



2024 ANNUAL APPEAL

Soon after this newsletter arrives, MCHS members will receive copies of the first MCHS Annual Appeal. As a member, you may be thinking, "I just paid for my 2024 membership!" And, you did, for which we are very grateful.

However, like many not-for-profits, membership dues alone are not sufficient to cover annual expenses. As much work as possible is covered by an army of volunteers, but MCHS has a three-building campus that includes a collections center, a museum and a library. There are many annual expenses, including, for example: salaries/compensation, \$75,000; security, \$5,000; utilities, \$15,000 and increasing.

Fundraising has to be another component for a financially-healthy organization, so we return to our members as well as to a greatly expanded mailing list. If you are able, we would greatly appreciate your support.

The Annual Appeal will conclude on Wednesday, May 15, with a special reception featuring actors who portray Thomas Jefferson and John Adams. The men will debate, in character, on Thursday, May 16. Details will be announced later in March.

EARLY ROADS OF MADISON COUNTY

BY JEFFREY PAUK

When travelling across Madison County, drivers may notice the condition of the pavement or the volume of traffic along the way. Before setting out, they considered the route they would take and perhaps considered what shortcuts were available. What may go unnoticed after so many years, are some of the oddities, like a sudden curve in an otherwise straight road. The history of how and why our roads were developed answers many of these questions.

Cont. on page 4



SPEAKER SERIES: KOERNER & LINCOLN AT CROSSROADS OF HISTORY

Jack LeChien and Mollie McKenzie, Co-chairs of the Gustave Koerner House Restoration Committee in Belleville, will present a program for the MCHS Speaker Series on April 14 at 2 p.m. at the Main Street Community Center at 1003 N. Main Street in Edwardsville. The subject is "Lincoln and Koerner at the Crossroads of History."

Gustave Koerner may be one of Southwestern Illinois' least known, yet most influential Illinoisians from his era. Born in Germany in 1809, he was a college-educated man who in his youth was an activist. Today, modern historians regard him as a freedom fighter. However, in his time, to German authorities he was seen as a dangerous anti-government



Gustav Koerner

revolutionary. He fled his native country to avoid imprisonment.

In America, Koerner continued his activism, working with his friend, Abraham Lincoln, to stop the expansion of slavery in America. He helped form the Republican Party and in 1856 became chair of the Illinois Republican Party. Two years later he was president of the Convention which nominated his friend, Abraham Lincoln, to the Senate. He travelled the state, politicking for Lincoln and against the expansion of slavery, lecturing in both German and English, depending on the audience. One author called him a "confessed enemy of slavery." That description relates to Koerner's words when he said, "Do right and fear no one."

Cont. on page 3

Library Hours
Mon-Fri 9 a.m.- 4 p.m.
Sunday 1- 4 p.m.

**Madison County History Museum
and Library**
801 N. Main Street
Edwardsville, IL 62025

Contact us:
Library: 618-656-7569
Society: 618-656-1294
Email: info@madcohistory.org

RECENT NEWS

TARGETED DONATIONS APPRECIATED!

Thanks to the generous donations of two MCHS members, a much needed new sign has been installed in front of the museum.

Cay Ursprung donated \$1,000 in memory of her parents, Carl and Shirley Ursprung. The same amount was donated by Mike and Cindy Reinhardt. Robert Daiber has volunteered to install the sign. Candace Ladd, of the MCHS Board, has worked with Eberhart Sign Company for a design that was approved by Edwardsville's Historic Preservation Commission at its February meeting.

The Mudge family recently donated \$4,000 that will make it possible to install an ADA-compliant restroom on the ground floor of the Weir house. There has never been a ground floor restroom in the building. It will be placed in the house's 1929 addition.

Many MCHS Board members generously contributed in-kind donations as well as time and talent to the January fundraising event. Two in particular; Wilbert Glasper donated live music and Candace Ladd contributed food for the event.

MCHS also received a \$50 donation in memory of retired Granite City librarian Gregory McGee who passed away recently. Last year Greg contributed a photo of his grandfather for an issue of the MCHS News.



The Madison County Archival Library is now a FamilySearch Affiliate. Visit the library to explore the new genealogy resources now available.

PROBATE PROJECT VOLUNTEERS STILL NEEDED

Library staff and volunteers continue to work diligently to prepare probate documents for the imagers/scanners, but additional volunteers would help immensely. MCHS is pleased to report that thanks to volunteers, the project is ahead of schedule, with approximately half of the files completed.

If you can help with document preparation, please call Mary Rose at the library (618-656-7569), or just stop by and say, "Put me to work!" The work is simple to do, and you can visit with others while you do it, so bring a friend.

THANK YOU

We appreciate the work of Jeff Pauk, a Madison County surveyor, for the history article in this issue. Jeff is a long-time member of the MCHS Board. His vocation gives him a unique perspective on Madison County history.

We are also grateful for the work of Michael Voltz, an SIUE Geography student who was an MCHS intern last year. Mike created the informative map showing early Madison County roads.

LIBRARY & MUSEUM NEWS

According to Library Research Manager Mary Rose, the library was particularly busy in January with 59 in-house visitors and 24 research queries via email. She also supervises the Probate Project.

Museum Curator Jenn Vanbibber is working on the Museum narrative needed to build permanent exhibits. She is also working with Lyle Ward who plans to exhibit his MRF memorabilia at the museum this summer.

HOORAY FOR VOLUNTEERS!

Donna Bardon
Craig Becker
Kendrick Bisset
Betty Byrd
Lynn Engelman
Dixie Engelman
Mike Featherstun
Susan Featherstun
Gary Forshaw
Laura Fowler
Laurie Frey
Carol Frisse
Bill Iseminger
Marcus Keen
Kyle Kennedy
Daymon Kirk
Cherie Kuhn
Marty Lane
Shirley Malench
Clara Moore
Maya Noonan
Robert Mudge
Jon Parkin
Steve Rensberry
Mike Reinhardt
Ramona Rodriguez
Connie Royston
Ellen Thorson
Gregory Thorson
Shannon Wesselmann
Sue Wolf

Volunteers make everything possible! Thanks to those above as well to members of the MCHS Board who are also dedicated volunteers.

MCHS BOARD

Fred Faust, Pres.
Robert Clouse, V-Pres.
Arnold Meyer, Treas.
Candace Ladd, Sec.
Norma Asadorian
Leslie Bednar
Donna Caban Bisset
Tallin Curran
Bob Daiber
Wilbert Glasper
Stephen Hansen
Carol Manning
Stephen Mudge
Jeff Pauk
Cindy Reinhardt
Jeff Skoblow

STAFF

Robert Clouse
Operations Director
Mary Z. Rose
Archives Librarian
Jenn VanBibber
Museum Curator

Sunday Staff

Robert Clouse
Stephen Mudge
Cindy Reinhardt
Carol Manning

PUBLICATIONS

MCHS NEWS
6 issues annually
Cindy Reinhardt, Editor
cindy.reinhardt@madcohistory.org

VOLUNTEERS

There are abundant and varied opportunities for volunteers at either the Museum or the Library. If interested, please call 618-656-7569.

MEMBERSHIPS

Several membership levels are available to those interested in supporting the work of preserving Madison County history through a MCHS membership. Memberships run on the calendar year, Jan 1-Dec 31. Applications are available on our web-site, or at the Library.

THE Madison County Historical Society is a 501(c)(3) non-profit organization.

RECENT NEWS

KOERNER & LINCOLN (CONT. FROM PAGE 1)

When he came to America, Koerner eventually settled in Belleville, Illinois, where his accomplishments were extraordinary. He was an attorney who was better educated than most due to his university education in Germany. When his law partner, James Shields, retired as Justice of the Illinois Supreme Court, Koerner was chosen to replace him. He met Abraham Lincoln through his legal career and sometimes was co-counsel in railroad cases.

He was a politician who was a party loyalist, but not afraid to change parties when it failed to support issues about which he felt strongly. Koerner also served as a lieutenant governor of Illinois, as a colonel in the Civil War, and as U. S. Ambassador to Spain.

Le Chien and McKenzie are responsible for the renovation of Koerner's 1854 two-story Greek Revival home in Belleville. Both are completely immersed in the history of Gustave Koerner, and they tell a good story about both the man and his influences on this area and the country. They will also discuss the restoration of Koerner's nearly 200-year-old house.

Le Chien was news director at WIBV radio, Belleville, for 17 years and in that job learned an appreciation of the history of southwest Illinois. Since 1995, he has been involved in historic preservation in Belleville, and in 2001, became co-chair with Molly McKenzie of the Gustave Koerner House Committee.

In 2010, McKenzie retired from the Illinois Historic Preservation Agency after a 32-year career spent in Southwestern Illinois. She has received many awards over the years for both professional and volunteer projects promoting preservation as well as projects which educate the public about the diverse historical record of this area.

For more information about the Speaker Series, call 618-656-1294.

MCHS USED BOOK SALES

Mike Reinhardt has organized several used book sales for MCHS in recent years, including at the MCHS Chautauqua events and the Edwardsville Book Festival. This effort was recently expanded to include several winter book sales in the Weir House.



At the February book sale, MCHS sold books and gave building tours! (Reinhardt)

The MCHS "Used Book Shop" will reopen from 1-4 p.m. on the third Sunday of the month in March and April. Although there is an emphasis on history and literature, there are books of all genres available.

It should be noted that none of these books are from the MCHS collections. These are all books donated specifically for resale.

All books are in good condition and affordably priced. To donate books, call 618-656-1294.

CHIP-A-CANOE PROGRAM WELL-ATTENDED



Some of the many tools on display at the Chip-a-Canoe presentation by Larry Kinsella in February. (Scott Oliva)

THANK YOU!

MCHS is grateful for the work of the Midwest Paranormal Investigators Consortium who held a MCHS fundraiser in January. Their support over the last few years is greatly appreciated. According to Lynn Engelman, another event is being planned for June.

2024 NEWSLETTER SPONSORS Thank You!

BANK of
MADISON COUNTY
A Division of Bank of Belleville
Smaller Bank • Bigger Service • Stronger Community

 bankofmadisoncounty.com

 618-656-2882

 Member FDIC and Our Community

 **ST. ANDREW'S**
EPISCOPAL CHURCH

406 Hillsboro Avenue, Edwardsville, Illinois
Established 1841

HISTORIC ROADS AND TRAILS OF MADISON COUNTY (CONT. FROM PAGE 1)

Before there was a Madison County, the land here was crossed by several traces, which were animal and Native American trails, prior to the arrival of settlers. Among the more notable traces were the Goshen Trace, which ran from Shawneetown in Southern Illinois to the Goshen Settlement near Glen Carbon. (see map on page 5) The Edwards Trace ran from Edwardsville to Clear Lake, near what would become Springfield. It is likely that many of the earliest roads in Madison County followed these traces until the federal government surveyed the lands into townships and sections. As a result, some of our existing roads may be the only clue to the locations of these early trails.

Beginning in 1813, the newly-created Madison County Circuit Court began processing petitions for the creation of public roads. The process consisted of a property owner or a group of owners presenting a petition for the creation of a road. A group of "viewers" would be appointed by the court to work with the county surveyor to survey and establish the proposed route. A report and map would be presented to the court describing the location and width of the new roadway. After hearing arguments for or against the creation of the road, a judge would determine if the road was approved or not. If approved, the road would become a public easement. (County or state ownership of road rights of way would come almost a century later.) Once created, it would remain a permanent public road whether or not it was ever improved or used by the public. The easement could only be vacated by the court or county which was authorized to eliminate the roadway.

By the end of 1820, there were 12 public roads that traversed the county and five bridges that kept travelers from having to ford rivers and streams. Four of the bridges were at locations over Wood River, Indian Creek, Silver Creek, and Long Lake. The fifth bridge was a toll bridge over Silver Creek.

Roads were typically named for the destination where they would ultimately take the traveler. In Edwardsville,

FIRST OFFICIAL MADISON COUNTY ROADS

The first recorded public road ran from Thomas Kirkpatrick's mill on Cahokia Creek (north side of Edwardsville) southwestwardly past Colonel Judy's (near intersection of Routes 157 and 162) to Indian Ford, then on to Cahokia, Illinois. Five other roads were established and recorded in 1813 but many of the exact locations are unknown today:

- From Kirkpatrick's mill to the bridge on Long Lake (probably in the general area of Routes 255 and 162)
- From Long Lake to near William Radcliff's home on the Mississippi River
- From Indian Ford to Savage's Shoal on Wood River;
- From Kirkpatrick's mill to George Moore's on Indian Creek
- From Long Lake bridge southwardly through Six Mile Prairie to the county line.

Troy Road would take you to Troy, but if you took the same road from Troy toward Edwardsville, it was called Edwardsville Road. A look at many of the names of roads in each municipality shows the ultimate destination where they would go: Hillsboro, Staunton, Vandalia, St. Louis, Jerseyville, Trenton, and so on.

As each road was established, a road overseer was appointed to insure the construction and maintenance of the road. A budget was established from county taxes to pay for road construction. Property owners (who generally received the greatest benefit from the road) were ordered to report for periodic "work-days" to build or perform maintenance on the road.

The number of roads increased such that by 1848, there were 59 road districts in the county and road repairs and construction commanded the vast majority of the county budget.

In order to understand how many of the roads were established after 1814, a lesson in how the townships and sections were laid out may be helpful. The federal government surveys in Madison County were conducted between 1810 and 1813, but some pre-existing land claims had been surveyed and staked earlier by the French or for military grants. The majority of surveys in Illinois are referenced from the "Initial Point," located at the intersection of the Third Principal Meridian and the east/west Base Line crossing in south central Illinois.

Townships were blocks six miles square and were numbered based on how many blocks north and west of the Initial Point. For example, Marine Township is the fourth township north of the Initial Point and the sixth township west of the Initial Point which is referenced in a legal description as Township 4 North, Range 6 West of the Third Principal Meridian. Once townships were laid out, they were divided into 36 sections, each one-mile square.

One oddity that was created from the surveying process was the creation of two corners along township lines in the same proximity. Sections were laid

Cont. on page 6

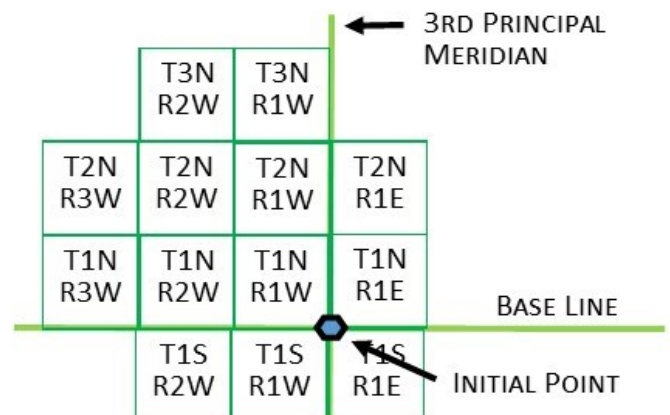


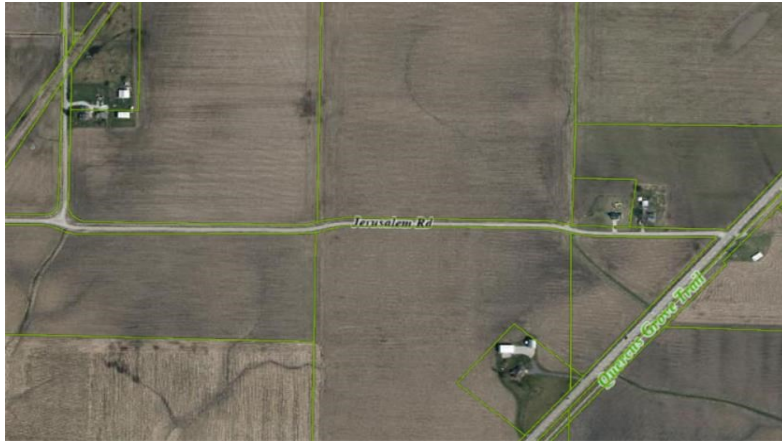
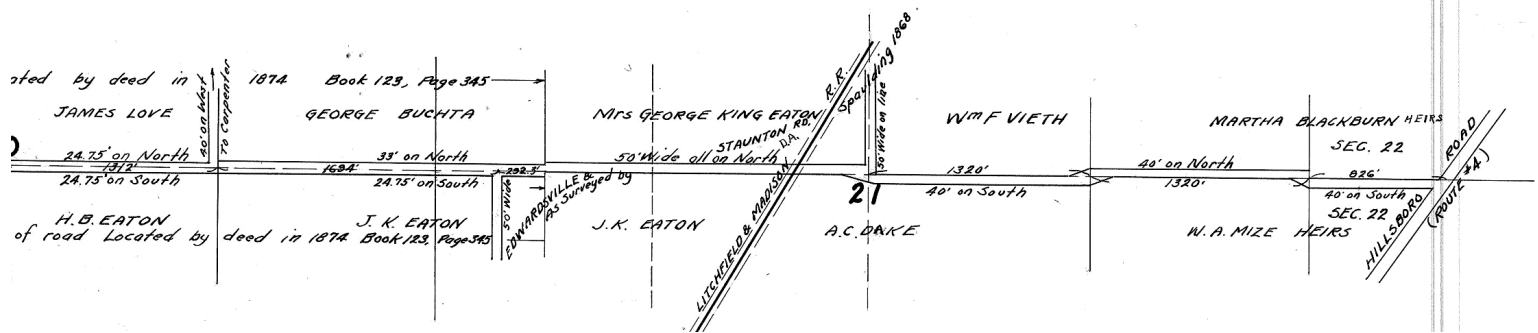
Chart showing how Township and Range are calculated. Each square is a township six miles square.

HISTORICAL ROADS OF MADISON COUNTY, IL



Notes:

- You may notice that not all the present-day towns in Madison County are included on the map. That is because this map is based on an 1870 survey. For example, Granite City and Glen Carbon were not founded until the 1890s.
- Some town names have changed, for example: New Hampton became Worden; Prairie City became Prairietown; Saline is now Grantfork, etc.
- Notice there is no road going south directly from Edwardsville to Collinsville. That road, now Route 159, wasn't created until a railroad that ran on the same tract was taken out and the railbed became a roadway.
- Springfield Road, often referenced in historical writings, was approximately the same as the Old Edwards Trace, so called because it was the route taken by Ninian Edwards in the War of 1812. Before Ninian Edwards, it was a trail used by Native Americans.



A close look at Jerusalem Road, in the above survey and in the picture at left, shows the variances that cause slight curves in the road. (Pauk)

Benaiah Robinson, the county surveyor in 1842 noted:

"A little parley with the Court - Should the court think it most prudent to put a stop to the road petitions and their consequent views, reports, etc., let the following method be adopted, which will insure success with less censure than any other, as the law appears in part to favor the plan: Let it be once determined that 75 cents a day in county orders, is all that will be given to chainmen and other necessary hands, out of which they must pay their own fare; and that the viewers shall have but \$ 1.00 per day, whether they chain or not, out of which they must pay their way, or that the surveyor shall pay the whole bill of fare, where ever he may have to direct the hands for lodging or victualing. Either of these rules, it is believed, will greatly retard or put a stop to the present process of road manufacturing. And it will cause less complaint against the court than any other method that can be put in practice. Unfavorable reports will not reach the case, new petitions will spring up like the fabled Hydra, changing, perhaps a little, routes formerly acted on, or new viewers will be asked for, whose opinions are known in advance, for the petitioners claim as great a share of wisdom as generally falls to the lot of viewers, and frequently they have the audacity to believe that they know as well where a good wagon road could be made as your humble surveyor."

out in the townships beginning at the southeast corner and continued in a North and West direction. As a result, an error in the process was concentrated in the most northern and western sections.

The outcome was that one set of corners along a township line applied to one side and another set applied to the other. For example, along an east-west running township line, a line approaching from the south would terminate at the township line and a different line would proceed to the north from a different corner. Sometimes the corners may be separated by a few feet and not discernible, but other times, there may be a separation by hundreds of feet. The same occurred along the north-south township lines. As a result, section line roads would end up having a jog in alignment when they hit a township line and moved to the corresponding section line in the next township.

As land was surveyed and sold, more and more roads were created in order to allow the new land owners access to their respective parcels. In most cases, the road center-line was established along the property line between adjoining owners. However, in some cases, a property owner may have objected to giving up land for a new road being built due to them having access to another road. In those instances, the road may shift so that all of the easement was located on the side of the property owner needing access. (See survey of road above.)

The road viewing process ended up becoming a bureaucratic nightmare and a way for certain well-connected individuals to make money from the procedure. The viewers were paid by the county to perform their duties, so some discovered that they could receive more money if there were more petitions to create roads. The process became cumbersome for the county surveyors because in several cases the road was petitioned, surveyed, reviewed, and rejected.

In 1849, the need for better roads had become paramount for the region and a solution was found in the creation of plank roads. Plank roads were generally constructed by placing timbers in a raised dirt base longitudinal with the direction of the road in the center and on each side, and placing planks laterally across the timbers.

The American Bottom Plank Road Company received permission to build a plank road along a portion of the public road from Venice to Edwardsville. The plank road was 22 feet wide and along the northern portion of the public right of way. The company was allowed to charge a toll to travelers using the road. The primary use and purpose of the plank roads were to allow goods easier and faster transportation to and from St. Louis.

During wet weather it was nearly impossible for goods to be transported on the muddy roads, and in dry times the trip would still take several days due to the ruts and slow travel on the rough road. The trip from Edwardsville to St. Louis on the plank road could nearly be done overnight, and

EARLY ROADS

in all kinds of weather. Several other plank roads were completed around the county, but the advent of the railroads resulted in their doom by the 1860s. It was noted that during construction of Highway 162 between Glen Carbon and Granite City, several timbers of the old plank road were discovered in relatively good condition.

Such a mess was made of the petition process, that by the late 1860s, there was significant confusion as to what roads were actually being used. The records of the road petitions were in poor condition and some were missing altogether. In 1869, the Madison County Circuit Court ordered that the roads be resurveyed by Don Alonzo Spaulding (who was formerly County Surveyor) and that he produce a report and map of his findings. The Illinois State Legislature passed a bill authorizing Spaulding's work (once approved by the court) as prima facie evidence of the location and width of the roads and recognized as their legal location. It also stipulated that the report must be kept at the courthouse and that any new roads or changes in existing roads must also be documented in the same location as the original record and have the same authority as the original. The work was ordered to be paid out of the county treasury. Spaulding's record is a masterpiece of surveying. Each township is shown on a 30"x 30" sheet at a scale of 1"= 20 chains (1320 feet). On this map, he also shows municipality locations, railroads, lakes, streams, and other pertinent information around the county. The scale is such, that if all the maps were connected, the overall size would be 10 feet high by 12 feet wide. It was completed and approved in 1870 and still designates the official location of a large number of roads in Madison County.

After the Spaulding Record was established, new roadways were required to be recorded in the Madison County Road Record plat books or in the Madison County Plat Books, which are located in the Madison County Recorder's Office. Most of the roads created up until the 20th century were still established as public easements and remain so today. Some were created by a municipality or other governmental body purchasing the road right of way and a deed has been recorded to reflect such. All of these roads are referenced in the Madison County Road Record Index and are cataloged by Township and Section.

In a few cases, roadways have been found to exist even though no public records have ever been found related to their creation. These are generally called prescriptive rights of way, based on a common law legal principle referred to as prescription.

The principle is this: a public highway or road easement is established if it is adverse, open and obvious, continuous and uninterrupted, under a claim of right, and with the knowledge of the owner but without the owner's consent for a period of 15 years.



Rock Hill Road above is at the intersection of Wood River and Fort Russell Townships and offers examples of two oddities. The offset at the intersection is approximately 500 feet and part of the road is one of the prescriptive rights situations where the road was never officially a road, but was, and still is, used by the public. (Pauk)

LESS THAN IDEAL ROAD CONDITIONS

The mud on Main Street is hardly more than a foot deep and rising at that. Juveniles should be extremely cautious how they make the crossing.

Edwardsville Intelligencer, Nov. 5, 1863

came public when the property owner didn't pursue action to prevent the use.

As public use increased, the local government started doing maintenance work on the road by fixing potholes, spraying oil to solidify the surface, or installing culverts. As a result, no public record exists regarding the creation of the right of way, but it is still a public road.

Much of the later 19th century road construction history has been lost. However, during construction of new replacement roads in the early 1900s, several clues were uncovered as to how some roads were improved. For example, some of the old plank roads were found to have gravel and part of the Edwardsville to Venice plank road was found to have 18" x 18" x 6" stone slabs set on end for 300 feet and was enough stone to fill 10 railroad cars.

As the 20th century approached, so did a new era in road design, construction, maintenance, and use. Another article could be written on that topic alone, but the original roads had already been well established and had made their marks not only on the landscape, but in the manner by which county residents went about their lives.

FOR SALE—Blacksmith shop on the Edwardsville Plank Road, six miles from St. Louis. Plenty of work. Inquire on premises at Six Mile House, Madison County, Ill.	for sale cheap, on six miles from St. Louis. Plenty of work. Inquire on premises at Six Mile House, Madison County, Ill. John J. Farmer.
--	---



801 N. Main Street
Edwardsville, IL 62025

Address Service Requested

PSRST STD
Non-Profit
Organization
U.S. Postage
Paid
Permit #9
Edwardsville, IL
62025

COLONIAL WILLIAMSBURG'S KURT SMITH & MICHAEL LePAGE AS

Thomas Jefferson and John Adams

Live in Debate of Revolutionary Proportions

Thursday, May 16, 7 p.m.

Willey Theatre

Founding Fathers and political rivals John Adams and Thomas Jefferson (portrayed by Michael LePage and Kurt Smith) take to the stage for a rousing debate followed by an audience Q & A.



FREE
PERFORMANCE
courtesy of Friends of
the Willey Theatre
and the Fink Family
Trust. Sponsored by
MCHS & Friends of
the Willey Theatre.

Tickets are not
required.



WINE, CHEESE, AND CLASSIC JAZZ

At a Wier House fundraiser in January, a little wine, some cheese, and classic jazz added up to a magical evening for about 100 guests who came by to enjoy the occasion. Thanks to everyone who attended or worked to make this a successful event! The crowd especially enjoyed the music provided by Wilbert Glasper and Oliver Johnson.



2024 CALENDAR

Sunday, March 17 - 1-4 p.m..

MCHS Used Book Sale
At the Weir House - 715 N. Main Street, Edw.

Sunday, April 14 - 2 p.m.

Abraham Lincoln & Gustave Koerner:
At the Crossroads of History
Presenters Jack Le Chien and Molly McKenzie
Main Street Community Center, 1003 N. Main St., Edw.

Sunday, April 21 - 1-4 p.m.

MCHS Used Book Sale
At the Weir House - 715 N. Main Street, Edw.

Wednesday, May 15

Jefferson/Adams Reception
Weir House
Ticketed Event

Thursday, May 16 - 7 p.m.

Jefferson/Adams Program
Willey Theatre

Sunday, June 9 - 2 p.m.

Speaker's Series
Loving Lincoln

Monday - Thursday, July 15-18

Summer History Camp

Sunday, August 11 - 2 p.m.

Speaker Series
Famous but Forgotten

Saturday, September 14

Family History Walk
Leclaire National Historic District

Saturday-Sunday, October 5-6

Living History Days Festival