


Illinois

Historical Markers *of* **DeKalb County**

Three self-guided driving tours






*This tour booklet is made possible by
a generous grant from*

*The Douglas C. and Lynn M. Roberts
Family Foundation.*

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DeKalb Area Agricultural Heritage Association, Inc.

Layout, production and printing provided by Marcia Thompson, Graphic Matters.





Introduction

DeKalb County is a region rich in creativity, innovation and historical significance. This booklet provides information for three self-guided driving tours of the historical markers within the county that mark significant events.

These tours focus on historical markers that commemorate an event or person of significant historical interest, differing from the National Register of Historic Places that recognizes significant buildings.

The historical markers have been divided into three tours based on geographic location of the markers. The location of each marker is shown on a map at the beginning of each tour.

This tour booklet is provided free of charge through generous grant support from the Douglas C. and Lynn M. Roberts Family Foundation. The content of “Historical Markers of DeKalb County” is possible through the contributions of Sue Breese, DeKalb County Historian, and the Joiner History Room, who provided historical pictures and information for many of the markers. Modern photographs were taken by photographer Bob Myers, Hawk Aerial Imagery, who also developed the maps for each tour. Marcia Wilson provided crucial proofreading assistance. Their participation in creating this tour booklet is invaluable.

Special thanks to the many people who were part of organizing and developing the markers and recognizing the historical significance that we can admire today.

The DeKalb Area Agricultural Heritage Association created this resource in order to share more information about the wonderful people and events that have been recognized with a historical marker in DeKalb County.

We hope you have a fun and informative tour!

Sincerely,

Donna Langford
DAAHA Manager of Operations

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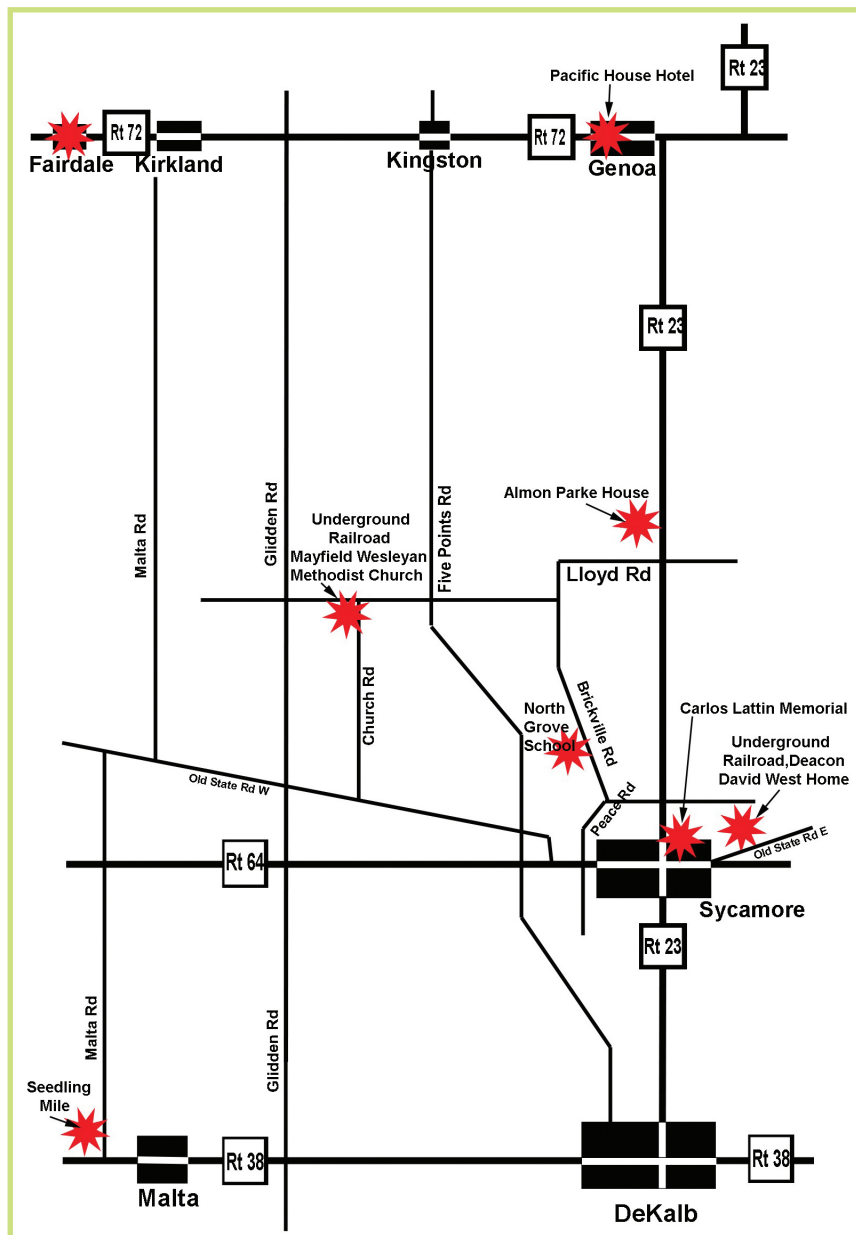
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Tour 1 — North DeKalb County

This tour takes 2 – 2.5 hours to complete



*Not to Scale



TOUR 1 North DeKalb County

**Fairdale Tornado, Franklin Township; 32363 Main St.
Fairdale, Illinois; Franklin Township Park**

GPS: N42° 02.011' / W088° 56.172'

*Sponsored by the Flora and Ney Granges
Marker placed April 9, 2016*

*Dedicated in memory of Jackie Klosa and
Geraldine "Geri" Schultz who lost their
lives in the 2015 EF4 tornado.*

The town of Fielding was platted about 1876 on Henry Koch's farm when Henry sold land for the town lots. The town name changed from Fielding to Fairdale in 1900 to avoid confusion with another town named Fielden. Fairdale was put on the



Downtown Fairdale c. 1924



map when the railroad went through the area. Some of the first buildings in Fairdale included Lewis Keith's general merchandise store, L.W. King's drug store, a Methodist church and a post office.

On April 9, 2015, at 6:39 pm, an EF4 tornado formed, lasting 41 minutes and affecting Lee, Ogle, DeKalb, and Boone Counties. The highest winds reached



Today, Fairdale is rebuilding.

200 miles per hour. Almost every building in Fairdale was damaged. Many were completely destroyed.



Pacific House Hotel; 501 W. Main St. Genoa, Illinois

GPS: N42° 05.880' / W88° 41.830'

Sponsored by the DeKalb County Board and DeKalb County Historical Society
Marker placed 1972

Built in 1843 as a hotel-tavern, it is considered to be the oldest building in Genoa, Illinois. It was built on the location of Thomas Madison's cabin. Madison was the first settler to the township and built his cabin in 1835.



DeKalb County began to be heavily settled after the Black Hawk War ended in 1832. As the population increased, so did the need for trade and communication. Stagecoaches provided the main means of transportation until the railroads were built in the 1850s. Stagecoaches continued to complement the Illinois & Michigan Canal boats and the Galena & Chicago Union Railroad to transport passengers to their final destinations. By the 1860s, stagecoach travel had ended. However, the routes created by the stagecoach companies became the foundation for the current road system encouraging further settlement and economic development of DeKalb County.



The word stagecoach refers to the method of travel in stages to allow passengers to rest at stops and to exchange the horses for fresh ones. The coaches usually used a 4-horse team of large dray horses, each weighing about 1200 pounds. Stops were located about every 15 – 40

miles depending on the landscape. Delivery of the mail determined the routes used by the coaches.

Sources: • Jon McGinty, *The Stagecoach Era*, Northwest Quarterly, Summer/Fall 2016.
• Matile, Roger. By *Trace and Trail: the Stagecoach Era in Northern Illinois*. Oswego, Illinois: Little White School Museum Press, 2010.



Almon Parke House; 28929 Rt. 23 between Sycamore and Genoa, Illinois

GPS: N42° 05.984' / W88° 55.953'

*Sponsored by the DeKalb County Historical Society and DeKalb County Board
Marker placed Feb. 4, 1976*



This marker was placed to commemorate the 100th anniversary of Henry Parke's birth. Henry is known in DeKalb County history as a pioneer of the Farm Bureau movement. The red brick Italianate house was built in 1884, replacing the one-story frame house where Henry Parke was born.

Henry was born to Almon and Ruth (Hall) Parke in 1876. Henry attended local schools, continuing his education at the University of Michigan where he received both a B.A. and M.S. in Marine Biology. He taught for two years at the University of West Virginia before returning to the Genoa-Sycamore area where he became active in the farming community. During 1903 and 1904, Henry attended the farmers' short courses at the University of Illinois. These courses encouraged trained agricultural scientists to be available to farmers.

In 1906, Henry was one of the organizers to form the DeKalb County Farmer's Institute, which held educational meetings to promote the discussion of better farming practices.



Henry Parke



On December 30, 1911, Mr. Parke mailed a letter to the directors of the Farmers' Institute, the DeKalb County Newspapermen's Association, and the DeKalb County Banker's Association to discuss the declining soil conditions in the county. This meeting led to the formation of the Soil Improvement Association, which in turn led to the creation of the DeKalb Farm Bureau and DEKALB Agricultural Association, both of which became strong agricultural influences at the local, state and national levels.

Henry Parke received the title "The Grand Old Man of American Agriculture" during DeKalb's Centennial in 1956 due to his work helping farmers find ways to solve various problems.



Underground Railroad, Mayfield Wesleyan Methodist Church; 28405 Church Rd., between Sycamore and Kingston, Illinois

GPS: N42° 02.676' / W88° 45.847'

Sponsored by the DeKalb County Historical – Genealogical Society

Marker placed October 15, 2016

The Underground Railroad was a network of secret locations in the United States to aide escaping slaves prior to the Civil War (late 1700s to 1865). These locations hid the slaves as they made their way to free states and Canada. Slaves were often helped by abolitionists.



After the signing of the Emancipation Proclamation January 1, 1863, the Underground Railroad was no longer needed.

The first recorded minutes for the Mayfield Wesleyan Methodist Church were May 4, 1845. June 18, 1845, the minutes record a camp meeting to which all “anti-slavery brethren” were invited. The congregation was “considered to be the strongest antislavery group in the township” (Beasley, 2013). Mayfield residents who acted as station agents on the Underground Railroad were lawbreakers at the time. However, “no one in DeKalb County was ever arrested, prosecuted, or convicted of aiding and abetting a fugitive slave,” although prosecutions did take place in surrounding counties (Beasley, 2013:127).

Research comparing lists of antislavery newspaper subscribers, church members, and those publicly listed as abolitionists show much duplication and overlap. In DeKalb County, many of the same people were members of churches with abolitionist philosophies, were county officials and were identified with the Underground Railroad.

Sources: • Nancy M. Beasley, *The Underground Railroad in DeKalb County*, Jefferson, NC: McFarland & Company, Inc. Publishers, 2013.
• Lewis M. Gross, *Past and Present of DeKalb County*, Vol. I, Chicago: The Pioneer Publishing Company, 1907.



North Grove One-Room School; 26745 Brickville Rd., Sycamore, Illinois

GPS: N42° 03.081' / W88° 41.065'

*Sponsored by the DeKalb County Board and DeKalb County Historical Society
Marker placed May 5, 1979*



The North Grove school, built in 1878, served as a parochial and Sunday School for the Swedish Evangelical Lutheran Church of Sycamore, Illinois. As a parochial school, the curriculum included religious education as well as science, math and reading. Subjects were taught in the Swedish language to students with diverse ethnic backgrounds.

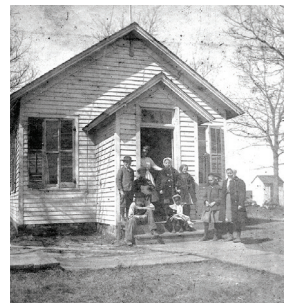


North Grove School class December 31, 1889. Photo courtesy of North Grove School Association

The North Grove School building was purchased by the DeKalb school district in 1880 and transferred to Sycamore Unit District in 1949. The 1940s and early 1950s was a time of school reorganization, which eliminated the one-room school system throughout

DeKalb County. North Grove School was closed in 1952, replaced with the opening of two newly built school buildings in town.

The school building was listed in the Illinois Directory of Historic Buildings in 1970. It is also on the National Registry for Historic Places.



North Grove School early 1900s. Photo courtesy of North Grove School Association

Sources: • <https://www.northgroveschool.org/>

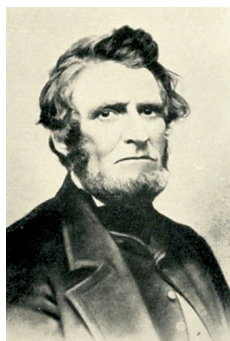


Carlos Lattin Memorial; 1730 N Main St, Sycamore, Illinois

GPS: N42° 00.380' / W88° 40.320'

Sponsored by the DeKalb County Historical Society

Marker placed 1934



Carlos Lattin (1813 – 1876) was born May 31, 1813, in Hartford County, Connecticut. At the age of 21, he traveled west to St. Louis with a horse and \$1000. News of the rich lands in northern Illinois attracted Carlos. He worked for farmers along his route north until he reached the Sycamore area. Trees and water at the Kishwaukee River helped Carlos decide to settle in this area in the spring of 1835. He built the first building on land that is now the city of Sycamore, becoming the first settler and founder, taking claim of 160 acres. He married Nancy Cartwright in

1839. In 1849, he and his family moved from their log cabin to a two-story brick building that Carlos built on West High Street.

In the early days of developing county government, Carlos provided the money needed to purchase land for the courthouse.

Carlos was very religious and was a member of the Methodist Church. He gave the land on Somonauk Street for the church and parsonage. He was involved in local politics and offered the use of his home for the first political meeting in Sycamore.

Carlos worked in the shipping of grain and lumber, leasing his farm to others.



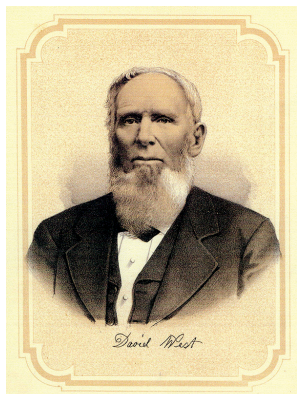
Sources: • *Portrait and Biographical Album of DeKalb County, Illinois*, Chicago: Chapman Brothers, 1885.



Underground Railroad, Deacon David West home; 15282 Old State Rd., Sycamore, Illinois

GPS: N41° 59.096' / W88° 39.331'

Sponsored by the DeKalb County Historical – Genealogical Society
Marker placed October 15, 2016



David West and his family are considered to be the strongest of the county abolitionists. They arrived in DeKalb County in 1843 from Erie County, New York. The family joined the Sycamore First Congregational Church on February 24, 1844, the same day the church first introduced antislavery resolutions. Membership to the church required a pledge to an antislavery covenant stating that the prospective member believed slaveholding was against the laws of God (Beasley, 2013:41).

Deacon West lived on a farm on Old State Road in a house that had a small bedroom with access from a narrow hallway and a door to the outside. According to *From Oxen to Jets*, the West family helped over 100 slaves on their journeys to Canada.



David West constructed a special covered wagon that could hold about ten men in a hidden bottom. This wagon was used to transport fugitives from his farm to the next station in St. Charles, Illinois.



For more information about the
Underground Railroad in Illinois.
<http://illinoisundergroundrailroad.net>

Sources: • Nancy M. Beasley, *The Underground Railroad in DeKalb County*, Jefferson, NC: McFarland & Company, Inc. Publishers, 2013
• *From Oxen To Jets, a History of DeKalb County 1835-1963*, Harriet Wilson Davy ed., Dixon, IL: Rogers Printing Company, 1963.



Seedling Mile; *Located at the end of the first south entrance to Kishwaukee College, facing Parking Lot A, Malta, Illinois*

GPS: N41° 56.230' / W88° 52.697'

*Sponsored by Alpha Rho Eta chapter of Phi Theta Kappa, Int. Honor Society, The Kishwaukee College and The Illinois State Historical Society
Marker placed 1995*



Lincoln Highway was the first transcontinental hard surface roadway in the United States.

A seedling mile was a short section of the road hard surfaced to show construction techniques, provide a comparison of driving on hard surface versus

dirt roads and to generate financial support for the highway.

The Lincoln Highway Association was formed July 1, 1913, by automobile enthusiasts and companies in order to establish a continuous transcontinental roadway open to all traffic and without tolls. The Lincoln Highway was also intended to be an example for highway building throughout the country. In 1912, railroads were the main transportation, with roads benefiting local residents. Many people saw interstate roads as something to be enjoyed by wealthy car owners. Carl G. Fisher dreamed of a transcontinental road and by 1913 had gained enough support to not only name the new road Lincoln Highway, after Abraham Lincoln, but also selected a route from New York to San Francisco with the shortest, most direct path between the two cities. From the beginning, this large project needed financial support.

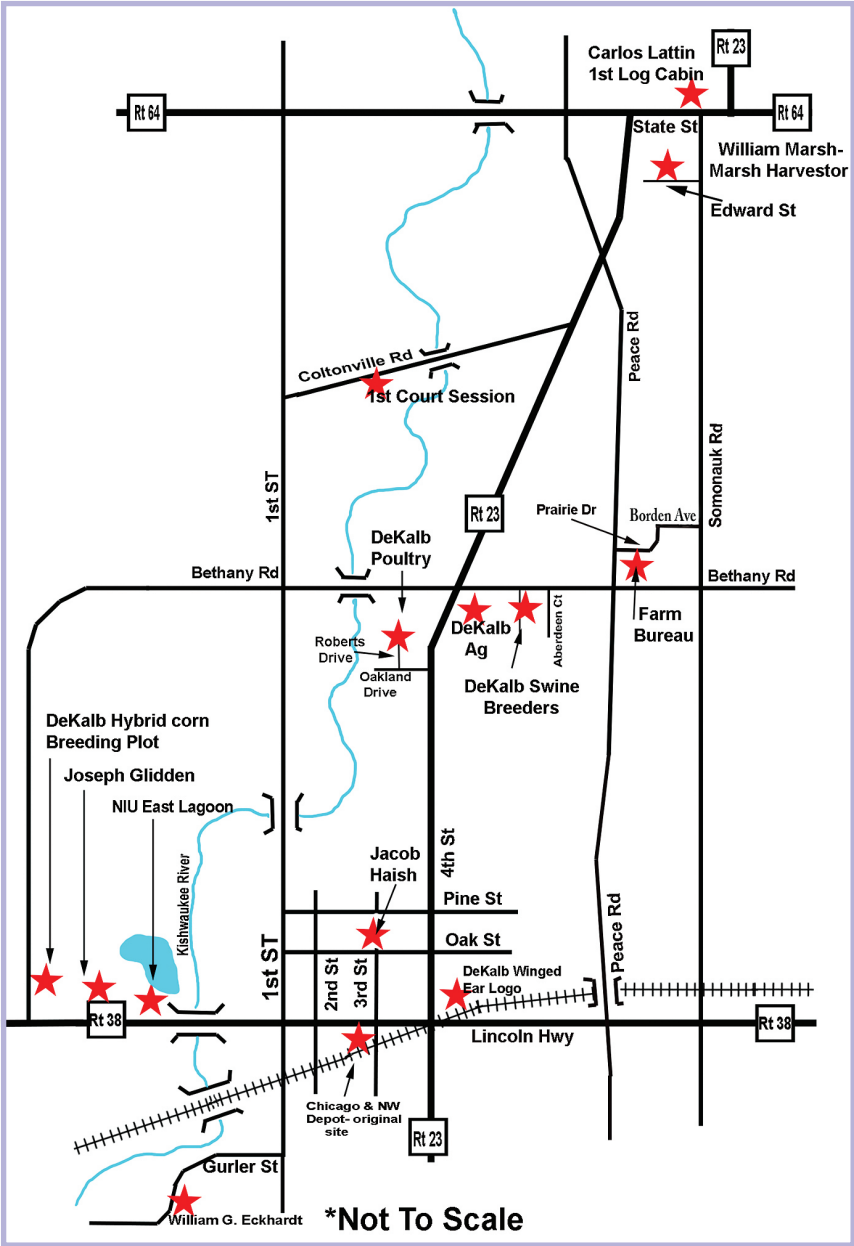
The first "Seedling Mile," was built in fall 1914 in Malta, Illinois to gather financial support of the public funded road. In 1919 the US Army embarked on its first transcontinental convoy, using Lincoln Highway. Dwight Eisenhower was an officer on this convoy. As President in 1954, he created a plan that led to the Highway Trust Fund for the construction of the Interstate System.

Sources: • <https://www.lincolnhighwayassoc.org/>
• <https://www.fhwa.dot.gov/infrastructure/lincoln.cfm>



Tour 2 — DeKalb & Sycamore Tour

This tour takes about 2 hours to complete





TOUR 2

DeKalb & Sycamore

Carlos Lattin first log cabin; 307 W. State St., Sycamore, Illinois
GPS: N41° 59.200' / W88° 41.132'

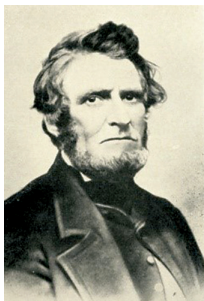
Sponsored by DeKalb County Historical Society.
Marker placed 1934

The Lattin cabin was the first building in Sycamore on a claim of 160 acres. Carlos Lattin, 22, was the first permanent settler. He came from New York longing to move to the west. After working on a farm in St. Louis he decided to ride north. He built his cabin in what is now Sycamore.



Past and Present of DeKalb County, Illinois, describes Lattin's cabin as

a "log cabin built eight logs high. It was sixteen by twenty-four feet, the floor and doors were rude puncheons and the roof was made of shakes, three rows of them to the side, held down by poles running lengthwise of the roof. One door and a window were made on the south side and a mud and stick chimney was built against the north gable. A little window peeped out from the south side of the little upper half-story."



For ten years this cabin was home to Carlos and his wife. They used the cabin for social and political meetings until the Lattins moved to a brick house in Sycamore.

- Sources:
- Prof. Lewis M. Gross, *Past and Present of DeKalb County, Illinois*, Vol. II, Chicago: The Pioneer Publishing Company, 1907.
 - *Sycamore True Republican*. Mar 4, 1931.
 - *Sycamore True Republican*. Mar 2, 1901.
 - *Sycamore Tribune*. Sept. 14, 1934.



William Marsh – Marsh Harvester; 403 Edward Street, Sycamore, Illinois

GPS: N41° 58.981' / W88° 41.513'

Sponsored by DeKalb Area Agricultural Heritage Assoc. (DAAHA) and Illinois State Historical Society

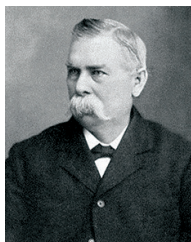
Marker placed June 13, 2015



Charles W Marsh

An agricultural boom in the 1850s and the resulting increase in production created a need for machinery. In 1857, the Marsh brothers, Charles W. and William W., observed the Mann reaper in action on their farm. While watching, they had the idea of binding grain on the machine rather than in the field.

The brothers spent the next year testing their idea and developing the elements of the machine. A patent was applied for in June 1858. Production of the new harvester began for the 1860 fall harvest. These machines were largely unsuccessful.

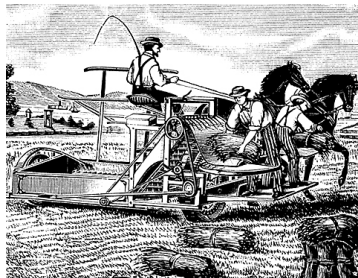


William W Marsh

William Marsh spent the winter of 1860 – 1861 improving the machine, successfully harvesting over 400 acres during the next three seasons. In 1863, the Marsh Harvester machine was manufactured in Plano, Illinois. By 1866, manufacturing extended to Rockford, Illinois and Springfield, Ohio. By 1869, the main manufacturing plant was located in Sycamore, Illinois.

The Marsh Harvester transformed agricultural practices:

- The harvester was more successful at reducing labor and the expense of harvest than any of the reapers.
- The harvester set the foundation for the attachment of the automatic binder.



Sources: • C. W. Marsh. *Recollections*. Chicago, IL: Farm Implement News Company.1910.



First Court Session; Coltonville Road, 200 yards east of N. 1st St., Sycamore, Illinois

GPS: N41° 58.213' / W88° 43.592'

*Sponsored by Daughters of the American Revolution (DAR) in 1917 and
DeKalb County Historical-Genealogical Society in 2006*

The first session of the DeKalb County Court was held at the home of Rufus Colton on July 11, 1837. Rufus Colton was the first clerk of the County Court. Commissioners Levi Lee and Robert Sterrett attended the meeting and used this location to conduct early county business. On October 9, 1838, the first trial took place at this location.

A conflict ensued to determine the location of the county seat. The settlements of Coltonville, Brush Point and Sycamore competed to be the location of the county seat. The Illinois Legislature ordered a settlement of the dispute August 17, 1840, when Sycamore was designated as the county seat.

The first courthouse was a 20-by-30 foot two story wood building on the south side of West State Street across from the present day courthouse. Wood was donated and volunteers constructed the building. This first courthouse was used 1839 to 1850.

Sources: • "DeKalb County Courthouse History", Mary G. Simons, Secretary,
Public Building Commission.
• Joiner History Room Archives



DEKALB Poultry Research Farm; *Roberts Lane near the intersection of Oakland Drive, DeKalb, Illinois*

GPS: N41° 57.532' / W88° 43.521'

*Sponsored by DeKalb Area Agricultural Heritage Assoc. (DAAHA) and Illinois State Historical Society
Marker placed September 12, 2016*

In 1944, DeKalb Agricultural Association decided to research hybridizing chickens to improve egg quality and produce top egg-layers.



DEKALB Poultry Research began research on a 180-acre farm purchased from the Ellwood family. The first chicks were hatched on January 1, 1945, and the first "DEKALB Chix" were sold in 1948. The hatchery worked with other hatcheries around the United States and Canada. Eventually, they were able to partner with over 125 hatcheries. By the 1960s DEKALB had hatcheries in Germany to produce eggs for Europe, Japan, and Argentina.



Egg quality testing in DEKALB Poultry Research facilities.

In 1971, DEKALB Poultry Research purchased the J.J. Warren Company, a breeder of layers of deep-brown eggs. Males and females could be separated based on the color of their down rather than by examination of anatomy, boosting efficiency.

DEKALB eggs, both white and brown, were sold in over 25 countries and held about 22% of the United States egg market. Through its genetic research average egg production per DEKALB hen increased from 150 to 259 eggs per year, a more than 70% increase.

Sources: • DeKalb Area Agricultural Heritage Association, Inc. Archives



DEKALB Swine Breeders; 2045 Aberdeen Court, DeKalb, Illinois

GPS: N41° 57.520' / W88° 42.570'

*Sponsored by DeKalb Area Agricultural Heritage Assoc. (DAAHA) and
Illinois State Historical Society
Marker placed September 11, 2017*



In 1968, DeKalb AgResearch, Inc. decided to apply hybridization principles to swine breeding to boost productivity. In 1972, DeKalb AgResearch acquired Lubbock Swine Breeders, Inc. (LSB) of Lubbock, Texas. LSB had developed a successful system for rearing hogs in confinement while minimizing disease.

A new logo was developed to promote DeKalb Swine Breeders, Inc. Development began on a “minimal-disease breeding stock” (Roberts, 1999:337) to be able to

provide farmers’ swine with high quality meat, good litter size, fertility and disease resistance. Animals were bred selecting for less fatty tissue resulting in a leaner animal.



**Enters The Market
With The Most Advanced
Swine Breeding System
In The World Today**

DEKALB Specific Cross Program
Combines a specific DEKALB Hybrid Sire with a specific DEKALB Hybrid Sow to produce a piglet superior in the offspring characteristics, the producer the maximum in productivity.

DEKALB Hybrid Sire Breeder
A second program designed to help increase production by crossing DEKALB Hybrid Sires with a producer's existing herd.

New DEKALB is marketing hybrid sires and 2015 born crossbred gilts that provides the commercial hog producer with specifically superior breeding stock.

DEKALB sows (sire and female lines) have been developed for superiority in the four most important economic traits: litter size, feed efficiency, carcass quality and average daily gain.

Other advantages DEKALB's renowned MDI (Minimal Disease) Health Program is the best health program in the industry using the most advanced technology available. Plus, DEKALB's optional service contract provides proven management practices to help maximize the output of your operation.

DEKALB Swine Breeders, Inc. Contact DEKALB Swine Breeders, Inc. A proven program. A breakthrough in swine breeding.

DEKALB

DEKALB Swine Breeders, Inc.
DeKalb, IL 60115 815/750-3481

Contact one of these DEKALB SOW EVALUATION STATIONS:
Carmel, IN 46013 765/462-2244 1-800-462-2244
Carmel, IN 46013 765/462-2244 1-800-462-2244
Carmel, IN 46013 765/462-2244 1-800-462-2244
Carmel, IN 46013 765/462-2244 1-800-462-2244

The total confinement system developed by LSB and perfected by DEKALB Swine Breeders became an industry standard. The improvements in hog health that resulted from these technology advances changed swine production from small family farms to a large industry. From 1965 to 2005 the average number of hogs on a farm increased from 50 to 900 as swine producers adopted the principles of the DEKALB/LSB total confinement system.

Sources: • Roberts Jr., Thomas H., *The Story of the DEKALB "Ag" From County Co-op to Leader in Agricultural Research 1912 – 1998, 1999.*



DeKalb Agricultural Association, 3100 Sycamore Street, DeKalb, Illinois

GPS: N41° 57.480' / W88° 43.090'

*Sponsored by DeKalb Area Agricultural Heritage Assoc. (DAAHA) and
Illinois State Historical Society
Marker placed September 11, 2018*



The DEKALB Ag story is one of vision and innovative research. The company's early and sustained success in the development and commercialization of hybrid seed corn, and later with other crop seeds and animals, helped to

transform agriculture and with it, the livelihoods of countless people.

The company began as part of the Soil Improvement Association in 1912, with the purpose of supplying quality corn seed to DeKalb County farmers. As the company grew and evolved, its name changed; from DeKalb County Soil Improvement Association (1912), to DeKalb County Agricultural Association (1917), to DEKALB Agricultural Association (1936), to DeKalb AgResearch (1969), to DEKALB Corporation (1985) and finally DEKALB Genetics Corporation (1988). DEKALB's global headquarters moved to 3100 Sycamore Street in 1966.

As of August 1997 the company employed about 2000 persons. It had 59 seed research locations globally and 30 seed production locations in the United States. DEKALB's seed products included corn, soybean, grain sorghum, forage sorghum, Sudax, alfalfa, and sunflower.



In December 1998, Monsanto Company completed its purchase of DEKALB Genetics Corporation. Bayer AG purchased Monsanto Company in June 2018 and now owns the globally famous DEKALB® brand of seed products.



DeKalb County Farm Bureau; 1350 W. Prairie Dr., Sycamore, Illinois

GPS: N41° 58.009' / W88° 42.250'

*Sponsored by DeKalb Area Agricultural Heritage Association (DAAHA),
DeKalb County Farm Bureau and Illinois State Historical Society
Marker placed September 29, 2014*

The Soil Improvement Association was founded in 1912 by newspapermen, banker and farmer organizations to improve the quality of soil in DeKalb County for the growing of crops. The Soil Improvement Association became the DeKalb County Farm Bureau, the first in Illinois and one of the oldest in the nation, with the purpose of educating farmers.



Original office of the Soil Improvement Association at
N. 3rd St., DeKalb. 1912 - 1915

The current Farm Bureau building at 1350 W. Prairie Dr., Sycamore was built in 1996 to serve the growing needs of agriculture and an increasing membership.



Second Soil Improvement Association
building at 320 N. 5th St., DeKalb. The
Farm Advisor moved his office here in
1915. This building was used until 1951.



The DeKalb County Farm Bureau built this building in 1951 on the northwest corner of Oak and North Sixth Streets.

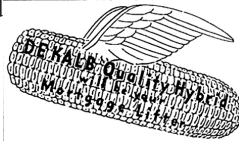


DEKALB Winged Ear Logo; 100 block of N. 4th St.; corner of 4th St. and Lincoln Highway, DeKalb, Illinois

GPS: 41° 55.7954' / W88° 44.9768'

Sponsored by DeKalb Area Agricultural Heritage Assoc. (DAAHA) and Illinois State Historical Society
Marker placed September 16, 2015

During the 1930s farmers looked for a crop to pay their debts and mortgages. At this time, they tended to use hogs. The DEKALB company believed that the new hybrid corn would serve as a mortgage lifter, and they needed a logo to represent the new product.



The first logo was only used on letterhead. It was quickly determined to be too primitive looking. The design was changed to look more like a real ear of field corn.

In 1936, The winged ear logo debuted in the October issue of *Prairie Farmer*, a national magazine. The ad was so successful that 70 percent of orders had to be returned as the new hybrid corn variety did not grow as well outside of northern Illinois. This stimulated research and the development of hybrids that would grow outside of Illinois.



Early signs were painted by hand.



Winged ear logo 1940s (above) and 1989 (at below).



Over time the design was modified to better represent the company and its seed corn product. Today the logo is owned by Bayer AG and is recognized in corn growing areas worldwide.

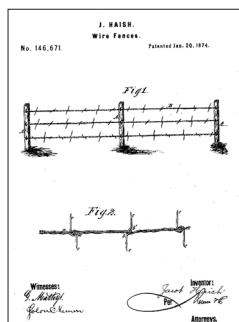


Jacob Haish; *DeKalb Public Library, 309 Oak St., DeKalb, Illinois*

GPS: N41° 55.540' /W88° 44.580'

*Sponsored by DeKalb Area Agricultural Heritage Assoc. (DAAHA) and
Illinois State Historical Society
Marker placed June 17, 2017*

Born in Germany in 1827, Jacob Haish immigrated to America at a young age, eventually settling in DeKalb, Illinois. His first profession as a carpenter (1857-1872) exposed Haish to the interests of the West. His solution to the fencing challenge was to create the “S” barbed wire. His patent, US 146,671, was granted on January 20, 1874.



Haish started his first factory in DeKalb in 1874 to manufacture the “S” barbed wire. In 1887 automatic machinery to produce the barbed wire was introduced in the factory, making Haish a pioneer in this field. He was also the first to use a wooden spool on which the wire was coiled and the first to ship barbed wire west of the Mississippi River.

From about 1905 to 1917, Jacob Haish made and sold engines. In 1909 Haish developed and manufactured the “Chanticleer,” his most famous and recognizable engine line. Haish manufactured engines for his own product line as well as many other manufacturing companies.



Photo courtesy of Jeff Marshall



Wooden shipping spools manufactured by
Jacob Haish's company.



Chicago and North Western Depot, original site; S. 3rd St., DeKalb, Illinois

GPS: N41° 55.775' / W88° 45.101'

Marker Placed by Kiwanis Club and the DeKalb County Historical Society
Marker placed August 1953



Transportation was a problem for early farmers in DeKalb County. Early travel was by wagon on dirt roads which became mud in the rain. A round trip to Chicago to deliver produce took about one week. The solution to the problem was to bring the railroad to DeKalb.

The Galena and Chicago Union Railroad arrived in DeKalb on August 12, 1853. The first depot was on the west side of Third Street on the north side of the tracks.

The historical marker recognizes the significance of the railroad making transportation easier and faster. Farmers were able to use the railroad to deliver their crops and livestock to the Chicago markets.

The original pillar base of the marker is still in place, although the marker itself was stolen.

Sources: • "First railroad entered city in 1853," *DeKalb Chronicle*, June 25, 1981.





William G. Eckhardt; 339 West Roosevelt Street, DeKalb, Illinois

GPS: N41° 55.651' / W88° 45.637'

*Sponsored by DeKalb Area Agricultural Heritage Assoc. (DAAHA) and
Illinois State Historical Society*

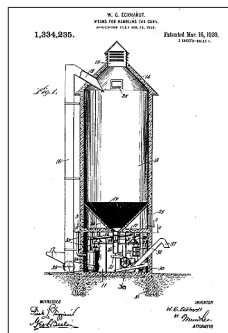
Marker placed October 11, 2014



Born January 6, 1879, in Marston, Illinois, Eckhardt's professional career began as a soils professor at the University of Illinois at Urbana, Illinois in 1905. He was considered a top-notch soils expert, a well-respected scientist, and an entrepreneur.

The DeKalb County Soil Improvement Association, incorporated March 27, 1912, was seeking a soil expert to analyze DeKalb County soils

and provide advice to improve soil quality. Eckhardt was hired June 1, 1912, to "improve farming practices within the County ... and to oversee farm operations," (Eckhardt contract, 1912) becoming the nation's first farm advisor.



Eckhardt was awarded a U.S. patent March 16, 1920, for the care, treatment and handling of corn to prevent spoiling and to incorporate a heating element to dry the corn, a forced-air process still in use today.



Sources: • Alumni Record of the University of Illinois, 1906.
• Contract with Wm. G. Eckhardt and Frederick B. Townsend, 1912; Joiner History Room, DeKalb County Archive, Sycamore, Illinois.



NIU East Campus Lagoon; 420 W. Lincoln Hwy., DeKalb, Illinois

GPS: N41° 55.4988' / W88° 43.9326'

*Sponsored by DeKalb County Board and DeKalb County Historical Society
Marker placed September 1973*



Clinton Rosette, Editor of the
DeKalb Chronicle

The historical marker recognizes the founding of Northern Illinois University. In 1892, Clinton Rosette talked with Illinois Governor John P. Altgeld to suggest that northern Illinois should have a state school similar to the schools in Normal and Carbondale, Illinois. Rosette joined forces with Isaac Ellwood, Joseph Glidden and Jacob Haish to make DeKalb the chosen location for a new school.

Rockford, Freeport, Polo and Dixon, Illinois learned of the plans for a school in northern Illinois and entered the competition to be chosen as a location. The tour of inspection of DeKalb was very carefully planned.

The Kishwaukee River appeared to be full indicating a source of water, Joseph Glidden donated about 70 acres of land from his farmstead and the City of DeKalb promised Lincoln Highway would be paved near the school entrance. Jacob Haish pledged \$10,000 for the school library and Isaac Ellwood pledged \$30,000 in cash.

DeKalb was chosen as the location for the Northern Illinois State Normal School. On October 1, 1895, the corner stone of the new school building was laid. The first class session was held September 12, 1899 with 139 students and 16 faculty members.

In 2018, Northern Illinois University provided classes to 19,015 students with 3,303 faculty members.



Altgeld Hall Northern Illinois University

Source: • "Rosette Initiated Idea for DeKalb College" from collection of Al Griswold, Joiner History Room Archives.



Joseph Glidden; Glidden Homestead; 921 W Lincoln Hwy, DeKalb, Illinois

GPS: N41° 55.499' / W88° 43.933'

*Sponsored by Illinois State Historical Society
Marker placed 1955*

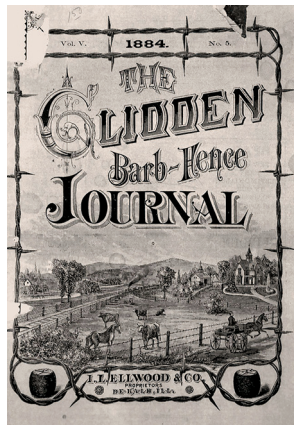
Joseph Farwell Glidden was born January 18, 1813, in Charlestown, New York. He arrived in DeKalb County with his brother Josiah in 1841. Profits from custom grain-threshing provided the means for Joseph to purchase 600 acres of land. In 1861, the red brick home at 921 W. Lincoln Highway replaced his log cabin home.



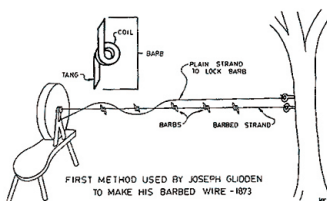
Photo courtesy of Glidden Homestead

Joseph Glidden attended a DeKalb county fair in 1873 and was inspired by Henry Rose's display of a barbed fence to address the fencing problem in the west.

Joseph returned home from the fair and began experimenting with his wife's hairpins. He wanted to figure out how to manufacture a small barb that would stay in place on a smooth wire. Joseph and his blacksmith friend Phineas Vaughan used a reassembled coffee grinder to make wire coils.



Joseph F. Glidden is credited with inventing a practical type of barbed wire. It was easy to manufacture, easy to ship and easy to use. It was also fairly cheap, making it affordable for farmers.



Sources: • "Barbed Wire: The Invention that Shaped a Nation". Joseph F. Glidden Homestead and Historical Center. 1998.



DEKALB Hybrid Corn Breeding Plot; 21156 Nelson Road, DeKalb, Illinois (200 yards on Nelson Rd. north of Rte. 38)

GPS: N41° 56.336' / W88° 48.707'

*Sponsored by DeKalb Area Agricultural Heritage Assoc. (DAAHA) and Illinois State Historical Society
Marker placed September 8, 2014*



Prior to hybrid corn, farmers were growing open pollinated corn. The best looking ears were chosen and set aside each harvest to be planted the next spring. Over the winter ears were dried on racks. In early spring, the ears were shelled and the kernels used as seed for the new crop. Yields averaged about 30 bushels per acre.

As corn became recognized as an important crop, scientists at various USDA and university research stations began to study hybridized corn to determine if it could become commercially viable. Tom Roberts Sr. and Charlie Gunn of DeKalb Agricultural Association began experimenting in 1924.



Breeding plot in 1925

The location of Robert's and Gunn's first hybrid corn breeding plot was kept a secret from their board of directors, as they would not understand the use of tassel and ear bags to control pollination.

Charlie Gunn and Tom Roberts worked for ten years to produce a hybrid ready for sale. Their goal was to produce a variety that would grow well in northern Illinois in order to increase the quality of seed corn in DeKalb County.

The new hybrid produced a 35% greater yield than open pollinated corn. In 1939, another hybrid corn variety 404A was introduced. It helped move the corn belt 200 miles to the north into Minnesota.



Sources: • Leo Olson, unpublished manuscript

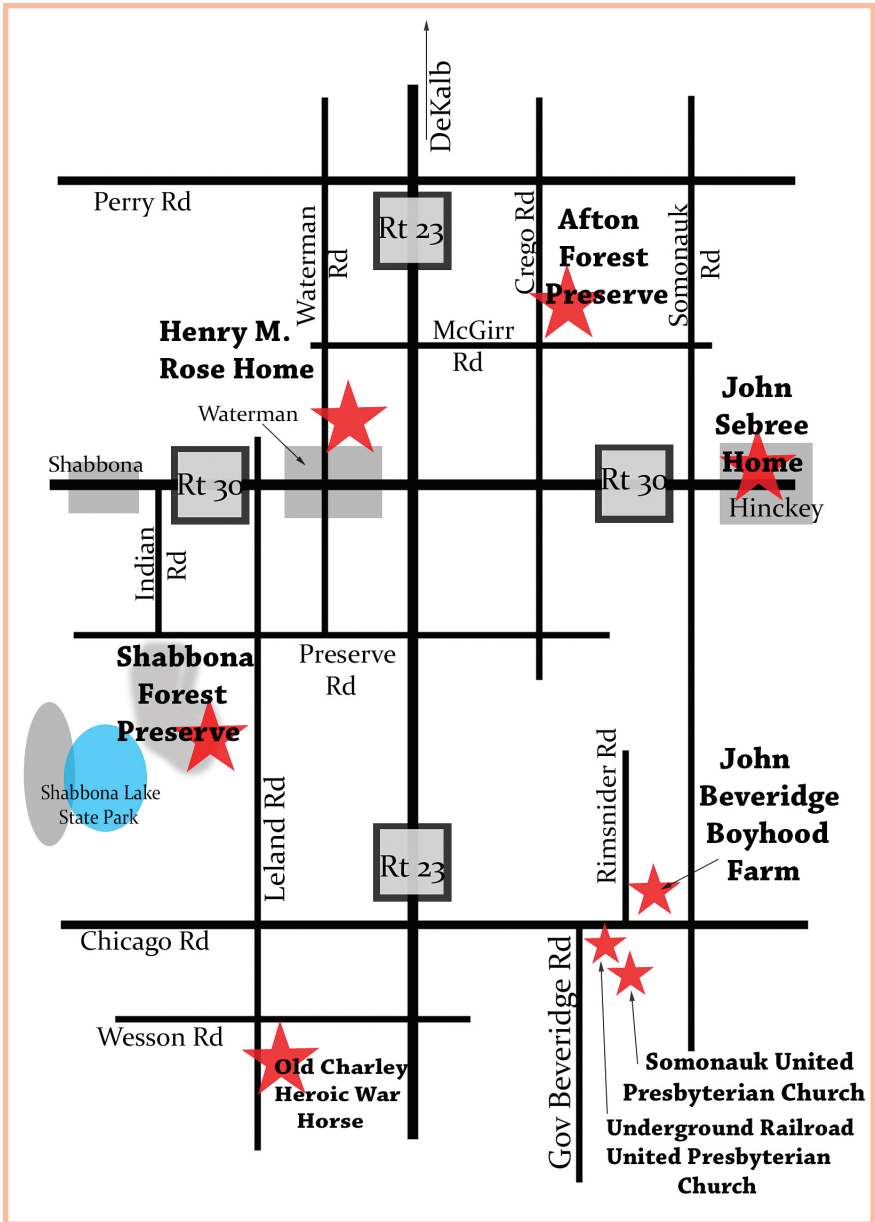
Notes





Tour 3 — South DeKalb County

This tour takes about 2 hours to complete





TOUR 3

South DeKalb County

John Beveridge, boyhood farm of future governor;
*Chicago Rd. and Gov. Beveridge Rd., NE corner of intersection,
Somonauk, Illinois*

GPS: N41° 42.6026' / W88° 40.7496'

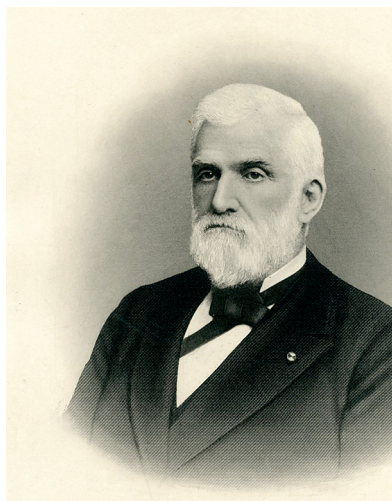
*Sponsored by DeKalb County Historical Society and DeKalb County Board
Marker placed 1972*

John Lourie Beveridge was the 16th governor of Illinois, 1873 – 1877. He replaced newly elected Richard J. Oglesby who resigned to accept a U.S. Senate seat.

John Beveridge was born in Greenwich, New York, on July 6, 1824. In 1842, he moved with his parents, George and Ann Beveridge, and siblings to DeKalb County, Illinois. The Beveridge family were of Scottish descent and were strong abolitionists.

John started his education in Illinois with one term at Granville Academy and several terms at Rock River Seminary. During the fall 1845, he traveled south, teaching school in Tennessee and becoming a lawyer. He returned to Illinois in 1847, marrying Helen Judson on January 20, 1848. The couple moved often, finally settling in Evanston, Illinois, in 1854, where John opened a law office. In 1861, John enlisted in the Union Army during the Civil War. He was discharged in 1866 as a brigadier general.

John entered politics in 1870, serving as a State Senator, Congressman-at-large, and in 1873 Governor of Illinois. During his administration he completed the revision of statutes begun in 1869, partial success of the Farmers Movement and the Haines Legislature.



John Beveridge, Illinois Governor 1873-1877

Source: • *Portrait and Biographical Album of Champaign County, Illinois*,
Chapman Brothers, Chicago, 1887.



Somonauk United Presbyterian Church; *Chicago Rd. and Gov. Beveridge Rd., Somonauk, Illinois*

GPS: N41° 42.563' / W88° 40.860'

Sponsored by Chicago Historical Society and Daughters of the American Revolution (DAR)

Marker placed September 1925

Somonauk United Presbyterian Church is the first building erected by settlers in DeKalb County.



George Beveridge traveled to DeKalb County in 1837 from New York. In 1842 George brought his wife, Ann, and son John to a log cabin home on a farm. John would become Governor of Illinois in 1873.

The congregation of Somonauk was organized March 18, 1846, by Rev. Rensselaer W. French. Three years later French accepted the position as permanent minister for the congregation.

Early services were held in the Beveridge log cabin, their later frame house or the school building. The first church was built in 1853. By 1876, an addition was needed to hold the growing congregation, emigrants from New York settling in DeKalb County. These emigrants, originally from Scotland, carried with them their strong religious convictions and sought to preserve the Presbyterian beliefs of their ancestors. These beliefs included a strong sense of right or wrong and that all men were free (Beasley, 2013).



Sources: • "Somonauk United Presbyterian Church," *Sandwich Free Press*, April 15, 1915.
• Nancy M. Beasley, *The Underground Railroad in DeKalb County*, Jefferson, NC: McFarland & Company, Inc. Publishers, 2013.



Underground Railroad, United Presbyterian Church, Somonauk; *Chicago Rd. and Gov. Beveridge Rd., Somonauk, Illinois*

GPS: N41° 42.5518 / W88° 40.8515

Sponsored by DeKalb County Historical – Genealogical Society

Marker placed 2016

The Underground Railroad was a network of secret locations in the United States to aide escaping slaves prior to the Civil War (late 1700s to 1865). These locations hid the slaves as they made their way to free states and Canada. The Fugitive Slave Law passed in 1850 intensified the actions of the Underground Railroad. The Underground Railroad was no longer needed after the signing of the Emancipation Proclamation on January 1, 1863.

The operators of the Underground Railroad believed their charter came from God, a higher law than the Fugitive Slave Law (Beasley, 2013:103). Rev. French, minister of the Somonauk United Presbyterian Church, agreed with their activities.



The log cabin of George and Ann Beveridge, where many early church services took place, was a station on the Underground Railroad and was “generally known throughout the state as one of the main stations” (Beasley, 2013:103).

Sources: • Nancy M. Beasley, *The Underground Railroad in DeKalb County*, Jefferson, NC: McFarland & Company, Inc. Publishers, 2013.



Old Charley, The Heroic War Horse; 3292 N. Leland Rd., rear barn, NW corner, Leland, Illinois

GPS: N41° 40.770' / W88° 48.014'

Sponsored by DeKalb County Historical-Genealogical Society
Marker placed May 2012



The historical marker recognizing Old Charley, a Civil War horse, is mounted on the Wesson barn. The family has given permission to enter the driveway and drive by barn. Please be respectful of their property.

Silas Wesson enlisted in the 8th Illinois Cavalry, Company K September 8,

1861 and served until 1865. Charley was briefly Wesson's mount in 1862. Then, in 1864, after recovering from battle wounds, Silas received Charley as his assigned mount. After being discharged in 1865, Silas wrote in his diary, "Am going home tomorrow, and 'Old Charley' is going home with me. We have fought together and we go home together." Silas was able to purchase Charley from the army and took the horse home to the Wesson farm. Although Old Charley had been wounded a few times and once was left for dead on a battle field, the horse found his way back to Company K. He was one of only twelve of 1,200 horses in Company K that survived the war.



Silas and Magdalene Suydam married October 15, 1866. In May 1872, the young family including Charley, moved to Kansas to settle on a 160 acre farm as part of the Homestead Act. In 1880, Silas sold his farm to move back to DeKalb County at the request of his father. Charley survived the difficult trip and lived at the Wesson farm until his death in 1885.

Sources: • Silas Wesson diary
• "Civil War Diary Tells of Life in Union Army,"
The DeKalb Daily Chronicle, February 27, 1961.



Chief Shabbona; SE corner of Rte. 30 and Indian Rd., Shabbona, Illinois

GPS: N41° 46.049' / W88° 51.722'

Sponsored by the Illinois State Historical Society and
Illinois Department of Transportation (IDOT)
Marker placed 1986

The American government made the first treaties with the Sac and Fox tribes in Illinois in 1804. However, the tribes inhabiting most of northern Illinois were the Winnebago and Pottawatomie. Tribes were given the privilege to live and hunt on lands in northern Illinois, while opening up the land for settlement. Conflict in Illinois began due to tribes not fully understanding the treaty terms combined with settlers not recognizing rights of the tribes and the federal government not understanding the authority of chiefs to sign treaties.



Chief Shabbona

In the early 1800s, Shabbona became chief of the Pottawatomie at age 40. Shabbona took his tribe's warriors to join the English in the War of 1812 to fight against the immigrants. *From Oxen to Jets* states, "It is recorded that he prayed to the Great Spirit that if his life were spared he would never again take up arms against the white man."



Shabbona's tribe settled in an area that became named Shabbona Grove. The tribe lived peaceably with the early settlers.

In 1832, Black Hawk, led a group of Sauk, Fox and Kickapoo into northern Illinois to reclaim lands. The Black Hawk War took place April to August 1832. Chief Shabbona warned settlers of danger from Black Hawk saving many lives. Shabbona was rewarded for his actions with land given to him in Shabbona Grove and an annual income of \$200. Chief Shabbona died July 27, 1859, in Morris, Illinois.

Source: • *From Oxen To Jets, a History of DeKalb County 1835-1963*,
Harriet Wilson Davy ed., Dixon, IL: Rogers Printing Company, 1963.



Henry M. Rose Home; 10302 Waterman Road, Waterman, Illinois

GPS: N41° 46.830' / W88° 46.430'

*Sponsored by DeKalb County Historical Society and the DeKalb County Board
Marker placed September 1976*

In the early 1800s, settlers of the West soon realized that fencing was a challenge. Fences were needed to protect crops from livestock and after the 1850s to protect livestock from trains from the newly built railroads. The Great Prairie did not have

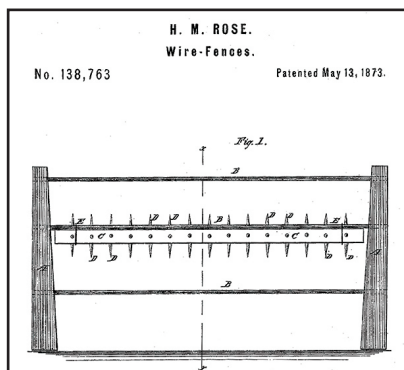


many trees or large stones to use for fencing material. Settlers experimented with growing osage orange hedges that had long spiky thorns. These took a long time to grow and wood and stone was expensive to have shipped from the East. Another solution was needed.

Local mid-19th century laws restricted free-roaming animals. In the 1870s, Clinton Township farmer Henry Rose created fencing of wooden boards with metal barbs inserted to deter animals. Rose received a patent in 1873 and displayed this fencing at a DeKalb county fair that same year. Isaac Ellwood, Joseph Glidden and Jacob Haish attended this fair and saw the display, inspiring them to work on methods to attach barbs to metal wire.

Henry Rose preferred to farm rather than to manufacture his design. He sold contracts for \$5.00 each, which allowed the purchaser to build Rose's style of fencing on 125 acres of land.

Henry Rose continued to experiment with barb wire designs receiving patent #US198688 in 1877.



Source: • Joiner History Room Archives



First Permanent Settlement; John Sebree; Pioneer Park, Rte. 30, Hinckley, Illinois

GPS: N41° 46.129' / W88° 39.006'

Sponsored by Daughters of the American Revolution and DeKalb County Historical Society (placed in 1917) and DeKalb County Board of Supervisors (moved marker September 1976)

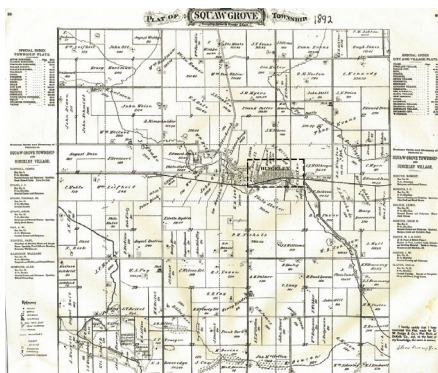


The historical marker, engraved on the angled top of the stone pillar, recognizes the first permanent settlement in DeKalb County, Squaw Grove Township.

In 1834, Hollenbeck, a traveler from Ottawa, Illinois, camped in what he was to name Squaw Grove.

He returned home with tales of the beauty of the land. John Sebree heard these tales and took his large family, including son William, to this location in September of 1834. John Sebree built a log cabin for his family and a few more families joined them. For the first three years, Sebree owned the only plow, made with a wood mould board. This plow cleared the prairie for planting oats and sod corn. In 1836, Samuel Miller, a neighbor, drove oxen with thirty bushels of oats to Chicago, selling them for fifty cents a bushel. He purchased salt and boots for the new settlers.

In 1917, William Sebree pointed out the location of the original log cabin, and a historical marker was placed.



The 1892 plat map shows the Sebree property (center, lower left of the dashed lines around Hinckley).

Sources: • *History of DeKalb County, Illinois*. 1868. Henry L. Boies. O.P. Bassett, Printer: Chicago.
• *Portrait and Biographical Album DeKalb County, Illinois*. 1885. Chapman Brothers: Chicago.



Afton Forest Preserve; 13600 Crego Road and McGirr Rd just south of Perry Road, DeKalb, Illinois

GPS: N41° 50.030' / W 88° 44.030'

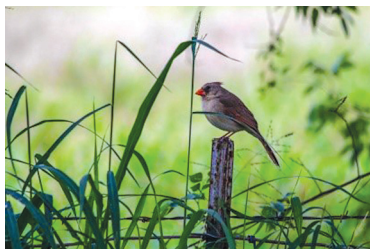
*Sponsored by the DeKalb County Historical Society, The DeKalb County Bicentennial Commission and the DeKalb County Board
Marker placed 1977*



With 316 acres purchased in 1973 Afton Preserve was established as a nature preserve and prairie restoration project. Over the years it has continued to be developed and has become a recreation spot for cross-country skiing, fishing, hiking, bird watching and picnicking. Three wetland areas were developed providing 70 acres

of wetlands and 90 acres of restored prairie.

Prairie restoration is even more important in the 21st century. Tallgrass prairies are unique and complex ecosystems containing many varieties of grasses, flowers, trees, birds, mammals, insects, and microorganisms. Prairies help to protect our environment by producing rich soil and preserving the top soil. Prairie plants improve water quality and provide habitats for many species of plants, insects and animals.



The historical marker was placed in 1977 to recognize the prairie restoration project in honor of the United States bicentennial.

For more information: <http://dekalbcounty.org/ForestPreserve/sites/aftonpreserve.html>
<http://dekalbcounty.org/GIS/ForestPreserve/AftonForestPreserve.pdf>

Notes





DeKalb Area Agricultural Heritage Association, Inc.

(815) 756-8737 • www.daaha.org