

MOONEY FAMILY IN EARLY HISTORY HERE

(Continued from page 1)

He and his family are members of the Catholic church, and in politics he is independent. Mr. Mooney is one of the oldest survivors of the early settlers of East Deerfield, which was but a wilderness when he came here, a child six years of age. His acquaintance is wide and he is highly respected by all.

John Mooney lived to be a very old man and his reminiscences were gathered by Mr. Jesse Lowe Smith, in a supplementary reader as follows:

The story of Mr. John Mooney as told for the children of the third grade of the Elm Place school.

The father and mother of John Mooney and their five children came to Highland Park about 1845. John was six years old that fall. They had been in the United States one year, which they had spent on the shores of Lake Champlain. They came west by way of the Erie Canal on a canal boat, and at Buffalo took passage on a sailing vessel for Chicago. They located on a forty acre claim across the Skokie. The Northwestern railroad runs through the farm today. The original forty acre field was heavily wooded, so they cut down the timber, rolled it into huge piles and burned it. They had to clear the ground to raise something to eat.

The first two years they had nothing to sell, after that they had eggs and butter, and a few little things such as that to sell.

They had to go to Chicago to market. This required three days. The first day they went eighteen miles, to a house where Rose Hill is now, and spent the night there. Then at four o'clock the next morning they would start out with oxen for Chicago. After marketing in Chicago they would return to Rose Hill for the night, and the following day were at home again.

Money was very scarce in those days. Mr. Mooney's father had work now and then for fifty cents a day, but seldom received cash for his services. Payment of debts was usually made in flour, pork and eggs.

It took his father and mother six months to get together \$2.50, with which to pay tuition money to the school teacher who came here to start a private school. His father earned his first yoke of oxen by day labor. He walked across country to Joliet one winter and spent three months working on the Illinois-Michigan Canal. That is the way he earned the oxen.

Mr. Mooney said that roads were cut through the wood with axes, following blazed trails.

The Indian trails were of little use to the settlers, since they were narrow paths six or eight inches wide. There was one side-trail along the bluff in sight of the lake. Another trail, more frequently used, crossed and re-crossed the Skokie, following the high ridge.

Grain was taken to be ground at Vincent's mill, on the Des Plaines river, about 7 miles away.

They used all of the grain and had none to sell.

Houses were nearly two miles apart when the Mooney family first settled here. John remembers carrying a pail of milk, with the help of his brother, through the woods, a distance of one mile. They were very glad to get it at that, whether sweet or sour.

Game was plentiful. Deer was here. Boys could catch rabbits easily. One winter when other food was scarce the Mooney family lived almost entirely on quail. They boiled a large potful of them at a time.

Squirrels, partridges, and prairie chickens, were usually very plentiful. The chief living was corn meal, potatoes and meat. For coffee, the settlers parched corn, rye and barley and mixed it with coffee essence which they bought at the market in Chicago. They browned the grain in the oven and ground it up. They used a great deal of hominy. They bleached wood ashes and used this lye water to soften the hulls of the corn, then they put it in hot water to soak off the lye, and the hulls came off.

They used herbs for medicine, principally honest, smartweed and saffron. Every spring they used saffron root for tea.

The first church was a little log building on the road four miles north of Deerfield. After church, known as the Marquette Chapel, was built on Green Bay Road in 1845 or 1847. The cross on it was not erected until some years later, when some missionaries came here and held a mission. Services were held in this log church until a new church was built on the present site of St. Mary's church. At first a priest came up here once a month from Grosse Point. Later on a priest came from Waukegan twice a month.

The Indians had moved away two years before the Mooney family came, but for some time they came back one a year on a hunting trip.

The Indians were very friendly. In those days Waukegan was called Little Fort. Old Green Bay tavern was here when the Mooneys came.

Strangers were always welcomed by the settlers and were invited to share whatever one had to eat. Stage coaches went through here on the way to Milwaukee, and usually stopped at night at the Green Bay Tavern.

John Mooney worked on the Chicago and Northwestern Railroad when they were building the first road bed through Highland Park. He had three ox teams which were used at that time. The steepest going down were cut down to make ties for the rails. They burned wood in the engines for fuel.

John Mooney's father (James Mooney) died when the family had been here only ten years. James Mooney was but thirty-nine years of age. The nearest doctor was in Wheeling, six miles away, and they had to go to Chicago to get a priest for the funeral services.

When the Civil War broke out, John Mooney, who was a young man enlisted, and was sent down into Kentucky and Tennessee. He was in General Thomas' army, which drove back Hood from Nashville.

Briarcliff Villas is part of the Alexander Mooney farm. This new subdivision has a number of handsome new residences upon it. There are a number of fine old elm trees on the old farm, and in one of them the Indians in early days, built a platform from which vantage point they kept watch for marauding rival tribes, and also shot deer that came to the Skokie for water.

Mooney Cemetery, also known as St. Mary's, is on part of the Mooney property. This is a Catholic cemetery on Ridge Road and Deerfield Road.

HOME MAKERS' CONTEST BY CHICAGO TRIBUNE

Prominent Club Women Chosen as Judges; Mrs. C. C. Hopkins Represents District

At the luncheon given at the Stevens by the Chicago Tribune to over one hundred women, who will be the judges in the \$6000 prize contest, "Sally Joy Brown," who is Margaret Stever, and Miss Kate Webber the Club Woman's page editor were the hostesses, Friday.

The majority of the judges were women prominent in club life. Mrs. J. E. Edmonds, President of the nineteenth district Illinois Council of P. T. A. and Mrs. N. G. Symonds state Vice President; Mrs. Constant Church Hopkins of Highland Park, state chairman of the American Home Department of the Illinois Federation of Women's clubs; Mrs. Grace Vial Gray, nationally known speaker and writer on Home Economics; Mrs. Wilbur E. Fribley, president of the Housewives' League; Mrs. William M. Gourley, president of the Lake Forest Woman's club; Dr. Maude S. Powell, president of the Fox Lake Woman's club; Dr. Haines of Berwyn; Mrs. S. D. Snow, president of the Second district I. F. W. C., and women from Haward a distance of sixty miles from Chicago were among those selected for the task.

Miss Margaret Stever, (Sally Joy Brown) in outlining the plan of the contest said that judging would be based upon the means at the disposal of the contestant. The chief feature of the plan is to promote better home life. Home interiors will be viewed. To the family of modest means who have used patient care and judicious expenditure, and made a thoroughly attractive and comfortable home the prize will be awarded. Costly interiors of unusual merit will share in the contest, but will not be allowed to overshadow the modest home.

The contest to be as effective as possible must have all forces in club and home life working to the same end.

Complex modern life is taking many people away from home life. The Tribune hopes to start a movement to keep people more interested in their homes. Mrs. Leeds Mitchell of the Association of Housekeeping Centers talked of her work. Mrs. Constant Hopkins stated her deep appreciation of the Tribune's generosity in promoting such a contest. In her tour of the state, in the interest of her committee work, she realizes what the home means to women. She wished the judges to spread the word that no home is too modest to enter the competition. Do not allow the woman with the small home to be afraid to enter. She spoke of the Toledo Art Institute's exhibit of ten cent articles of beauty for home decoration, and extended all hopes of winning the big prize to the small home.

No home is competing with wealth. To make the home more attractive in simple ways is the desire of the women in the contest. The Tribune will do all of the preliminary work. No limit of cost either way will be made in the decisions. Color, arrangement, balance, space and taste will be the points on the score card. No definite budget of expenditure in home making is to be considered. In each division \$2,000 will be paid in prizes headed by the grand prize of \$500 for the division. Each home will be visited and ample time of the visit will be given by telephone or letter, so that time will be mutually convenient.

Hate Customer: You can't fool me! Do you think I've bought groceries here for fifteen years for nothing?

Grocer: I shouldn't be at all surprised!

Nell: Say, does Harold know how to drive?

Mell: Does he? Say, he hit a deputy sheriff this afternoon that everybody else has been trying to hit for months without succeeding.

C. & N. W. INSTALLING AUTOMATIC CONTROL ON ENTIRE MAIN LINE

Road from Chicago to Omaha to Be Equipped With Device by May 1; Explanation of System

The last stretch of Chicago & North Western's main-line automatic train control installation, extending from Chicago to Omaha, is scheduled to be complete and in service by May 1st, according to an announcement of President Fred W. Sargent today. This outstanding factor of safety and railroad efficiency between these two cities, such as has been in operation since July 1st, now marks, what is said to be, one of the longest stretches of continuous automatic train control in the country.

Master Control System With the completion of this vast improvement, representing an outlay of three million dollars, all Chicago North Western passenger and freight trains on the main line will pass under an invisible master control that is absolutely automatic. It holds the speed of all trains within proper limits independently of the engineer or train men at all times. Under all conditions of the weather, day or night, it safeguards the movements of all trains and provides engineers with a constant check as to speed, and the condition of the right of way ahead entirely independent of block system signals which are often obscured by fog and thereby sacrificing speed for safety.

The new system allows an engineer to operate his passenger train as usual but at a speed within range of safety, if the track is clear, not greater than seventy miles an hour. The maximum speed for freight trains by this system of control is fifty miles per hour, if the track is clear, but no faster. Should an engineer approach too closely to a train or other unexpected restricted conditions ahead, the invisible master control causes a warning light in the cab to change from green to yellow, at the same time sounding a chime or shrill warning whistle which demands acknowledgement.

Double Warning This double automatic warning of light and sound must be immediately acknowledged by the engineer in charge of the train. The speed of his train must forthwith be reduced to below twenty miles an hour, to prove his complete mastery of conditions, otherwise the brakes will be automatically applied, the control taken from his hands and the train stopped. As soon as the track ahead is clear again, the master control signal informs the engineer of the fact, whereupon he can again proceed at full speed ahead, up to within the required safety margin of seventy miles per hour as before.

The Chicago & North Western was the first railroad to install continuous automatic train control on so large a scale and at so great an outlay. Over 350 locomotives and 1050 miles of track had to be equipped with the control apparatus.

The Guide: Look at that half-ruined castle. It might be at least eight hundred years old. Believe me, lady, they don't build such ancient castles nowadays!

A woman is marrying a man she knocked down with her car. Pedestrians run dreadful risks if they don't run.

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MANY ATTEND SENIOR HOP AT HIGH SCHOOL

About Two Hundred Young Folks Enjoy Annual Affair Last Saturday Eve

About one hundred couples attended the annual Senior hop, held Saturday evening, Feb. 18, at Deerfield-Shields. The walls were covered with canvas, and the gym was decorated in the form of a circus. Pink lemonade and popcorn was served. The evening was passed, while the students and guests danced to the merry music of Sheridan's five-piece orchestra, the last dance at 11:30 o'clock ending the Senior Hop of '38.

Those who chaperoned the Hop were: Miss Griswold, Miss Lauderdale, Mr. and Mrs. McBride, Mr. and Mrs. Mason, and Mr. and Mrs. Platt. Dorothy Davidson, chairman of the social committee.

The boy stood on the burning deck With his arms around his sweetie's neck; His father called; he did not go Because he loved to neck her so.

Over in China a would-be suicide needs only to pin a communist badge on himself.—Des Moines Register.

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