

Dwight Star and Herald.

DEVOTED TO LOCAL AND COUNTY INTERESTS AND GENERAL INFORMATION.

VOL. XXVIII.

DWIGHT, LIVINGSTON COUNTY, ILL., SATURDAY, DECEMBER 16, 1893.

NO. 42

Happy Holidays.

Is What the "Star and Herald" Wishes You All.

The Dwight Merchants Send Greeting to the Public.

Scattered through this number of the STAR AND HERALD will be found bits



COL. R. P. MORGAN.

of interesting history and facts relating to Dwight. We know of no better way to salute you than to present information as to

WHERE WE GOT OUR NAME.

Mr. Henry Dwight, after whom our village was named, was a gentleman of enterprise and great public spirit. When the locality of our present thriving village, and for many miles to the



COL. J. B. PARSONS.

four points, was a grand and beautiful waving prairie. Mr. Dwight came west from New York with a large fortune with a view of developing and settling the country by the best known means, the building of a railroad.

The road was incorporated as the Chicago and Mississippi Railroad, and



CHAS. L. ROMBERGEL.

after many trials and hardships was completed in 1854. Mr. Dwight put his entire fortune into the enterprise, amounting to over three million dollars, and shortly after the completion of the road a financial revision swept away the entire fortune of this enterprising man. He returned to New York where he lived in quiet seclusion to the end.

If Mr. Dwight could have lived to see the great growth of this once prairie of waving grass, and the magnificent property of the Chicago and Alton railroad, under which his fortune

lies, he would have realized the force of prophecy he made in passing over the road soon after its completion, that "The wonderful capabilities of this country to sustain mankind are beyond the most sanguine conceptions;" and in his misfortune his public spirit and enterprise would not begrudge the more favorable conditions which followed his loss, and it was in his honor and to commemorate his deeds that the name Dwight was given to the town in which we live.

The first site of the town was indicated by the elevation of a telegraph pole, on the top of which a tin pail was inverted. In later years followed an ordinary depot, which was enlarged

line of improvements we ought to speak of, but we cannot in this number on account of space.

FACTS WHICH HAVE GIVEN DWIGHT NOTORIETY.

It goes without saying that there is no village or town in the United States that has been so advertised and enjoys such a national reputation as the village of Dwight.

What are the historical facts which have brought about this situation?

The visit of the Prince of Wales to Dwight over thirty years ago dragged it out of its obscurity, and for a long time called the attention of the people at large to this locality.

At an early day after the visit of the

pondents located in nearly every town where grain is shipped in the west, northwest and southwest furnished crop news regularly to his Bureau.

Richard P. Morgan followed as a railroad expert. His work has not only been profitable to himself, but has also given the village honorable and enviable recognition all over the country.

The rise, progress and wonderful success of The Leslie E. Keeley Company is world wide. This was established about fourteen years ago and has brought honor and wealth to its founders, far beyond their most sanguine dreams, and has proved a blessing to mankind and the unfortunate of the

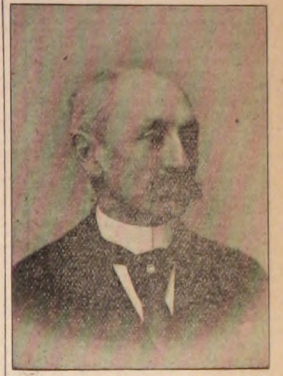
surveys; in 1852 he was appointed assistant engineer, in charge of the construction on the same road.

In the latter part of 1852 Mr. Morgan again came to Illinois and was appointed division engineer, in charge of the location and construction of the Chicago and Mississippi railroad, now the Chicago and Alton railroad, and in 1854 he was made general superintendent. It was during the location and construction of this road that Mr. Morgan founded the town of Dwight, naming it after Mr. Henry Dwight, the leading promoter, and at that time the owner of the road.

From 1860 to 1869 Mr. Morgan was engaged as chief engineer in the solu-

Parsons was determined to keep up with the procession regardless of salary or allowance. This he did by clearing the entire room, 24x100, of the merchandise, shelving, counters, etc., painting and decorating the same and enlarging the capacity of the office to meet the requirements of the same.

The work of the office being so unusual, and the rules of the department at Washington being so rigid, it was impossible to get allowance in keeping with the help required, so that for the



S. T. K. PRIME.

first half of Postmaster Parson's term of office nearly all of his salary was used in the necessary running expenses of the same.

The work of the office has been promptly and carefully done, all employed in the same have been courteous and obliging under the most trying circumstances.

Mr. Parsons came to Dwight from



RESIDENCE OF MR. DAVID McWILLIAMS.

from time to time to meet the demands of the growing community. About two years ago the Chicago and Alton company removed the old depot and constructed one of the finest depots of its size extant. It is a gem architecturally, and is an ornament and a pride to our town.

Would it not be fitting to consider this depot a monument to the memory of the man who gave us our railroad and whose name we bear?

There is no small city in the state that has better advantages for educating the young than Dwight. Her schools are the very best, and hundreds of graduates are now occupying prominent positions. The schools are well managed, as the attendance from both home and abroad indicates. The board of education has recently found it necessary to hire another teacher, and the attendance at this time is larger than ever before. The teachers employed are: Prof. W. T. Wilson, Prof. Meneely, Miss Palmitier, Mrs. Gould, Mrs. Fisk, Misses Baker, Hade, Conrad, McIluff, Barr.

Members of the Board of Education: A. Brubaker, president; E. T. Miller, clerk; John Pettit, N. N. Mickelson, L. H. Martin, John Geis, Dr. C. H. Barr.

The religious denominations in Dwight are particularly fortunate in having for their pastors such energetic, Christian gentlemen. The membership is good and liberality is their motto. Following are the pastors: M. E. church, Rev. C. W. Ayling; Congregational church, Rev. J. A. Fisher; Catholic, Rev. Father Moore; Swedish Lutheran, Rev. Bekker; Swedish Methodist, Rev. Wilhelmson; German Evangelical, Rev. Swartz; regular Evangelical (German) Rev. Wagner.

The water works in Dwight have done excellent service so far, and have saved their cost in fires and all they need is extension so that all the people may be accommodated, and thus derive an income and reduce taxation. Dwight Mills, a competent engineer, is in charge.

The sewer system is a good one if properly conducted, and although too large for present needs, we hope to see the population increase so that it may be used to its full capacity in a few years.

The electric lighting system is the best of any place of the size of Dwight in the state of Illinois, and is so acknowledged by people who have traveled all over the country.

There are many other things in the

Prince of Wales, Lady Franklin sojourning in Dwight briefly, when enroute on her final search for Sir John Franklin. This added notoriety to the village and was an event of international importance.

In 1879 Edward Kemeys, the sculptor, was a resident of Dwight. He conceived many of his works here, the character of which gave him a national reputation and drew further attention to our then quiet, peaceful village.

Some of the most beautiful works of art at the ends of the bridges across the lagoons at the World's Fair were designed and executed by Mr. Kemeys.

land.

No other such constellation of stars, each one a planet in its respective sphere, as have been from time to time congregated in this village, can be found in any other village of the same or larger population over the length and breadth of this land. They have all done well; labored in season and out of season, and have the satisfaction of going down to posterity knowing that they have not labored in vain.

Our home paper, the DWIGHT STAR AND HERALD, has had no small part in late years in advertising Dwight. Thousand of copies have been sent

tion of the problem of rapid transit in New York City, and at the Centennial Exposition at Philadelphia in 1876, his plan for a steam elevated railroad system was awarded first and only prize in the face of seventeen competitors. His system also received a gold medal in Chicago at the International Exposition of Railway Appliances. In 1869 he was appointed chief engineer of location and construction of the Lafayette and Bloomington railroad, now a part of the Erie system, and in 1870 he was appointed on the first Board of Railroad and Warehouse Commissioners of Illinois. From the close of his appointment as railroad commissioner and up to the present time, he has been engaged as an independent railroad expert, reporting to capitalist upon the character of the construction and equipment of the various railways and their sources of revenue, during which time he was appointed chief engineer of the inspection of the Pacific railways for the United States Government.

Mr. Morgan has examined and reported upon nearly all of the railways west of Chicago, between Canada and Mexico, also several eastern properties, and is now engaged as receiver of the Chicago & Northern Pacific railroad. Mr. Morgan has always taken an active part in the welfare of this community and in every sense is a gentleman of refinement and culture.

As the founder of the village of Dwight, and with a national reputation in his profession, it is but fitting to accord this to his energy, fidelity and integrity.

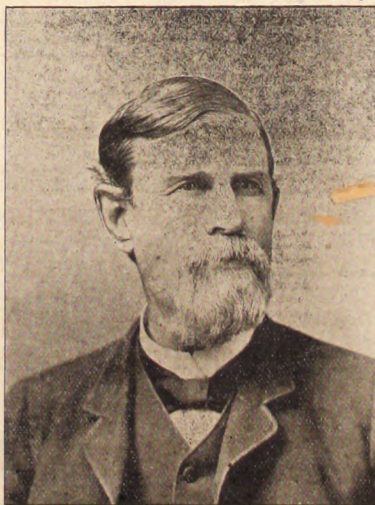
Col. J. B. Parsons, P. M.

Probably no postoffice in the United States has advanced as rapidly in the last few years as the Dwight office.

Col. Parsons took charge of the office in March 1890, and quite unusual in such cases had no competition for the appointment. The annual salary of the office at that time was \$1,600, but under his efficient management and push the present salary, with the allowance for clerk hire, is \$3,400, the salary being based on the receipts of the office for the preceding year. The office has also been raised to the second class, and we are entitled to the free delivery system.

All roads lead to Dwight, and all Dwight are frequent visitors at the postoffice.

When the boom struck us the little unassuming postoffice came near being snowed under, the demands upon it being most extraordinary, but Postmaster



HON. O. W. POLLARD.

They will always be remembered with pleasure by those who saw them at the World's Fair this season.

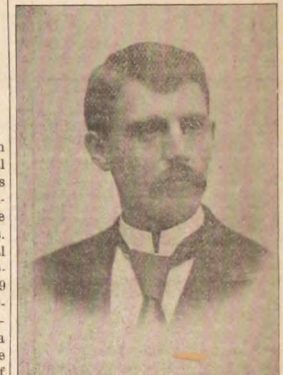
Homer A. Kenyon, over twenty-five years ago, established what was known as "Kenyon's Newspaper Subscription Agency." For several years, while Mr. Kenyon was postmaster of our village, he carried on a very large business in connection with his agency. From far and near subscriptions to newspapers and magazines poured in to him, and this was the first real advertising Dwight ever received.

Soon after, S. Thorton K. Prime established his "Crop Bureau," corres-

broadcast through the land containing write-ups and portraits, and has attracted more favorable notice probably than any other country weekly in the state. This issue is a fair sample of the enterprise of its proprietors.

Richard Price Morgan.

Richard Price Morgan, the founder of the town of Dwight, is a native of Stockbridge, Mass. He first came to Illinois in 1843, but returned to New York and entered the engineering profession on the Hudson River railroad in 1847 as chairman in the preliminary



W. H. KETCHAM.

Maine in 1865, was for a number of years prominent in business, held the office of supervisor two terms and was on the building committee at the time our court house at Pontiac was built. He has also been an active member of the village board of trustees and treasurer of the village, and was also Com-



FRANK L. SMITH.

mander of Dwight Post G. A. R. for a number of years.

Col. Parsons has had thirteen years of military service, three years of which were in the famous First Maine Heavy Artillery, which lost more men in battle than any regiment in the entire union army. The State of Maine appropriated money last winter with which to build a monument near Petersburg, Va., to its memory. For several years he was Captain of the old militia company of Dwight, and afterwards commander of the 10th Regt. Illinois National Guard.