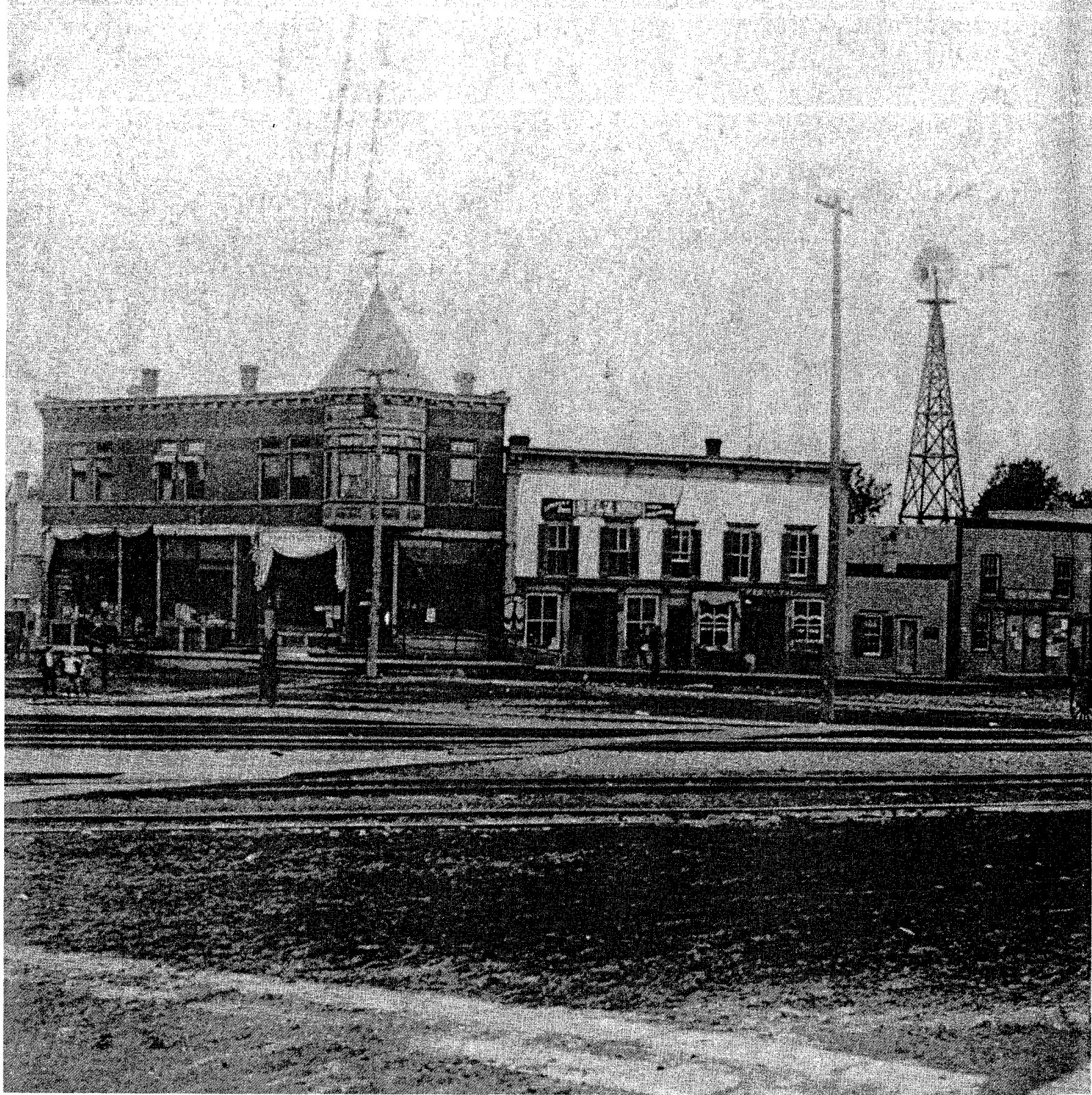
Interior of First State Bank of Barrington in 1918 at southwest corner of Cook Street and Park Avenue. This bank went under during the Depression and later became the Last National Bank Tavern.



Here is what is left of a silo after the "Elgin tornado" swept through on Palm Sunday in 1918. It also hit the McGraw farm on Kelsey Road and buried several cows under the barn.



Pomeroy and Wesolowski's Mill on Franklin between Cook and Hough ground about eighty barrels of flour a day. Sign on post says, "If you spit on the floor at home, spit on the floor here. We want you to feel at home."



"I hardly know the town" — Railroad Street (now Park Avenue) at turn of century. Building on left with pointed roof was Plagge's general store, built to replace wooden building on cover of this book. In the basement of this building was a barber shop where a gentleman could get a bath for twenty-five cents. Railroad Street side of this building was occupied by First State Bank, with capital of \$50,000 at this time. Later First National Bank located on this southwest corner of Park Avenue and Cook Street. Other stores in this photograph are Lipofsky's early store and a meat market (in white building with dark shutters) and farm implement store on the corner. Windmill was for livery stable and barn behind these buildings.

“The old school-house was added to until the rooms were six,
A modern up-to-date school-house now stands there, made of bricks.
The ground on which we played at “tag,” and “pom, pom, pull away,”
Are carpeted with well kept lawn, it seems the modern way.
The ponds on which we skated, Willmarth’s, Marshall’s and the rest,
Are drained away, and homes are there. This may have been the best.
The very hills are leveled on whose sides we coasted down,
The changes are so great, alas, I hardly know the town.”

From “The Old Home Town”

by Thomas R. Hawks — born 1866