

SLEEPY OLD TOWN TO GET HARD ROAD

STORY OF HARDIN COUNTY

Interesting and Unique History of Little Known Corner of Illinois Told by Rambler

E'town is looking forward to a new day. You'll not find E'town on the map. The word is Hardin county code for Elizabethtown. It lies on the bank of the Ohio river midway between Cave-in-Rock and Rosiclare, in the extreme southeastern part of Illinois.

I am writing this in E'town, sometimes more briefly just E't'n. Yes, they're getting ready for a new day down here. Grade is just being completed for the first concrete roadway which the state will build in, thirty miles long, winding, dipping, twisting, up and down like a velvet coaster, through the "gap" from Harrisburg.

To Open Hardin County This road means that Hardin county, that Rosiclare, E'town and Cave-in-Rock will cease to be hermit. In these villages is romance, the past. A part of the hotel I slept in last night was built in 1818 by James McFarlan. Outside in the hotel yard, under my window almost stand a little group of tombstones. On one, a simple slab, brief tribute:

To the memory of JAMES M'FARLAN Born March 29th, 1776 Died Dec. 1st, 1837

Legend says that his good wife, Elizabeth, for whom the little city was named, sleeps at his side. But if there ever was a marker for her, it is gone. So passus glory.

River Traffic E'town stands on a rocky cliff. Below in years gone by all the great river traffic that wended its way down the Ohio passed its door. All day and night, skiffs, barges, flatboats, rafts, the hills reverberating with boatmen's voices as they "cried the lead." Today all but a morsel of this has passed to the railroads—and E'town and Cave-in-Rock have no railroads. One line noses its way up the valley as far as Rosiclare—to get a flourspar. Its busy, traffic heavy, said to be paying well.

Flourspar? Yes, we are in the flourspar center of the United States. This nation produced \$2,353,910 worth of flourspar last year and \$2,277,210 worth of it came from probably within ten miles of this spot. Geologists are searching these hills. Burrows are going in here and there. The "spar" mines are turning out lead and zinc as byproducts and the ore holds some silver. Iron ore lies thick. They say that there are whole hills of it—waiting transportation.

Flourspar Product Flourspar, the main product, is used as a base for "spar" varnishes, for fluxing in the steel mills, for putting the high finish on vitreous ware and highly glazed tiles. It is found along the faults in these hills, torn and twisted by upheavals dating back to early geological ages.

Apparently it was deposited in molten or gaseous form, or perhaps, in solution. It fills caverns and fissures and somewhat resembles rock candy. It is found in crystal form and in many colors, blues, purples, reddish or pink, almost black, cream and white. It crumbles easily, splits, forms cubes, diamond-shaped, or angular bits.

Some is marketed in pebble form where it retains its gaiety of colors. Some, used in the manufacture of hydrofluoric acid and for other purposes, is finely ground and looks like flour. Three big mines are running in the hills, at Rosiclare. A dozen others, small ones, are scattered through the back-country.

Old Mining Activities Lead was dug out here seventy-five years ago. For a time the flourspar was thrown aside as no one knew its value. Now men go down 700 feet below the surface of the earth to get the "spar" which sells for about \$20 a ton. Furnaces back in the hills tell of the day when iron was mined. They are ivy-grown now.

Natives say that lack of transportation killed the iron industry, that "mountains" of the ore stand "out frowder" and that some day "she'll come back."

E'town and Cave-in-Rock are the "Old South" transplanted over into Illinois. The settlers were from Virginia, Kentucky, and Tennessee. They still prefer, mostly, "soft cistern water to drink. The negroes are of the old days, the unbonded mammy and "uncle," unspoiled.

They want that concrete road in E'town. It will cost much money to the state because of the cuts and fills and dynamiting. I asked a native when it would be done.

"In about a year," he said, and then, with a smile, "What's a year in E'town?"

So they're getting ready, leisurely. They are wondering what the wide road and the swift road will mean. How many cars will come in? How much new money it will bring. In the dim memory of the older men Hardin county was a beehive of industry.

The river trade, one time a great potato center, later producing much wheat, all sold down the river. Once farmers making fence rails out of

black walnut logs! Finally the land was worked out. The soil thinned. The river traffic all but died.

Is Beating Back Hardin county is beating back now. It is turning to dairying, to poultry raising, to orcharding. All these industries do well. But the curse of the "thin days" is still on the land. Much of it can be bought for fifteen dollars an acre, some for ten.

"Fifteen dollars an acre today. Perhaps thirty or forty tomorrow," said E. F. Wall, the E'town banker, as we rode through the hills together. "Where in all America can you find investment possibilities like that?" We were coming back from Cave-in-Rock. We had gone into the cavern which legend says was the lurking place of a band of cutthroats who used to dart out on the river and murder and rob the boatmen. We had gone up the river to Ford's Ferry.

Government Dam Near here the government is putting in "Dam No. 50, from Pittsburgh counting down," in its effort to bring back river traffic. The dam will cost millions and the workmen say "The job'll take eight more years to finish." Three other similar dams are going in below E'town, near Golconda, Brookport and Cairo.

"Old Ford," the natives say, "Used to tip off the Cave-in-Rock river pirates and get a cut on their loot."

He's gone, years ago, and all his descendants. But some families persist here. We rode in a gasoline-driven riverboat, delivering people and freight up and down the Ohio. It is called the Mary McConnell.

"Gran'father and father carried on the business before me," observed Richard McConnell, whose weather-lined face beamed from above the wheel as he steered 'er safely around the bars.

"James McFarlan was my great-grandfather and Elizabeth my great-grandmother," observed Mr. Wall, whose vaults protect the county seat moneys.

Old Timer Jake Gaines came into these parts many years ago. His first job was rowing traveling salesmen down the river from Shawneetown to Paducah, stopping enroute. That was a seventy-mile pull. When he started he rented a skiff at 25 cents a day. When he died he had a good river business, now in the hands of his sons and they say that he was worth \$35,000. One day an old hill farmer came in with a roll of \$7,000 and deposited it in the bank.

"Jes' ben accumulatin' it," he explained. "Dug it up las'night. Never got around to bring it before."

I'm writing this in Jim Watson's office. He's a lawyer. Served many terms in Springfield. Knows the country. Has traveled everywhere. He says, "E'town's all right, I like it. Was born just across the street from where I live. Seems like, though, that the young folks who go away to the universities have a hard time coming back. There's my boy, for instance—he's studying law."

Rainbow's End The concrete road—That's E'town's rainbow's end right now. Not far away, less than a year likely, and what's a year in E'town? An old hillman, hickory shirt and overalls, sagely observes, "Guess they're building it in so's to get their likker out easier." You wonder how much of a humorist he is for they do whisper of moonshine back in the hills.

We sit under trees, in the moonlight, the Ohio, below, cool breezes, frogs singing, far from railroad and city, and a traveling man observes: "I can see a great pleasure resort here. Thousands of motor cars, music, song, young people dancing. As pretty a spot as any place on earth, cliffs, bluffs, caves, the river, hunting, fishing. E'town, which has slept a hundred years, is waking."

Another Road A second concrete road is planned across Hardin county, from the north to Cave-in-Rock. Here it will meet the federalized road on the Kentucky side—so the Illinois road system and Kentucky's will meet, opening up a hitherto almost impenetrable district.

E'town, Rosiclare, Cave-in-Rock and Hardin county will tell their story at the Illinois Products Exposition in Chicago next October. I'm leaving here now to travel on, "Re-discovering Illinois." I wish it were fall. Quail scuttles to right and left as we fliver. I wish, too, for those promised concrete roads.

These mountain trails "as is" are hell—

(This is the eighth of a series of articles entitled "Re-discovering Illinois." The next will be published soon.)

RAISE JURORS PAY TWO DOLLARS A DAY

Jury fees have gone up. From now on, or rather from now until the legislature may see fit to change the law, jurors serving in a court of record will receive \$5 a day instead of \$3, as has been the case in the past.

This change in the jury fees was effected at the past session of the general assembly and affects all the courts of this county, the circuit, county and probate.

Attorneys are of the opinion that with the new law in effect better juries will result. Men so qualified as to make good jurors will not sacrifice their time for \$3 a day, but some of the lawyers believe that with the new scale of pay in force, these men will consent to serve.

WILBUR COMMENDS NAVY PERSONNEL

Men, Not Ships, Essential for Adequate Defence, Secretary Says

"The American navy of the future will be formed by the appropriations allowed and by the use of these funds by the personnel of the navy, under the direction of the secretary," says Curtis D. Wilbur, Secretary of the Navy, in an article on "The Navy of the future," in the July number of the National Republic, published at Washington, D. C. "The first factor will govern the second, and I am confident that the use of appropriations could be placed in no better hands than in those who labor constantly to provide first-line security for America. The personnel of the navy, both officer and enlisted, is high caliber, and to these, our defenders, we must look for expert guidance in methods of national defense for the future. Men, not ships, are those who defend us. Our history is filled with the noble deeds of our naval personnel, in peace-time as well as in war. To them is entrusted the scientific planning and the training for the protection of the rights and peace of the citizens of America. To those who bear the active responsibility for our national security, due heed must be given. To disregard their expert advice is to endanger the American navy of the future; to weaken our power at sea; to weaken our power at sea in the future is to invite a gradual subsidence of America from the realm of independence and liberty, for which our forefathers, as well as our own generation, have given their lives. We are trustees of a great inheritance of liberty and equality, and we owe it to the future to hand down this inheritance not only unimpaired, but also augmented by our efforts to maintain and enlarge that liberty and establish more firmly that equality."

"THERE OUGHT TO BE A LAW"

A fellow out in Steamboat Rock fell down and barked his shin. He nursed it and he cursed it with a grim and grisly grin. Then wrote and told his congressman about the stump that tripped him. And voiced the indignation that incontinently gripped him. The congressman got busy with a ream of legal-cap (Though few of us had known that Steamboat Rock was on the map); He framed a law forbidding leaving stumps six inches high—It passed; and noy 'tis one of those we all are governed by.

Full many a little citizen grows "all het up" and vocal And drives his representative (who yearns for re-election) To make a nation's law about some localized affection. We break a law an hour, on an average, I guess. For multitudes of laws produce a law-ignoring mess. Our country's bulky statute-books contain a million laws That, if enforced, would place us in constabulary claws.

'Tis safe to say that each of us, without one lone exception, Breaks every day a dozen laws of which he's no conception. There's scarcely any human deed that's natural or pleasant But that one day that self-same act has peevish some paltry peasant Who promptly got his congressman to pass a law about it.

That you and I in innocence or ignorance might flout it. For broth is not the only thing spoiled by too many cooks— 'Twould do our country works of good to "thin" our statute books! —Strickland Gillilan in Nation's Business Magazine.

MAP TO ILLUSTRATE STATE ROAD WORK

One of the outstanding features of the big exhibit which the division of highways of Illinois will show at half a hundred county and district fairs during the present summer will be two huge illuminated maps, showing the \$60,000,000 bond issue system and progress to date. Included on the maps also are the routes of the \$100,000,000 bond issue system, approved by the people last November.

Another interesting feature of the highway exhibit will be a 4-reel moving picture, which attempts to demonstrate the construction of a durable, hard-surfaced highway from the time the material is taken from the ground until the pavement is completed and open to traffic.

Because of its appeal to the public in general commercially and from the standpoint of the farmer, this exhibit will occupy a prominent place at the county fairs. Road building having been Governor Small's chief interest since he became chief executive, he has permitted the highway division to stage this educational exhibit without stint.

Many women trying to earn pin money, but timid husbands will be glad they are not trying for rolling pin money.

The chase for the dollar is said to be dangerous, but if we do not chase it to a certain extent, our creditors will chase us.

GARNETT'S

STORE NEWS

WEARWELL BLANKETS



This is the time to set the house in order for the winter months. One of the housewife's most important considerations is bedding supplies. The quality and durability of these blankets is unsurpassed and they come in attractive colors and patterns. Ask to see the Wearwell Blankets.

- Large size, 70x80, Wool Blankets in large plaid patterns, pair \$6.25
- 66x80 inch Wool Blanket in black plaids and bound with silk \$7.50
- 100 per cent pure Virgin Wool Blankets, size 66x80. Beautiful plaid patterns, the pair \$11.50
- 70x80 inch 100 per cent pure Virgin Wool Blanket with saten binding, the pair \$12.50
- 70x80 inch pure Virgin Wool Blankets, large block patterns, the pair \$14.75
- 66x80 inch large plaid cotton Blankets. The pair \$4.50
- 66x80 inch Wool Blankets in choice of five colors; large plaid patterns, the pair \$5.50

Advance Sale of the New Bremen

All-Wool Blankets

Advance Price \$11.95
Regular Price \$14.85

These Blankets are priced for September delivery, thus allowing the mill to make them at its convenience. They are all wool, size 70x80 inches and can be chosen in six colors in large block patterns.

SAMPLES ON DISPLAY

BLUE AUTO LICENSE PLATES NEXT YEAR

To Be Lettered in White, and Supply Already Contracted for by Emmerson

Blue license plates lettered in white have been selected for automobiles for the year 1925. Contract for the manufacture of the plates has been let by Secretary of State, Louis L. Emmerson, at 13.4 cents per pair and this is believed to be among the lowest price for plates in the United States. The contract for these plates, which will number 1,165,000, was awarded to the C. H. Hanson company of Chicago.

The plates enclosed in patented envelopes will be delivered to the State House in Springfield free of charge to the state and will be ready for distribution on January 1, 1925.

In addition to the plates, contracts have also been let to the Brady company of Peoria for 100,000 badges for chauffeurs.

Secretary Emmerson believes this estimate will be insufficient to care for the demand in 1925, and the contracts specify that if more plates are needed they will be furnished at the same figure.

Statistics compiled from the records of the Automobile Department show that during the year 1925, to date 1,015,190 pleasure cars have been licensed.

In addition 4,332 dealers, 5,449 motorcycles, and 146,114 truck licenses have been issued making a total registration of 4,171,085.

The total revenue from license fees turned into the state treasury for this period has been \$12,110,777.03.

Question asked as to why some young men place their feet on the dashboards of their automobiles? Dunno, unless to push out of the way anything they run into.

Claimed American students do not respect their elders, but anyway they are willing to take their valuable time to give them instruction.

Hugo Du Brock & Co.

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CHRISTIAN SCIENCE

ject for next Sunday's lesson, "Soul."

ices are held in this church, 387 Centre, which is open every week from nine o'clock in the morning till six o'clock in the evening Sunday afternoon from two to six o'clock.

are cordially invited to make the reading room at 387 Centre, which is open every week from nine o'clock in the morning till six o'clock in the evening Sunday afternoon from two to six o'clock.

TRINITY CHURCH

ev. P. C. Wolcott, D. D., rector

Holy Communion—7:30 a. m. Church School—9:30 a. m. 11:00 a. m.

First Sunday in the month (Communion), song—5:00 p. m. Friday and holy days, the Holy

BENEZER CHURCH

nd street near Laurel avenue J. G. Finkbeiner, pastor

Sunday school session. Dr. Fritsch, superintendent.

Morning worship. Evening services.

Howard T. Kuish, Ph.D. will on Sunday morning and the on the evening.

ngton. Park. Camp meeting 21-31.

FACE M. E. CHURCH

y. W. B. Doble, minister

Sunday school. Morning worship. Evening service.

people are opposed to Sun-

ing, but no one will be pro-

from getting into their own