

HAMLET



CENTENNIAL



1863
1963

A Foreword . . .

BY JAMES HARDESTY

In writing this story of the early years of Hamlet, we have tried to include the important events and some of the people who have given life and substance to our community. We regret the incompleteness of the account, and acknowledge the contribution of the countless people whose names do not happen to be mentioned herein.

Except where otherwise indicated, I have written the bulk of this material, and am willing to assume the blame. However, many people have helped in many ways. A partial list should include: Mrs. Alma Burson Bradbury, H. C. Harness, Mrs. Laura Awald Young, Robert Thompson, John Norman, R. L. Laramore, Charles Gearhart, Marion Harness, Mrs. Edna Shankland, Mrs. Frank Bales, Mrs. Clifford McCullough, Mrs. Floyd Gindleberger, Mildred Wolfram, Paul Luken, Dewey Berg, Ed Haley, Mr. and Mrs. Almy Awald, Mr. and Mrs. Clem Hall, Mr. and Mrs. Merald Hall, Mr. and Mrs. Raymond Hardesty, Walter Vieting, John Belork, August Herbst, Mrs. Nellie Compton Reilly, Mrs. Frank Jordan, Marjory Curnutt, Mr. and Mrs. Tom Bell, George Weisert, Otto Groshans, Perry McCormick, Mrs. Clarence Stahlbaum, Mr. and Mrs. George Kostin, Charles Swanson, Mrs. Robert Bent, Mr. and Mrs. Frank Abel, Mrs. Harold Short, Wilburn Smith.

Other sources of material include: Minutes of the Town Board Meetings, records in all County Offices, "A Standard History of Starke County" by J. N. McCormick, "Starke County, Past and Present" by Chester McCormick, The Starke County Centennial History, the Centennial Histories of Hanna and Walkerton, The Pennsylvania Railroad, The Hamlet Community Library, The Indiana State Library. Much of the detail has been taken from the files of the Starke County Democrat and Republican and preceding newspapers.

"Our History Of Hamlet"

On October 24, 1863, by request of John Hamlet, the original plot of the town he named Hamlet was recorded in the records of Starke County. Located on the south side of the Pittsburg, Fort Wayne, and Chicago Railroad tracks in SE 1/4 sec. 24 of Davis Township, it was laid out in 4 blocks, containing a total of 62 lots, bordered by Railroad, Starke, Pearl, and Hamlet Streets. Willoughby McCormick was County Recorder. The plot had been surveyed on March 21, 1863, by John Kelly, surveyor. Thus was accomplished the event whose hundredth anniversary we celebrate this year.

John Hamlet, of course, was not the first resident of the area.

There are evidences in Oregon Township at least, and throughout Starke County and the state in general of a people called Mound Builders. During the Neolithic Period these people were making tools of polished stone, developing pottery, the bow, some textiles, and were domesticating some plants and animals.

It is not yet known whether the Indiana Mound Builders were the direct antecedents of the Miami and other Indian tribes living here at the time of early white explorers. Early Indian history is rather vague. At various times, Northern Indiana was temporary home for Eastern tribes retreating from the white colonization. The Miami Indians, however, are generally conceded to have been living in our area in 1679, and were encountered by the French fur trader, LaSalle, at the south bend of the St. Joe River in St. Joseph County. He and his party of 28 are the first known white men in Indiana, and presumably in Davis Township, since they are credited with a portage from the St. Joe River to the Kankakee. One story has them camping overnight about a mile south of Davis Station.

France claimed the entire Mississippi Valley her own, but by 1760 the British had captured Montreal, and the French relinquished all claim to the western country, including Indiana. These were not peaceful years for either the white man or Indian, and the end of the American Revolution saw the state of Virginia organizing all lands northwest of the Ohio River as Illinois County. In 1784 this area was conveyed to the United States, and organized as the Northwest Territory in 1787. Indiana was subsequently organized as a "territory" in 1800, and a State in 1816.

In the meantime, in the late 1700s the Miami Indians had been driven south of the Wabash by the Pottawatomies. They seemed to have no permanent settlements in northern Starke County, but roamed the area taking advantage of the plentiful hunting and fishing. They were "ungracious but not unfriendly" toward white traders and travelers, and often responsive to French Catholic Missionaries.

Agitation by the British in Canada aroused increased resentment on the part of Indiana Indians toward the American settlers. Top level negotiations proved futile, and in 1811 the Indians led by the Prophet were beaten off by General Harrison at the Battle of Tippecanoe. The struggle continued through the War of 1812, until in September of 1813 the British surrendered and peace came to the Indiana Territory.

In 1826 the Pottawatomie Indians ceded to the State of Indiana, land to build the Michigan Road from Lake Michigan to the Ohio River. (Now U. S. 31 through Plymouth.) Other local treaties were accomplished between Indiana and its Indians, but by 1832 agitation had begun for their removal from the state. In 1836 they agreed to retire to reservations in Missouri and Kansas. In 1838 the book says the "Pottawatomie Indians were escorted from Indiana by Military force".

FIRST SETTLER

At any rate, the Indian population in our community was at a low ebb in the late 1830s and 40s when our first permanent white settlers began arriving. Although La Porte and Marshall Counties claim permanent residents as early as 1829, and Pulaski in 1834, our information would indicate the first settler in Starke County came to the northeastern part of what is now Oregon Township in 1835. His name was Edward Smith, and is listed as having held land in Section 1 of Oregon Township. Others were to follow slowly. By 1840 the total population of the area that was to become Starke County was 140 people. By 1850 "there was not more than one family for every two square miles."

GOVERNMENT SURVEY

This part of Northern Indiana was surveyed by the government in 1833-1835. The Kankakee River area was described in field notes, in part, as "a lake of stagnant water, much of it apparently deep, - filled with gray ash, birch, maple, black alder, and rose briar bushes as thick as the hair on a dog's back. The larger timber is more than half dead or dying and falling. Water is 1 to 3 feet deep, very smelly, full of water animals."

The river proper was bordered by marshes of varying wetness, supporting growths of blue flag, cattails, willows, and bluestem grass. There were timber-covered islands, and further east (in Oregon Twp.) higher, sandy, timbered areas which were attracting our first permanent settlers.

EARLY LAND OWNERS

Following is a list from county tract records of the earliest owners of land in Oregon Township. Some were speculators, while others were settlers whose descendants are still living here.

Edward Smith—1838; Anthony Brokau, Harry Morris. Hiram Harvey, John Fletcher, Jacob Fletcher -- 1839; John W. P. Hopkins, --1840; Ansel Cole, — 1841; Nathan Koontz,--1842; Elias Jones, Samuel Hershberger, George Cecil, —1843; and prior to 1850; Catyann Brokaw, M. Pale, A. Brown, John McClellan, Charles Summers, Cornelius Depuy, John Smith, Horace Atwood, John Armstrong, George Neithard, Peter Suit, Jacob Hopkins, George Schanlaub, Samuel Milthouse, Samuel Koontz.

We could not find any tract entries for Davis Township prior to 1850. There may have been none. In 1851, however, the county tax duplicates list these as taxpayers: E. P. Wheeler, John A. Roose, Hopkins, Enoch Graham, John Davis.

The list for Oregon Township is longer and includes.- Benjamin Whiteman, John Wolfenbarger, Israel Uncapher, Philip Smith, Calvin Shelby, Henry Suit, Peter Suit, William Skinner, Theo. S t o k e s, John Simpson, John Smith, Abe Shaffer, Jacob Shilling, Mark Reeves, John Patrick, Nathan McCumber, Samuel Lefever, Abner Lampson, Sam Koontz, Nathan Koontz, William Jolly, Andrew Hatter, Mathew Humphreys, George Goppert, Fredrick Goppert, Conrad Groshans, David Glidden, William Foster, George Felden, Dean Lewis, C. E. DeWolf, John Cannon, Leonard Cole, George Cecil, John Bender, Samuel Burk, George Anderson, Valentine Awald, Horace Atwood.

George Anderson had settled in section 32, Oregon, in 1852 (his son Ben, later lived for years just south of Hamlet). In 1851 Samuel LaFever brought his family to section 34, Davis, and built a log cabin on a high spot in the marsh. Conrad Groshans came to Oregon in 1853, his son-in-law John Wolfram in 1865. John Jana came to Davis Township in 1865, Manns came to section 16, Oregon, in 1854. Henry Marsh, William Hoffer, and Jacob F. Hanselman 1869; Oratio Fuller in 1872.

- 1896 Advertisement -

If there is any reason why you should use any sarsaparilla, there is every reason you should use Ayer's.

LIVESTOCK BRANDS

These people, since they had registered Markings and Brands to identify livestock running at large, can be assumed to be among our earliest livestock farmers; the first registrant in Davis Township was John Hamlet on November 7, 1859. Others are James Jolly and Willoughby McCormick in 1862; W. H. H. Coffin in 1868; George Bogart, Sr. in 1883 and J. W. Fancher in 1887.

In Oregon, Henry Suit, George Felden, and Jake Bender were marking their livestock in 1852, Conrad Groshans, Israel Uncapher, the Gopperts and Fred Mann in 1855, Sam Jager, Abe Shaffer and Phil Nighthart in 1856, Widow Avail and Sam Koontz in 1857, Leonard Leonard and Hiram Jones in 1858, Gottfried Eberle in 1859, and Ed Crouch, Jacob Kolver and John Roose somewhat later,

KOONTZ MILL

Samuel Koontz, Sr. came to what was Woodworth Lake in 1847, and tried unsuccessfully to establish a tannery. As the story goes, Old Sam dammed the lake in 1849 and erected a saw mill. In 1851, the dam went out. It was replaced the same year and a stone-burr grist mill was built, driven by a large water wheel. The dam broke again in 1858, and both it and the mill were rebuilt. At one point in history, the U. S. Government awarded title to all the waters of the lake and lands to Mr. Koontz in consideration of the fact that the grist mill be kept in active operation for the convenience of present and incoming settlers.

Sam Jr. took charge of the mill in 1860 and ran it until 1925, establishing a high reputation as miller. An 1895 newspaper reports "42 teams at Koontz Mill at one time, a regular reunion of Starke County Fanners. "

The Mill was rebuilt and modernized in 1897, and after several years of idleness was destroyed by fire in 1930, having served its purpose well.

Old Sam had married twice, to Blanch and then to Sarah Suit. His son Sam, Jr. was born in 1844. His last surviving granddaughter, Mrs. Laura Koontz Hornbeck spent her summers at the Lake in the old house by the dam until her death January 27, 1963.

- 1900 Advertisement -

The ideal laxative Cascarets* - Best for the bowels. Cures Bile Bloat.

STARKE COUNTY ORGANIZED

Starke County had been a part of Marshall County until the winter of 1850, when it was made by an act of the legislature a "separate and independent jurisdiction, " and named Starke after the Revolutionary-War officer of the same name. The first county commissioners were John Hopkins, George Estey, and William Parker. Knox was established as the county seat April 1, 1850, tho there was no town there at the time.

Minutes of commissioners meetings in the early 50's are mainly petitions for roads, such as one dated August 20, 1851 for a road in Oregon Township "from NW corner section 14 running east to Yellow River Road. " Many roads in that area were thus approved, but for many years not improved. John Wolfinburger was Oregon trustee at this time.

In the decade following the organization of the county, much of the land in the area was granted to individuals, mostly in 40 acre plots. Some was bought by local residents and added to their holdings. Other went to new people, many of whom would be establishing homes here.

In the area to become Davis Township, grants were made to Enoch Graham, M. Humphreys, Andrew Roose, Philip Seibert, Wm. Huddleston, Jefferson Glidden, Franklin Nitterhouse, Glidden and Reeves, C. S. Tibbets, George Eyster, Isaac Lamb, Ed Tibbets, Mary Carrol, Horace Stow, Stewart and Broth, Theodore Wood, James McCormick, Joseph Miller, Peter Bell, C. E. DeWolf, John Stouffer, Edw. Abbott, Wm. Jolly,

- 1900 Advertisement - "Peruna is the very best Catarrh Cure.'

Samuel LeFever, Moses Jenkinson, David McCumber, Henry Stoner.

In Oregon Township, Grants are recorded to: Andrew Roose, Thomas Kearns, A. G. Chenoweth, C. Humphreys, P. Seibert, John Carmen, Geo. Anderson, Mathew Humphreys, George Cecil, John Roose, Wm. Henderson, Sam Thompson, Wm. Huddleston, John Campbell, Charles Coffin, Charles Tibbits, Jacob Brumbough, Ebenezer Lampson, Robert Kennedy, Jacob Suit, Philo Monroe, Geo. Eyster, John Hawkins, Jacob Shilling, Mark Reeves, A. G. Chenoweth, Israel Uncapher, John Smith, Wm. Skinner, Hiram Jones, Elizabeth Selby, John Hull, Benj. Whiteman, Henry Carrol, J. Jennings.

DAVIS TOWNSHIP FORMED \ At a meeting of the county commissioners in March of 1859, a petition was presented by David McCumber, James Jolly, and others asking for the organization of Davis Township (Twp. 34 N, Range 2 and 3 west). This was granted and D. McCumber, John Hamlet, and Stephen Cole were appointed to serve as Trustees. Peter Speelman was elected trustee in 1860. Oregon Township was already ten years old at this time, and residents referred to the Davis Township area as "the swamp".

The first Railroad through the county was the Louisville, New Albany and Chicago, constructed through the west end of the county (San Pierre) in 1853. If any single event is responsible for the location or even the existence of Hamlet, it is the construction of the Pittsburg, Fort Wayne and

Chicago Railroad in 1858. (They had got to Plymouth in 1856.) The Roose family, which owned 640 acres where Hamlet now is, transferred right of way to this railroad company in 1853 for \$1.00.

On April 25, 1859, an area north of the railroad tracks in section 24 of Davis Township was surveyed, and a plot recorded for a town called Canton. A town now "not in existence".

1863 HAMLET ESTABLISHED

We are approaching the year 1863, and the stage is set for the establishment of a town. Historians no doubt were preoccupied with the Civil War and failed to record much of the detail concerning events here.

We do know, however, that on November 4, 1854 the Roose family sold the SE quarter of section 24, 34-2, to John and Sarah (his wife) Hamlet.

John Hamlet was a brother-in-law of John Roose, had been born January 28, 1804 in Fleming County Kentucky, and came with his parents and brothers and sister to Fulton County Indiana in 1841. He was an employee of the Pittsburgh, Fort Wayne and Chicago Railroad in Ohio, and was transferred by them to this area sometime prior to 1859. With the encouragement by his brother-in-law, he caused to be surveyed, and on October 24, 1863 recorded, the original plot of our town, Hamlet. John Hamlet and John Roose are subsequently credited with being "influential factors

PITTSBURG, FORT WAYNE AND CHICAGO RAILROAD

So far as we can tell, the Pittsburg Fort Wayne and Chicago Railroad established "Starke Station" in 1859, and changed the name to "Hamlet" in 1863. On a strip of right of way given them by John Hamlet, they maintained a water tank on the north side of the track across from the present elevator. (At one time Peter Gallagher was pump man and built the old house which was later the Fred Schmitt home on the north side of the track and east of Starke Street). They also bought local timber and kept a wood pile for the early wood burning steam engines. Coal eventually replaced wood and when the driven wells proved inadequate for water, the pumping station was moved to Davis on the river.

One of the very earliest buildings in Hamlet was the "section House" which the railroad built on the site of the present Mobil bulk plant. This no doubt served as "station" until the original portion of the present depot was built. John Hamlet, as foreman, lived in this house, which was later improved and occupied by the Christophs and then the Berg family.

According to a letter written by him in 1927, Mr. A. D. French was employed by the railroad in Hamlet from 1868 to 1872 as "the first railroad agent, express agent, and telegraph operator." Also "first Sunday School superintendent in the schoolhouse" in 1870 or 1871, and onetime postmaster.

In the early days life in Hamlet was closely associated with the railroad. Many residents worked for the railroad, and people and produce coming and going did so by rail. Livestock loading facilities were maintained in Hamlet, and "country side-tracks were spaced every two miles for the convenience of shippers.

The advent of the auto mobile and paved roads lead to the eventual decline and end of passenger train service in Hamlet. Similarly, motor freight has replaced the railway car for anything less than car load lots. At the present time, there is no railroad agent in Hamlet, no depot in operation, and the section crew has headquarters elsewhere.

Much of the material p r e s e n t e d here was gleaned from early newspapers. In one newspaper we found this note about the first paper in the county: called the Starke County "Press", first published in 1861 by J. A. Berry. The printing press was shipped by rail to "Starke Station" (identified as present Hamlet) and hauled by team to Knox.

This newspaper on January 2, 1862, carried this advertisement! "D. W. Hixon Justice of the Peace and real estate agent, Starke Station, Starke County, Indiana will promptly attend to all business entrusted to his care. "

in the development and upbuilding of the town and surrounding district of Oregon Township. "

We know all too little about life in Hamlet in the 1860's. From the record we know who the landowners were. It is much more difficult to find who the residents were, and where they lived. In 1864 John and Sarah Hamlet had sold their property, including the town he had plotted, to John Taylor. Hamlet is recorded as a resident of Marshall County, Indiana, in 1892;, and is no longer a factor in this story.

John Roose had come to the community around 1854. His wife Rachel may have been the first white woman to live in the area. They built a two story log cabin in about the center of the SW 1/4 of section 19. In 1890 they added a good frame house which was damaged by fire and torn down in 1960. (Site is presently occupied by a clubhouse serving the golf course operated by Clem and Merald Hall.)

In 1867 Rachel Roose sold for \$25, 00 the 1/4 acre at Starke Street and the railroad (lot 3, block 2 in what was to become Roose's addition) to Phillip Groshans. The house he built at that time is still standing, having been occupied later by his daughter, Mr. and Mrs. George Rosenbury, and at the present time by Mr. and Mrs. Julius Lehy.

FIRST POST OFFICE

In 1864, on October 20, the first post office was established, Elijah C. Short, Postmaster. We suspect this was in a building located on lot 14, block 1, built by M. Gordy, and owned afterwards by a James Short and later by the McCormick family.

Further west on Railroad Street, directly across from the depot, John Taylor had sold lots 3 and 4 in block 2 to J. C. Miller. When Miller sold to E. L. Smith in 1870, it included "a 2-story frame house 18 x 32 feet containing store room and three rooms, also a shed. " The property passed through several hands and on November 23, 1878 was bought by Harmon Hardesty. His son Hamlin came to Hamlet in 1800 to mind the store, which in years to follow was operated by Mrs. Catherine (Wolfram) Hardesty and Mrs. Kathryn (Hardesty) Hill and Mr. Hill. The store business was sola in 1952 to Otto and Eva Minker, who presently operate "The Pioneer Store" in the building 2 doors west. The old store building was replaced in 1903 by one of a trio of concrete block buildings and is now owned by Starke County Farm Bureau. The old house, still owned by Mrs. Hill, was moved south across the alley in 1952, and is presently the home of the Andrew Semans family.

A biographical sketch of William Uncapher states he had a store in Hamlet in 1871, "the first store in the village. " This we are unable to substantiate or locate.

Other information credits Ed Short with running the first store, on the northwest corner of

Starke and Davis Streets. Short sold to W. G. McCormick, who later moved the business to Starke and Railroad Streets.

At one time John Taylor operated a saw mill in the wooded area south of the original town plat. The limited supply of local timber was used as building material and sometimes by the railroad for fuel and ties.

The pace quickens in the 1870's. The Starke County Ledger devotes most of its space to world and national news and serial stories, but gives us some clues about the goings on in our still sparsely settled community.

In November of 1872 it is recorded "Starke County will have lots of pork, corn and hay to sell this year. " Chicago markets were quoting corn at 720 a bushel; wheat \$1.51 -\$1.55, choice beeves \$5.60 -\$5.80 Cwt.; and live hogs at \$3.90 to \$4.45. The Starke County Agricultural Association had held its sixth annual fair on October 3-5, with some of our local people taking part. One farm was advertised for sale; "one mile south of Grovertown, 40 acres under improvement, hewed log house and frame bam. Will be sold cheap for cash. Short and Dail, Real Estate Agents."

Proponents of drainage were already being beaten back in December of 1872 when the bill to repeal the Kankakee Drainage law was reported back from the swamp land committee with a recommendation for its passage."

On October 6, 1873, Editor Musselman reports W. W. Garner is erecting a store building in Hamlet, which town has improved considerably this summer. We noticed several new houses going up as we passed through." So far as we can determine Garner was a druggist. An Esther Garner was listed as owner of lot 12 in block 4 at that time.

In the early 70's, John Lohse, an itinerant harness maker, had his wagon parked on lot 1, block 2. In 1873 he moved to Knox.

February 29, 1873: "Will McCormick is doing a fair business in the grocery and dry goods lines;" This was probably an understatement. Situated at the corner of Starke and Railroad Streets in a two-story frame building, (block 1) this store was operated for many years by the McCormick family; Will, then John, his brother, then John's sons, Charles and Erwood. The operation was "general" and included the post office from 1873 to 1889. The original store building and living quarters were improved and brick veneered during the prosperous years. The property passed into the hands of Frank Shinabargarin the 1930's who operated it as the Rainbo Store. Roth Koontz kept the store for several years. It is now operated by Mr. Armando.

Amos Burson came to Hamlet from Philadelphia in 1877 and built the house which still stands on the corner of Main and Railroad Streets. He returned to Philadelphia, married, and while on

a wedding trip to Chicago bought household furniture and a stock of drugs to set up a store in a business room in his now house. He later sold the drug business to Raleigh Woodruff, (who operated the business 3 doors east in a building built in 1885 by Henry Guernsey) and was appointed postmaster in 1891. After his death in 1892, Mrs. Mary Burson operated the post office and a store in the old house. She was probably the first to sell bakery bread in Hamlet. It came by rail from Hill's Bakery in Plymouth and later from Billing's Bakery in Valparaiso.

At the southwest corner of Main and Davis Streets a small house was built during this time. Lawrences lived in it at one time- then Rudolph and Jenny (Reed) Ferch remodeled it into the Ferch Hotel. Later occupied by the Bunnell Family, it was in 1940 remodeled by Frank and Augusta Black into a Funeral home and residence. Presently occupied by Dan Rannells and family. In 1872 John C. Ferch Sr. came to the farm in section 13, Davis Township that is presently the home of his grandson Robert and family. In 1878 Henry Vieting Sr. established a home in Sec. 12.

In 1875 Roose's addition to Hamlet was plotted and recorded.

The population of Hamlet is listed as 124 in 1880. (Grovertown has an even hundred) Things are picking up a bit. A newspaper of that year advertises the "Monroe House," Norman Monroe, proprietor. Hardesty and Company is advertising general merchandise and lumber. And since Knox is without a railroad until 1882, John Larrew is hauling passengers and mail from Hamlet to that town. Jake "Peg" Harrison used also to carry the mail. He accidentally got under a train, and had to have his leg amputated. "Doc" Burson did the job in the south-west room of their house. William G. McCormick sells his store to his brother John, who also becomes postmaster in 1887. Groshans' were operating a livery barn.

Henry Guernsey had built a two story business building (The Childs Building) on Railroad Street in 1885. The first schoolhouse, a one story frame building, had been in use for sometime on the present site of the waterworks. Across the street Amos and Mary Smith built the small house that still stands on the corner; where the U. J. Bates' lived until about 1960. There were probably buildings (combination business and residence) on each corner of Starke and Davis Streets. There was a residence on lot 3, block 1 of Roose's addition, and for all we can tell, Silas Seagraves was operating a saloon on the east side of Starke Street, where Bonars were later to build a drug store.

If Hamlet's population in 1880 was 124 there must have been at least 30 or 40 families at that time, with many more coming in the following decade. Main occupations and sources of income were the railroad (section crews, etc.) and blue-stem marsh hay.

The decade of the 1890*s may have been our period of greatest growth, if we are to judge by the activity reported in our friendly newspaper.

But the record itself is impressive. Population by 1900 has jumped to 432. The economy will change from hay to grain. The single event most responsible is to occur in 1894-95 - the initial dredging of the Robbins Ditch. Other happenings, some important, some not, were to make life interesting in what we have come to regard as the "gay nineties".

3-I RAILROAD

For instance: In the fall of '92, Final arrangements are being made to put the 3-1 railroad from North Judson to Knox and South Bend through Hamlet. H. B. Jolly will have to move his house to make room. It will miss the homes of Herman Zilch and Joel Vail.

The Indiana, Illinois and Iowa Railroad was constructed from the west. North Judson had been the terminal, then Knox. They were hoping to make Plymouth (even had some grading done) but were influenced by cash to head instead for South Bend. According to newspaper reports, the Hamlet folks held a hearing in June of 1896 and approved a donation of \$11, 600. The road must have been in operation prior to this date, as frequent mention is made of minor wrecks.

H. C. Harness can remember riding in the first train, and Mrs. Laura (Awald) Young recalls delivering her mother's homemade butter to the cook house that served the construction crew.

D. P. Haley advertises a general line of groceries, dry goods, boots, shoes, hats, pants, overalls, reapers, Imperial plows; buys butter, eggs, and poultry. "Our motto; Small profits and quick sales." (Dan Haley established this store early in 1892 in a building he built on Railroad Street on lot 5, block 1. The business was sold in 1911 to E. E. Smith. The building was torn down shortly before 1935 when Arvid Johnson built the present building as a newspaper plant: Later occupants; a tavern and the present Jones Sales and Service.

April 1892- Jolly and Brown are a new firm dealing in fresh and salt meats. Aron Teeter, postmaster, businessman and farmer at Davis Station, is selling out and moving to Phoenix, Arizona, a little ahead of the crowd. In May of '92 high water in the marsh areas was damaging hay stacks of the Hamlet Hay Company, operated by Charles Danielson and H. A. Ellingson.

The Danielsons had come to Hamlet in 1888, Ellingson in 1892. They were hay people, farmers, owners of a good bit of marsh land, which they hoped to see dredged soon. Their names were frequently in the news. In May of 1895, H. J. Ellingson returned from a trip to Oregon with a new bride (his second) and built a new house on the SW corner of Hamlet and Davis Streets. Danielsons lived north across the street in the house that still stands there. These were the first homes in town with running water. Water was pumped

"A faded or gray beard may be colored a beautiful natural brown or black, at will, by using Buckingham's dye for the whiskers. "

by a windmill into an elevated tank, and was then piped to the kitchen sink, etc... In 1900 when Ellingsons moved to Knox, Danielsons moved across the street. The house was later the residence of Dr. and Mrs. DeNaut (who transferred it) and is presently the home of Dr. and Mrs. Earl Leinbach.

In May of 1896 The Hamlet Hay Company attracted some attention by using a steam engine to pull a plow. It had been specially built and cost them \$2600. They made news again in 1897 by using a pump to drain an area at the Robbins Ditch and the Pittsburgh, Fort Wayne and Chicago Railroad.

Five additions were plotted to the town during the 90s, and many families were to build new homes. In 1893-94 a new two story brick school was built on the site of the old frame building, which was moved to lot 49 in Danielson's addition and used as a church by the Wesleyan Methodists. Both the Methodists and Catholics built churches in 1901, and the Lutherans in 1902.

Probably the first milk route in the community was established in 1890 by Hardesty Gearhart who delivered fresh milk for 50 a quart. The Gearhart family had come to "Shingle Town" in 1889.

A major event occurred October 31, 1893. The Starke Circuit Court established the Robbins Ditch, and appointed a construction commissioner. In 1894 Joe Welch is operating a saloon on Railroad Street, South on Starke Street Julius

Martini has a little store and a canning and pickling factory, an "extract" business and a hay barn. In the fall of '94 Jake Eberle is completing a new business, building lot 3 block 4. Also Dr. Moore is moving to Medaryville. "Tude" Childs has moved the Seagrave saloon from Starke Street to East Railroad Street and is building a "fine residence" east of it. (Lot 1, Block 2, Roose's addition). William McDaniels is ready to plaster his new house on Starke Street south of Eberle's.

Rev. Veach is running the "Cottage Hotel" on west Davis Street, and Hamlet is honored with the presence of the Ambassador from France, who was here on a "shooting exploit".

Also, in October 1894 "there was another fight at a dance in Hamlet last week; Gallagher involved again. Hamlet is getting to be quite a sporting place."

In June of 1895 the last of the school land in Davis Township is sold at auction- 120 acres in section 16 averaged \$80.00 an acre and was bought by J. A. Bell and H. A. Ellingson. Assessed valuation of real and personal property in Davis is \$163, 000; in Oregon \$213, 000. Acreages of crops in the county are: 5500 wheat, 12, 000 corn, 30, 000 rye, 500 buckwheat, 800 potatoes. Farmers owned 2300 horses, 7500 cattle, 3500 hogs, 2500 sheep, 130 grain binders, 439 mowers, 7 threshers, and 5 clover hullers. Corn is quoted at 320 - 400 a bushel, wheat at 500. Men's suits are advertised from \$2.99 up (to \$18), men's overalls at .29 up, men's plow shoes .99 up

DRAINAGE

Efforts to reclaim the Kankakee marsh area were started as early as 1852. There were many years of plans, litigation, and always defeat. Although some hand and scraper-dug "State" ditches were moving water in small areas, the breakthrough could come only through a major dredging operation. The first one was the Robbins Ditch.

This was first petitioned as the Wolfram Ditch, H. R. Robbins acting as attorney. This was defeated, and it was refilled as the Webb ditch and again beaten. Attorney Robbins plotted a town (in the N W 1/4, S W 1/4 sec. 6, Oregon) called "North Star," comprised of 10 lots, each of which was given to 2 owners, who favored ditching. With this new strength, a petition by S. L. Webb, Hattie Robbins and Nellie Robbins was presented to the Starke Circuit Court, George Burson, judge. On October 31, 1893, this court established the ditch and confirmed the assessments. Sylvester Bertram was appointed Construction Commissioner.

With this start, dredged ditches were soon to drain the marshland of Davis and Oregon Townships, change the economy from commercial hay to onions, mint, potatoes and grain. Henry Robbins emerged a hero, but during the long fight for drainage, he suffered insult, disbarment proceedings (unsuccessful), threat of bodily harm, and

on at least one occasion, threat of a funeral (his own).

The initial dredging of the Robbins ditch was followed soon with other major ditches. On March 22, 1894, The "Howard Extension of the Robbins Ditch" was established (eastward). On June 16, 1897, The "William S. Bliss et al extension to the Robbins Ditch" was established. This enlarged the original ditch and from a point in Sec. 30, Davis, took a short cut to the River. On April 2, 1897, the court established the Jain Ditch, with Valentine Awald Construction Commissioner.

The first dredging and straightening of the Kankakee was accomplished with the establishment of the Place Ditch (and the Robinson, Blain, and Danielson Arms) on April 5, 1901. Pollard and Goff got the contract (<@ 5. 480 cu. yd. > to dig from the B. & O. railroad to a point in sect. 24, Davis. W. H. H. Coffin was superintendent &f works. In December 1902, a contract was awarded to extend the big ditch to our west county line. In February of 1915, work was started on the Marble Ditch to continue the river to the Illinois line.

In the years to follow, these established ditches were recleaned, enlarged and maintained as necessary, and many other ditches subsequently added to improve the productivity of the area.

The Robbins ditch, completed by the 1895 planting season, "reclaimed over 40, 000 acres, raising values from \$2.00 an acre to \$25.00. It is soon realized, after a period of heavy rains, that the ditch is too little. One newspaper story says the "leading industries in Hamlet are breaking up new sod and opening new roads." The leading commercial interest in Town is hay, run by Hamlet Hay Co., Hardesty, Haley and others.

The Hamlet Hay Company is building houses on their land west of town- soon to be subdivided and known as "Oklahoma". David Mann and Robert Welch are building new houses. W. A. Groshans is operating a new livery barn on the east side of Starke Street north of the Railroad. Wilbur Tilbery moves into his new house at Main and Pearl Streets, (now the home of William and Martha Wille), and Wesley Copenhaver opens a new harness shop. (Later operated by a Mr. Ream).

Eberle Hall is available for dances and socials. S. S. Close operates the lumber yard. Mrs. Frank Musselman and Miss Mary Mann offer ladies millinery. Arthur Endsley and E. C. Roose have blacksmith shops. "The 26 piece Hamlet Band is doing very well for the time they have practiced." There is work being done on the streets this year. This should be done every year instead of working all the men in town out on somebody's hay road. " Peter Haley is fatally injured in a horse accident. A marriage license was issued to Laura Koontz and Ziba Hornbeck. "For sale, cheap for cash, second hand baseburn-er stove with oven attached." Prairie fires in

marsh area damage property of many, including Joshua Davis, W. H. Coffin, Herbst. The Hamlet Hay Company put up 6000 tons of hay during the past season. A new law prohibits stock from running at large in Davis Township.

1895 was the year the supreme court declared income tax unconstitutional. It was also the year the Jolly Hotel and Restaurant was opened for business, on the Northeast corner of Main and Davis Streets (where the band stand is).

In the decade to follow, the Jolly House was often in the news as one of Hamlet s social and commercial centers. J. E. Jolly was postmaster for some of these years; the first town telephone exchange was operated in the hotel building, as was the first graphophone. Tb • dining room was sometimes used for dancing, with music often provided by Art McDaniels, Mrs. Jolly's brother. Mr. McDaniels was also something of a composer. Copies of his "Kaiserhof March, published in a limited edition in 1905, are now rare indeed.

The lunch counter featured "hot tomares" as well as ice cream, which was made commercially in a small "ice cream factory" on the premises.

"Doc Jolly" met the trains to extend the hospitality of the hotel to traveling salesmen and other guests. Governor Henry Schricker was a boarder here while employed as cashier at the bank.

After the Jolly family left Hamlet, (about 1905) the hotel was operated at various times by

COMMERCIAL HAYING IN HAMLET

In the early days before the dredging of the marsh land, wild hay was one of the main sources of income in the Hamlet community. For the most part the area north and west of Hamlet was what the old timers called "the Marsh, " and on it was found, in the main, two types of wild hay. The "blue stem", which was a good quality hay, and the "packing hay" which was a broad leaf, coarse hay.

A portion of the hay was used by the farmers on the high land, both as livestock feed and for bedding and hay roofs over poles on sheds. The biggest portion of this hay was made and hauled to market in town or stacked on high ground in the area and either hauled to market later or sold in the stack. It has been reported that in the wet seasons the hay would be made above the ice after freezing.

At one time there were three hay barns in Hamlet. The Hamlet Hay Co., operated by Danielson & Ellingson, The Haley Barn and the Hardesty Barn. The barns would be filled and then hay stacked in the area. In the barn would be stationary a press, belt driven from a wood fired steam engine. For stack hay, horse powered presses were used. These were movable but were staked down and operated as stationary. The operation of the presses was the same except as to power. The bales were wire tied. The wires coming in bundles, separate wires about 7 feet long with an eye on one end. The press was operated generally by three men. One on the table that fed the press and placed the block or board which separated the bales. Another to pitch hay onto the feed table and another who tied and "off-bearred" the bales. The block was so made that there were slots at the top and bottom on each side thru which the -tie wires were shoved and then tied by hand. The bales then removed as they came from the press and the block placed back on the feed table. 100 lbs. was about the average weight of these bales.

The baled hay was sooner or later loaded into box cars and shipped to different points. The blue stem sometimes as feed; the packing hay generally to Pittsburgh for glass packing. Such hay brought \$3.50 a ton in 1898.

More recent "dealers in hay and straw" include the Riggs', Clifton Phillips, Walter Clark, and Paul Lang.

Ed Weisert, Jack Hopkins, Mrs. C. J. Danielson and others.

HAMLET INCORPORATED

The town of Hamlet was incorporated in 1896. At the first meeting of the town board on June 20, Justice of the Peace G. M. Veach administered the oath to the first trustees; Peter Gallagher, President; Hamlin Hardesty and Alexander Milliner. E. B. Mitchell is town clerk; Henry Buck, Treasurer, James Veach was hired as marhsall for \$75.00 a year. Board members received \$1.50 for each meeting.

The first ordinance regulated the sale of liquor. Succeeding ordinances dealt with; shows and public exhibitions; abatement of nuisances; protection of shade trees; licenses for drays, hacks and busses.

At the meeting on July 3, 1896, James Bell, Rudolph Pett, and. Charles Roose were appointed school trustees. Liquor licenses were granted to H. W. Childs and Joseph Welch.

In May of 1896 appeared the first issue of/the "Hamlet Tribune", Mae Atwater, Editor and publisher. We understand it was actually printed in Union Mills, and was apparently not a success. In June the post office was transferred from Mary Bur son to J. E.. Jolly. The office was moved from The Burson house south across the alley (and north of the Jolly Hotel) into a small building where Jolly had previously run a barber shop.

Newspapers at that time mention many run-aways, and minor train wrecks on the 3-1 are not infrequent. Many roads (dirt) are being built throughout the townships. In late 1896, a preliminary survey was started to dredge the Kankakee River from Mud Lake in St. Joseph County. W. S. Bliss, C. J. Danielson, J. A. Bell, H. Holmes, D. W. Place, and W. H. H. Coffin we re members of an exploring party to view the river from the Fort Wayne Railroad crossing to Momenca. At the same time opposition is once again developing to oppose any drainage schemes.

Julius Goppert advertises his harness shop, and C. E. Roose, dealer in reapers and mowers, offers services as repairman and for "sale crying". There is quite a market for frogs. Several deaths reported due to "membraneous croup". People are going to picnics in Mickow's grove, north of town, and to Buffalo Bills Wild West Show at Plymouth (They could also go to California in 72 hours, as advertised by the Santa Fe Railroad) Senator Manwaring spoke at a rally in August; W. J. Bryan stopped at North Judson during a heated campaign. And French Lemonade is a new drink at the Jolly Restaurant.

In 1897 the Town Board levied taxes as follows: Corporation tax 25#/\$100. Road tax 200, special school 300, tuition tax 35\$.

The Robbins ditch is being enlarged and extended. Many people drive out to see the progress of the floating dredge, which was about 30

ft. wide by 100 ft. long, including the dredge, coal barge, and cook shack.

A newspaper, with reference to Davis Township, says "This region has been in a large measure reclaimed, and is filled with farms, good and bad". Agitation continues for dredging both the Kankakee and Yellow Rivers. The county is advertising for bids to build a "splendid new stone court house" in Knox.

Dr. Mitchell, who had an office on Railroad Street west of Roose's Blacksmith shop, moves into the Lawrence house. The new doctor, J. L. DeNaut, will soon take over Mitchell's old location. Christopher Schultz sells his personal property; Rudolph Ferch moves into the Gallagher property, and the Potter building (Lot 7, Block 4, Roose's) is rented. Len Harness moves into the Miller property on Railroad Street. A man named Burke is running the Hamlet Creamery---on west Railroad Street.

Marriage licenses were issued to Ed Wolfram and Ida Patrick and to Ella Awald and John Taylor. Teachers selected for Hamlet schools were M. Blaney, H. C. Schultz, and Mrs. Groshans. In February of 1897 The Kickapoo Show Company gave a performance in our town, and in March Miss Ely gave a dramatic, art, and musical recital at Gallaghers Hall.

Over in Grovertown, the pickle plant took in 18,000 bushels that year, and Fred Peterson was selling his entire output of wooden-soled shoes to a Chicago firm. Late in the year Will Uncapher finished his new store room and residence, and at an oyster supper in Uncapher Hall you could have all you could eat for 200.

In February of 1898, The Battleship Maine was sunk in Havana Harbor. Over at Davis, Sylvester Davis and Perry Hathaway had a little fight over whose orchard has the best apples. Nearby, in May, fire destroyed the 28-room Mac-Saw-ba Club house, a \$10, 000 loss to its Chicago owners. Ira Pease had been caretaker. A new 24x78, 2 story Clubhouse is soon built. Will Fancher has contract to put shingles on the roof. John Michelson ran the place after the Peases left.

Back in Hamlet, interested parties were negotiating for a pickle factory like that one over at Grovertown. Rev. Harmon of the Methodist Church married J. A. Allen to Alta Lampson.

"Mexican Mustang Linament. Good for any ache or injury to man or beast."

FIRST JAIL

The town board is already fussing with the school trustees over the need for a new school building. Hamlet has 127 children of school age. The need for a jail is more urgent, and H. Hardesty is allowed \$119.61 for lumber and expenses involved in building the first town "lock-up". It stood along the south side of the Pennsylvania Railroad, north of the present lumber yard. They passed a resolution giving right to Central Union - Telephone Co. to supply telephone service to town, and an ordinance to remove beyond the ci-

ty limits the nuisance and fire hazard (hay barn) at Davis and Main Streets. In July they appointed young Dr. DeNaut town treasurer.

FIRST GRAIN ELEVATOR

Times are changing in 1899. The first grain elevator in Hamlet is being erected on the 3-1 tracks by the Churchill-White Company. A pickle factory is in operation on the Pittsburg, Fort Wayne & Chicago west of the depot. Danielson and Ellingson sell 1685 acres of land west of Hamlet at \$20-\$40 an acre to Charles Jamison and a famous cattle ranch is started.

Jolly and Myers are building a large house and 2 barns on the M. F. Howe Farm north of town, and C. J. Danielson has bought the lumber from an old prison and will erect a 60 x 100 foot barn on his "White Woman" farm.

In August of 1899, a newspaper says, "the corn, potato, onion, and cabbage crops will be immense at Hamlet".

Dr. DeNaut is building a residence in the rear of his office on Railroad Street. Not to be outdone, Dr. Abner is building a new brick office next to his home (built some years earlier by Gus Bartz, who managed the lumber yard) and is laying the first concrete sidewalks in town. J. E. Jolly resigns as postmaster (Miss Leonice Ray was clerk) and the office is moved to the Compton Store on S. W. corner of Starke and Davis Streets. A. J. Uncapher and Y e a g e r & Johnson install a new gas light plant in their stores in Grovertown. Also in that town, the Young Peoples* Christian Union is organized.

In January of 1899, George Potter and Anna Cole were married. Porter Jack wed Anna Wolfram at the Hamlin Hardesty home, Rev. Harmon officiating. Joshua Davis of Davis died in May and was buried in Fancher Cemetery. And in December, Daniel Suit (Mrs. Sam Koontz Sr's brother) died.

Our butcher, Mr. Hintz, is going to Germany to visit relatives. People in general are going to a fall social in Eberle's Hall, sponsored by Ladies of the M. E. Church; a song, dance, and magic show put on by "Barnum and Bonita"; and to a series of temperance lectures, conducted by a Mrs. Cammack.

Hamlet 1900, Population 432 - At their February 4th meeting, the Town Board adopted a petition to issue \$3300 worth of bonds to erect a new four room brick school (total cost, \$8000). Land was purchased on south Main Street, and the building eventually completed. The Board also ordered the Universal Street Light Company to erect six gasoline street lights, and allowed the Marshall \$75 a year for lighting same. Plans are made to put crushed stone on Railroad Street. Agitation is starting to gravel roads in the country, too.

In June of 1900, the Place Ditch, to straighten the Kankakee River, is defeated in the Porter County Court. A new petition is filed in July.

The Heinz Company is moving their pickle works to Ober. Lem Parmley moves the building to a spot in the area bounded by Railroad Hamlet and Davis streets, and will use it as a machine shop. Besides repair work, he has a patent on a grain separator. In December, "work has commenced on Hardesty's new elevator, east of the

THE JAMISON RANCH

In March of 1899, Charles Jamison, bought 1685 acres of land in section 14, 15, 22, and 23 of Davis Township. Mr. Jamison continued to live in Illinois, employing as manager Chris and Gus Maggenheimer, who lived in Hamlet. Several substantial sets of buildings were built, the headquarters being at the present Ray Schwenk farm. This included the large house and barn still in use, several large cattle barns, a steel bull barn, and a steam driven electric light plant. Across the road was another large house, horse barn and hog house. This set burned in the 1930's. Work on the "ranch" was a living for many local people. The operation included grain and forage production, commercial hogs, work and breeding horses, but was known mainly for its cattle operation. It made the news buying \$3500 cows and imported bulls until in 1901, the Jamison purebred Hereford herd was reputed to be the finest in the United States. Breeding stock was sold all over, some of the less expensive going into local herds, and contributing to their general improvement.

The last .salt was held in March of 1904. C. J. Danielson, Trustee, and an auctioneer from St. Louis (at \$75.00 a day) sold everything, with the proceeds to be prorated by agreement among Mr. Jamison's creditors. The land was subsequently sold, and now comprises several farms."

LIBBY PRISON BARN

In 1962 the city of Richmond, Virginia, dedicated a historical marker on U. S. 35 at the Starke-La Porte county line, indicating the barn (about 80 rod west) built from the lumber of the Civil War Libby Prison. The prison had been dismantled in 1889 and reconstructed in Chicago as a museum. In 1898, the bricks went to the Chicago Historical Society, and the timber was sold to Charles Danielson of Hamlet, who used it in the construction of this barn.

Pittsburg Depot". Churchill-White expects to remodel their elevator to be more competitive.

Mrs. Blumenthal advertises millinery for sale, and the Pittsburg Railroad advertises round trips to Chicago for \$3.90. The Kalamazoo Sugar Beet Company is contracting for beets, \$4.00 a ton, loaded on cars.

"John Hancock, Charles Westbrook, C. C. Miller, Jake Yoeder, and Frank Johnson took in St. Joe, Sunday." In September, Augusta (Mrs. John, Sr.) Ferch died. They had come to Hamlet in 1872, and lived for years on the farm north of town presently occupied by Mr. and Mrs. Robert Ferch, and Mr. and Mrs. Robert Ferch, Jr.

January, 1901 - Queen Victoria Dies, an era ends. For much of Davis Township a new one is about to begin. Pollard, Goff and Company was awarded a contract to dredge the Kankakee River from the Baltimore & Ohio Railroad to Davis Station. "Starke County land prices are soaring." W. S. Bliss sells L. A. Thrasher the SW 1/4 section 11 (later owned by George Marsh) for \$70 an acre. There is talk of Rural Free delivery of mail from Hamlet. The town telephone exchange (in Jolly Hotel) is enlarged. A local company was organized to drill for oil; I. N. Compton, Pres., J. A. Bell, Sec.; committee to sell stock, C. J. Danielson, Felix Houck, Peter Stevens, J. E. Jolly, W. H. Coffin; committee to locate first well; J. H. Fifer, J. H. Bernard, H. Hardesty.

This is the year Studebaker made its first electric express automobile and it is said, "the Company may go into the manufacture of autos extensively". A news item in the county paper advises; "Henry Ballinger is moving the building opposite the post office (SW corner Starke and Davis) now occupied by his meat market, preparatory to erecting a new building to be used for the same purpose. By the way, this is the oldest building in Hamlet." McDaniel Brothers have opened furniture store in the McKenzie Building (Lot 3, Block 1) formerly occupied by Bonar Drug Store. The Snyder residence is being finished (present home of Mr. and Mrs. Ed Shei). The Pittsburg railroad engineers are in town surveying and leveling for the double track. In Grovertown, E. D. Boyer has purchased the stock of the Yeager and Johnson Store. Mrs. Nichols has music classes in Hamlet.

The years deaths included Mrs. Francis (Maltilda Koontz) Yeager, Jonas Dipert, who had come to Oregon Township in 1849, Harvey Jolly, Sam Childs, Seben Sebens, William McKinley.

Louisa Mann married John Brazier, town marshal (who got \$300 a year and was required to wear a blue uniform with brass buttons and a helmet) and Leonice Ray married N. B. Richardson.

On December 12, 1901, Harry Loring published the first issue of the Hamlet Herald in the Eberle Building (later torn down and lumber used on same lot to build present Ed Haley residence, lots 2 and 3, block 4).

July 4, 1902 - Hamlet celebrates Independence Day with horse races in the streets, greased pig chase, rooster chase, and foot races. The parade featured the band, floats, the Maccabee and Woodmen lodges. W. A. Foster gave the address, Bob Galloway gave a balloon ascension and parachute drop. Fireworks display in evening. That was the year Hintz's Meat Market and Comptons Store and post office were robbed. The Hanna Bloodhounds were called in to track the culprits. Also, the "sea lion" was seen "again" in Koontz Lake. Mrs. H. B. Jolly is operating "the 3eanery" in residence at northwest corner McCormick and east Davis streets.

In December 1902 the contract was awarded to dredge the Kankakee River from Davis to west edge of Starke County. The Yellow River Ditch is also being dug.

1903 - The city of Chicago celebrated its centennial. Our Town Board was wrestling with street widening and paving problems, but they found time to pass an ordinance prohibiting the "raising of hogs and running at large of chickens" between April 1st and November 1st. They also permitted R. Hinz to operate a slaughter house at his residence, and raised the fee for a saloon license to \$150 a year.

Dr. Abner announces his intentions to buy an automobile. Sheriff Uncapher is actually using ^ one — the first in the county.

The Wesleyan Methodists have remodeled their church and dedicated it on Sunday, October 11. Rev. A. V. Murphy is pastor. Also, Wm. Freeman and Company opened a new dry-goods and clothing store, J. K. Deets, manager. Lon Davis has sold his saloon to Harry Wilhelm and Jesse West. John Wooley establishes a bakery (probably Hamlet's first) in the building on lot 10, block 1.

Major fires destroyed, in March, the Grovertown schoolhouse; in June, the Churchill-White elevator (bucket brigades saved the Abner house) in July, the D. P. Haley hay bam on south Starke Street (by lightning); and in December did some damage to the Hamlet School.

But the news is not all bad. Grovertown was building a new four room brick school anyway (dedicated September 26, 1904). The Hamlet Town Board agreed to purchase a "fire engine, well, and hose" for \$475 from the Howe Engine Company. Orris Booth was appointed Fire Chief, with Charles Heisler and Fred Bonar, assistants. J. B. Snider was horse man; Ezra Roose, engine man. In August the town bought the old school house for \$800, and remodeled it into an engine room, marshal's room, and office, with a meeting hall on the second floor. They also ordered property owners on the south side of Davis Street to build concrete sidewalks.

On Monday, March 18th, 1904, The Bank of Starke County (capital, \$10,000) opened for business in the corner room of the new Doyle Block at Davis and Main streets. President was

Daniel Stanton; Vice-President, J. L. DeNaut; Cashier, Orris Booth; Directors; Hamlin Hardesty, J. L. DeNaut, D. H. Stanton. Monroe McCormick, C. J. Maggenheimer.

FIRST GRAVEL ROADS

The Prohibition Party of Davis Township nominated William Christoph for trustee and William Wolfram for assessor. The Gravel Road Election in Davis Township carried, and contracts were awarded for these first gravel roads: Davis-Hamlet road, 6 mile, \$9,400; Bailey Road, 7 mile, \$12,400; Mickow Road, 1-3/8 mile, \$1,720; Knox Road, 6 mile, \$9,880; Grovertown Road, 1/2 mile, \$750. Work was done by Coffin & Harness. Within a year, Oregon Township, too, will be graveling roads. Early "road commissioners" were John Bogart, Charles Sebens, H. Teener, F. M. Johnson, Fred Barbknecht, Baner Bolenbaugh.

Mrs. Ezra Roose died of typhoid fever. Adam Gretz was killed in a railroad accident, and C. J. Danielson died mysteriously while visiting the St. Louis Fair.

The Odd Fellows Lodge ,No. 823 was organized in April 1905. Officers are: G. M. Veach, J. E. Wooley, D. A. Fribley, A. E. Wickizer, Fred Bonar, J. R. Abner, Chas. Lampson, J. E. Jolly, John Clark, James McCormick, W.W. Dye, George Weisert, Gabriel Doyle, Jacob Eberle, J. E. Anderson, Sidney Childs, Henry Schultz. The Odd Fellows had a lodge room in the Doyle Block, above Fribleys Store.

The Hamlet Herald changes hands again, from McCormick to Wickizer. Homer Stanton opens a law, loan, and real-estate office. Julius Baker is new cashier at the Bank. W. S. Coleman & Sons were awarded the contract to dig the Jain Ditch. In June, Mr. and Mrs. Richard Gibbs celebrated their golden wedding anniversary. Children include: Ed and Walter, Mrs. J. H. Brickles, Mrs. Ida Hartford, Mrs. Eliza McCumber. The family had come here in 1871. In September, the Jonathan Fanchers announce the approaching marriage of their daughter, Chloe Vida, to J. L. DeNaut.

By the summer of 1906, the number of autos in this area "is increasing very rapidly ". The Win ton, owned by W. S. Coleman, overturned on July 4th, but a good time was being had by all. Early automobile owners included; Kitty Danielson, Valentine Flory, Bill Groshans, John Ferch, James Brown, Willis Hancock. This interest in the automobile was bringing down the price of buggies, at least. Some were being advertised for \$37.50, with \$10 down, and \$5 a month.

The bank is starting a new building on Davis Street (where the present bank was built in 1952). Dora Schnitt holds the record for school attendance - 9 years without being absent or tardy. The Hamlet Herald suspends publication in June.

In February of 1907, the "Purdue Corn Special" brings latest corn growing facts to area

farmers, via the Pittsburg Railroad. The Onion Growers Association is also active. Swift and Company is running big fertilizer ads in the county papers. Peter Sebens has a model dairy on his farm, south of town. He has seventeen Jersey cows, and ships premium butter to Chicago.

On April 7th, 1907, Henry Schricker came to The Hamlet Bank as acting cashier. That very night, he was awakened in his room across the street in the Jolly Hotel by burglars blasting the bank safe. The vault held, but was unusable for several days.

On Valentines Day, everyone in Grovertown went to the Masquerade Pie Social. In July, the Oak Villa Farm was the scene of the wedding of Mr. Hapeman's niece, Pearl Hayes, to Charles W. Danielson. In September, our town had a "Fall Jubilee, " with horse races, foot races, tugs of war, pie eating contest, ladies nail driving contest, ball game, boxing, and a band concert. The town contracted with Frank Wolfram for extensive concrete sidewalks (2)5\$ a square foot, and granted a poolroom license to Wm. Gaw.

An oratorical and musical contest was held on December 14, 1907 at the Town Hall, admission 10 and 200. Contestants were: Howard Gearhart, Hubert Danielson, Bennie Bell, Roland Bliss, Dora Schnitt, Hazel Compton, Carl Brown, Venus Snider.

Things were getting rougher in 1908. The Board ordered two steel jail cells costing \$165. About this time, a visitor arrived at the 3-1 depot (C. R. Lee, agent) and toured our business places. South along the tracks W. W. Dye runs the lumber yard, and Phil Wolfram manages the elevator. At Starke and Davis streets, Ira Compton is running the post office, Theo. Roose a barber shop, John Patrick a billiard parlor, Len Harness a meat market, and south of him, Gus Luken a saloon. West on Davis Street is the new Hamlet Bank Building, George Nelson, cashier, Ted Mickow, assistant.

Allie Blackwell has a barber shop farther on, and at the corner of Davis and Hamlet streets, Trevor and Fee have a dry goods store, Rudolph & Jenny Ferch run the Hotel Ferch, Ed Weissert runs the Jolly Hotel. West on Railroad Street, Irvin Neher is operating a machine shop. Across from the Pennsy depot is Dr. DeNaut's home and office, Ezra Roose's Hardware, Weisserts Furniture Store, Hardesty's Store. Wm. Wolfram is managing the Hardesty Elevator, and across the street in the' Burson house is the Hamlet Feed Store. Heading east, one passes Haley's Store, Childs' Saloon, Hinz Meat Market, Gaw's Restaurant, Ben Rodgers Barber Shop, and McCormicks Store. Jerry Brickles runs the drug store, east, across the street. Val Flory has an implement shop, and R. L. Laramore a dray business.

In 1909 the Town Board appointed Dr. DeNaut health officer, and granted a pool room license to Charles Whitesell. Fred Mickow marries Cora Letter. Rev. Osterhus resigns as pastor of

the Lutheran Church, and the Hamlet team is in the Northern Indiana Baseball League.

In 1910 the Leo Schwenk family took a part of the former Jamison Ranch in Section 23, Davis. (A grandson, Raymond and family, presently reside here.)

At their June, 1910 meeting, the Town Board passed an ordinance forcing citizens to keep all livestock off town sidewalks and streets. In April 1911, they appointed George Rosenberry "town night watch", at \$2.00 a night. They also traded in the old fire engine (and \$1400) for a new engine with a gasoline motor driven pump, and contracted with Clarence Benninghoff and Charlie Foote to dig 21 wells for fire protection.

HAMLET IMPORTANT SHIPPING POINT

Hamlet is now recognized as the biggest shipping point within 25 miles. The Farmers United Grain Co., new owners of the Penny elevator, are building a 2-story office addition. Their staff includes: J. S. McCormick, Seward Reinhart, Clarence Bennett, Benj. demons, John Brazier, Everett Grant, Willard Smith. C. Cunningham owns and operates the 3-1 Elevator.

Indiana ranks first in onion production in 1911. The new onion storage on the 3-1 is completed by Horwitz and is the scene of a big Saturday night dance. Also on the 3-1, C. R. Lee moves into the new depot, which replaces the original one, which burned down. The Winona Telephone Company builds a new bungalow (Clovia Zeigner runs switchboard) on lot 13, block 1, and Marvin Benninghoff is building two large houses. The Bank or Starke County changes its name to Hamlet State Bank and increases its capitalization to \$25, 000.

The news of 1911 is full of odd facts: Fred Schroeder has a new Reo, J. H. Brickles, a new Ford, Ellsworth Childs a 1 cylinder MM. and B. Pettycord a new Brush runabout for his mail route. Lowell Bradbury sells his Overland and buys a new more powerful one. C. F. Smith is running the Hamlet Restaurant with the help of Fay Thomas and Cecil Coffin. Theo. Roose has a photo shop in his barber shop, and Glen Hoffer is working in Blackwell's Barber Shop. George Patrick starts a harness and shoe repair shop on lot 4, block 4, and across the street in connection with the Hamlet Bakery, John Patrick opens a lunch room. E. E. Smith buys the former Haley Store on Railroad Street, Chad McCormick buys a player piano, the first in town. Progressive Flinch is being played at the many parties, around town. Guests usually include the Dan Marquardts, Charles Arndts, Jake Shorts, Charles Harnesses, Wm. Groshans, Wm. Sebens. Geo. Osborn,* Mr. Smith, R. L. Laramores, and Mrs. C. J. Danielson.

It's a fast pace in 1912. Aeroplane flights at South Bend are attracting many Hamlet people. The Town Trustees are equal to this challenge, they build a two room addition to the school, and "decided to go to Plymouth and investigate the electric lights." They propose a higher tax rate

totaling \$1.50 a \$100. Building continues. Frank Steppeworth moves his bakery from Davis Street to his new 2-story building adjoining his residence on East Pearl Street. He sells seven loaves of bread for a quarter. Bill Davis had previously vacated this spot and moved his blacksmith shop one block north. Gus Luken is remodeling his saloon building on lot 2, block 3 of Rooses Addition, north of his home.

Trentz Brothers have made a trade with Schroeder Brothers and are now running the Hamlet Grist Mill (in the old creamery on east Railroad Street). C. E. Groshans rents the Len Harness Meat Market. W. L. Bradbury is manager of the Hamlet Fertilizer Company and is handling Overland automobiles. Mrs. Henry Shank sells home-made bread. A Pennsylvania cattle train was wrecked at Davis Station.

Several pioneers died in 1912: Dan Haley, whose family had come to Oregon Township in 1859; Robert Pool, aged 84; Amos Laramore, who had come to a farm south of town in 1855; Hamlin Hardesty, 1880; John Mickow, 1891; John Barbknecht, 1884; Mrs. Richard Gibbs, 1871.

The Reed Building (N. E. corner Starke and Davis streets) was the scene of chicken suppers (250),- pie socials, and a Masquerade Ball. Mrs. C. J. Danielson and Mrs. Dever Morse were attracting some attention with their vocal duets. Triplets were born to Mr. and Mrs. Emmett Green.

1913 - Hamlet is fifty years old. The Pennsylvania Railroad runs seventy fast trains a day through town, and the Town Board is demanding a watchman for the crossing. The "Commercial Club" is organized to promote the town; J. S. Short, President; Frank Learman, Secretary; L. W. Swihart, Treasurer. Their first project, a band concert, "attracted over 100 autos." Frank Learman opens a 50 "moving picture theater" in the Childs Building, N. E. corner Starke and Davis streets. Frank Black buys the Weissert Furniture and Undertaking business, on Railroad Street, across from the depot. Gus Luken buys the Len Harness lot, S. E. corner Starke and Davis street (\$850). Harness will move his building off and Luken will build a new business building. In October, the Post Office was moved into this property. Laurence Swihart had previously bought, from the Eberle Heirs, the lots on S. W. corner Starke and Davis, which included the building which had housed Comptons' Store and Post Office. At the same time, he sold his saloon on Railroad Street, west of McCormicks, to a Mr. Joe Selby. William C. Hayes is building a "splendid dwelling" north of town (on the S. E. corner of section 13). The house that had stood here was moved to Hamlet and is presently owned by Mrs. Betty DeNaut Marsh.

In 1913, C. D. Bunnell was making and sell-

"Small waists are no longer in style. It's the round, plump waists that come by taking Hollister's Rocky Mountain Tea. 350."

ing canvas gloves and mittens as a sideline to his job at the tower. Everett Grant opens a restaurant in the Wolfram room on Davis Street (lot 10, block 1), lately occupied by the bakery. If we can believe newspaper reports, the Jolly Hotel changed hands in February, from J. Hopkins to Mrs. Jennie Ferch. In June the Hamlet Hotel (formerly the Ferch Hotel) occupied by Mrs. Harding caught fire. For a change, the fire pump worked properly, and the building was saved (and later repaired). Automobile collisions are almost frequent. One happened to the Abner and Childs' autos at Milners corner in July. R. L. Laramore acquires the Ford Automobile Agency, and will be operating from the Schroeder Garage on east Davis Street. The next year he changed to Dodge, and is presently one of the oldest continuous dealerships in the Chrysler organization.

J. H. Brickles has the first organized class in the Hamlet Sunday School; he was president for many years of Starke County Sunday School Association. In July H. R. Smalley was appointed Starke County's first extension agent. Charles Sebens is starting a milk route in Hamlet., John Godfrey, father of Pat and James, died. He had come to Starke County in 1860. Deaths in 1914 included Frank Learman, who was stabbed with a fish spear; Horace J. Childs and Louis Ray, both of whom had come to Hamlet in 1885; John T. McCormick, and Gabriel Doyle.

In 1914, Starke County got its first distribution of auto license fees. Willis Hoffer, barber, has a shop in the Childs' property, adjacent to Learman's Theater. Dye's Bargain Store is open for business "at Haleys' Old Stand." George Weninger, Davis Township farmer, replaces Ira Compton as postmaster. In May, Mr. and Mrs. Henry Hall celebrated their Golden Wedding Anniversary. In December, Hazel Compton married H. R. Smalley. Smalley resigns as County Agent in November, 1915, and is succeeded by C. L. Dye.

In February of 1915, work was started on the dredging of Marble Ditch (the Kankakee River) from the Starke County line to the Illinois line. It is also proposed to either levee or redredge the upper K a n k a k e e . In June, a \$12, 000 fire destroyed the Farmers' United Grain Company Elevator and did some damage to the Burson home across the street. In October, a bridge three miles west of Hamlet was the scene of the County's first fatal auto accident (a Mr. Hodsdon of Valparaiso). Over in Europe, the plot thickened with the sinking of the Lusitania and the resultant loss of American lives. But the news was not all bad. The Priscilla Club held meetings as usual, and the Jones Chautauqua System came to Hamlet in August. At the box social out at the Jolly School, Helen Homer, teacher was chosen prettiest girl; Charles Sebens, homeliest man; K. Hardesty and Herman Shei also won prizes.

The Town Board voted to allow the Standard Oil Company to install a bulk plant over by the 3-1 Railroad, and ordered the Marshall to "look after the speeding of automobiles in the Corporation". Gala event of the summer was the grand

opening of Mrs. Learman's new "Majestic Theater." The I. O. O. F. sponsored a theater party and a banquet in Shei's Hall, which was next door, west, in the new Hamlet Implement Co. Building. There was a new building on the corner, east of the Majestic, constructed by Clarence Benninghoff and occupied by Smiths' Cafe. Across the street, in the old McCormick Building, M. Fitzgerald is running a tailor shop. The Leeper Restaurant moves into the old theater building (Childs' Building). Harry Levy is buying onions for M. Piowaty & Sons. B a s h a Brazier died in May 7, 1915. She had come to Hamlet in 1868, was mother of Mrs. Wm. Christoph, Mrs. J. A. Bell, John and Charles Brazier. In October, Mr. and Mrs. Eber Burch celebrated their golden wedding. Wolves are doing much damage over along the Kankakee, and a big wolf hunt is organized at Barnes Bridge (U. S. 35).

In May, 1916, town trustees, J. R. Abner, Val Flory, and Ed Wolfram accepted a contract with Plymouth Electric Light and Power Company to furnish electric power to Hamlet. Dr. Abner was the first customer to be hooked in, March 17, 1917. The town hall was being used for revival services by the Pentecostal Nazarene Church.

On May 3, 1916, the first A n n u a l Hamlet High School Alumni Banquet was held at Smiths Cafe, with 70 alumni and guests present. On Decoration Day the Lutheran Ladies Aid sponsored a big public picnic complete with games and contests in Letters' grove.

In looking over the December 8, 1916 issue of The Hamlet Star, Theo. Roose, editor, we note the following advertisers: Hamlet Grain Company, C. G. McFadden, manager; U. I. Waldron, glasses and watches (in the Luken corner); Lee and Son, Elevator; Dye Lumber Company; Edelweis (A. C. Brown); Schroeder and Beck, blacksmiths; Standard Oil Company (Geo. Modline, agent); L. A. Thrasher, real estate and loans; Earl Henricks, auctioneering; Hamlet Implement Company - Ford Agency (Charles Shei).

1917 - There are 650 autos registered in Starke County. The market report quotes cattle (5) \$5 - \$10 a cwt., hogs \$14.75, chickens 160 a lb., eggs 280 dozen, butter 300 lb., com \$1.65 a bushel, oats 600, wheat \$2.20, cowpeas \$2.50. The Hamlet High School honor roll lists: Clara Morse, Donald Dipert, Harold Shearin, Gertrude Hayes, Lois Riggs.

WORLD WAR IDRAFT

But the big news is from Washington. In July the army holds the first lottery to draft soldiers for World War I. Local men drawn included; Joseph Hageman, Alvie Herbst, George Henricks, John Lipke, Floyd Bennett, Roy Harvey, Floyd Brand, William Oldenberg, Rudy Zilch, James La very, Perry Strader, Fred Sheldon, Ernest Scheuster, William Smith, Lorenzo Troyer, Eber Burch, Frank Ballinger, Byron Mallory, Vern Avery, Ellsworth Childs, Ora Warner, W. P. Sebens, M. B. Abner, Leslie Coup, Jesse Barnes, William Christoph, Mathew Norman, Fred Kinney, Orville

Bricker, Sam Sellers. Lon Johnson, John Huhnke Fred Huhnke, Charles Roose, C. Patrick, Raymond Shankland, Clarence Johnson, Howard Gearhart, John Troyer, Emil Backstrom, Ora Henricks, John Norman, S. R. Childs, Cecil Coffin, U. E. Smith, Herman Gretz, John Barbknecht, Charles Singleton, Robert Jolly, Carl Brown, Fred Hinz, Sam Le-Fever, William Mann. V. E. Coffin, H. W. Johnson, George Jana, R. C. Harness, Guy Groshans, Fred Reed, F. A. Meyer, Walter Johnson, Harmon Ruggles, H. H. Palmer. C. L. King, Eric Barbknecht, J. G. Sellers, Albert Christoph, Othmer Schwenk, Floyd Benninghoff, William Gretz, William Hall, Joseph Jana, R. O. Beauchamp, Victor Beerwart, Raymond Hardesty, Grant Bogart, S. K. Thomas, Fred Berg. The first examination was called for August 8th.

January 2, 1918, a Home Guard Company was organized at Hamlet. This was the month of the big blizzard, and "for the first time in 27 years, no trains ran on the Pennsylvania Railroad". The Majestic Theater was showing movies, like William Hart in "Wolf Lowrey", and was also the scene of Liberty Bond Meetings and farewell parties for soldiers. The Town Board passed an ordinance which encouraged the planting of war gardens and prohibited dogs from running loose and molesting same. The Pennsy Railroad plowed up its railroad grounds west of the depot and planted vegetables. Sugar and flour cards were adopted. In October, Clifford Garbison died in an army hospital in France. An Armistice was signed November 11, and Hamlet celebrated: "at 4p.m. Monday, bells started ringing and continued into evening, augmented by women and children shouting and singing and banging on pans. The crowd finally assembled at Gundys' corner, where several men were firing guns. " Some of the girls carried a stretcher with a dummy of the Kaiser, which was later hanged and burned. Things would never be quite the same again.

In 1919, Starke County emerges as the "Third largest mint producing county in the world". Mint distilleries will soon be in operation on many farms in Davis and Oregon townships. Plans are being made for a county Farmers Organization, which within a year will be a part of the new Farm Bureau Federation. In November, the Hamlet Cooperative Livestock Shipping Association is formed, William Hayes, President; August Blum, Secretary. Besides shipping livestock, they for a short time operated the Pennsy Elevator, then for years operated the "cream station", coal and feed business on Railroad Street, across from the depot (H. C. Harness was manager). There is renewed agitation to reclean the Kankakee River.

Long - Thompson Company buys the lumber yard, which W. W. Dye had operated since 1903. In February, Fred Mickow is fatally injured, when their farm home burns, and in April, the office and home of Dr. DeNaut is destroyed by fire.

The census of 1920 shows Hamlet with a population of 480; Oregon Township, 967; Davis, 915.

In January of 1921, a list of the businesses in Hamlet included: Fred Hinz Market (in the old

Jolly Hotel), William Wille, Hamlet Implement Company, Jolly Harness Shop, Winona Telephone Company, Majestic Theater, Gundy Hotel, Zilch Smoke House, Miller Coal Company, Hamlet Garage, Farmers Supply Store, James E. Short (dealer in poultry, eggs, and veal), Gus Luken, Brickies Drug Store, McCormick Bros. Store, Neher Garage, Dr. Abner, Hamlet State Bank, Andrew J. Harness (drayman), Uncapher Restaurant, Blackwell Barber Shop, R. Hinz & Sons Market, H. W. Childs, Koomler Pool Hall, Roose Hardware, Hardesty Store, W. H. Davis (blacksmith), F. M. Black, L. A. Thrasher (where Mrs. Virgil Jordan lives), Val Flory & Sons Store, Arndt & Weinkauff Elevator, R. L. Laramore, Hamlet Lumber & Coal Company, Dr. DeNaut, W. A. Groshans Insurance, Hoffer Barber Shop.

In April the Town Board announced they will leave the street lights on every night until midnight. In July, the Board appointed I. N. Compton and W. C. Hayes as school trustees of the new joint schools of Hamlet and Davis townships, together with the trustee of Davis Township.

In 1922, R. L. Laramore moved his Dodge Agency into the new McCumber Garage Building at NW corner Starke and Davis streets. The gasoline business is getting to be quite a good thing, especially on the "Yellowstone Trail" (later, Indiana 2), which come into town on Railroad Street, and turned south on Starke. Mr. Laramore says he often pumped his tanks dry on a Sunday. Other early filling stations were operated by a Mr. Vergin on the site of the present Mobil Bulk Plant, and by Davis, on Starke Street at Madison. Most stores and garages also had gasoline pumps.

In 1923 the school town of Hamlet issued bonds totalling \$7981.35 to cover their share of the \$35,000 necessary to build an addition (gymnasium, etc.) to the Hamlet Davis Consolidated School, to make repairs to same, and to build an addition to the Lawrence School. William Wille was president, W. C. Hayes, treasurer, and Ed Morse, secretary. In June 1924, Pete Holm and Clem Hall got the contract to do the above work.

1924 was the year of the big train wreck - in April, - The Broadway Limited - no serious injuries. The H. & M. Manufacturing Company is setting up on south Starke Street to convert local timber into radio cabinets, onion crates, etc. Arndt and Weinkauff purchase the 3-1 Elevator from the Hamlet Grain Company. Carl Brown, chataqua entertainer visits frequently in Hamlet with his parents, the J. T. Browns. Louis Berg is pensioned off by Pennsylvania Railroad. The Methodist Ladies Aid take advantage of a Ku Klux Klan rally in Bells' Woods, south of town, to peddle refreshments to raise money for their new addition.

A platform in front of the Majestic Theater is the setting for concerts by the Hamlet Band under the direction of Frank Black. Inside the Majestic, on another occasion, the Hamlet Chamber of Commerce was organized with these officers; Jake Short, Walter Jorgensen, E.T. Morse, L.N. Compton, John Pflugshaupt, H. E. Gearhart,

Herschel Strader, Ed Arndt. William Wille, Ellsworth Childs. Dr. Dunfee, dentist, maintains hours in Hamlet. The Larkin Club is enjoying a vogue among the local ladies. Ben Anderson, whose family had come to Oregon Township in 1852, dies at his home south of Hamlet. Another old-timer visits Hamlet; A. D. French, of Dubuque, Iowa, who was from 1868 - 1872 railroad agent, telegraph operator, onetime postmaster and first Sunday School superintendent (in 1870 or 1871) in the old school house. The Horse Thief Detective Association is responsible for the apprehension of many petty thieves, and occasionally makes the headlines by raiding a local still.

A 1924 Hamlet Business Directory includes: Hamlet State Bank, F. M. Black (furniture and undertaking), A. J. Harness (dray), H. E. Gearhart, insurance; W. C. Jorgenson, Paige & Jewett autos; Hamlet Implement Company; R. L. Lara-more; James Short, dealer in poultry, eggs, cream and veal; Hardesty Store; McCormick White Brick Store; Hamlet Co-operative Association; Ira Compton, postmaster; Flory & Sons Store; Hamlet Lumber Company; Winona Telephone Company; William Wille; Hinz Brothers; Yellowstone Trail Hotel & Cafe (W. P. Moyer); Uncapher Restaurant; Dr. N. E. Peigh; Hamlet Harness & Shoe Shop (Jack Cookson); Charles Koomler, furs bought; "Sid the shaving Kid" Ewing, ("Bobbing and Shingling a Specialty") (in the McCormick building); Ward Leonard, Chiropractor (Charles Shei Residence); A. J. Miller, coal; Mrs. H. W. Childs, millinery; etc. Before the year ends, Ben Oberlin buys out Flory & Son, and Elmer Uncapher sells to Ira Braman.

On February 8th, 1925, the Methodists slip a new cornerstone under their church and dedicate the new Sunday School wing. Earl Henricks, auctioneer, is advertising community sales in the Groshans, livery barn. E. Davis tears down his frame garage to build a new brick filling station. The Midway Service Station opens for business at 2 and 15, 2-1/2 miles west of Hamlet. On July 4, 1925, the younger set celebrated the Grand Opening of the Hamlet Community Hall, Charles Gearhart, proprietor. (Now the Legion Hall). Other people were enjoying films like "Secrets" with Norma Talmadge at the Majestic.

"High living, if you keep at it, is apt to tell upon the liver. The things to prevent this are Dr. Perce's Pleasant Pellets."

WATER WORKS INSTALLED

The Town Board made some important decisions. For the first time, they oiled the streets to keep down the dust, and at their meeting September 22, 1925, Ralph Larrimore, Jake Short, and James A. Bell, trustees, entered into an agreement with the Hamlet Water Company (C. M. Hardesty, President; Ben Oberlin, Secretary) for the installation of a public water system Hamlet.

The contract for the Shearin Ditch was let in July, and in November the Modern Woodmen of

America Lodge was revived for a spell. The Hamlet Market quoted wheat at \$1.28 a bushel, corn \$1.00, hogs \$10.75-\$11.25, cattle \$4-\$6, eggs .40. You could buy a Chevy sedan for \$795 (f.o.b. Flint), a Ford for \$520, Nash, \$1485, a Hudson Coach for \$1250, or a new Essex for \$850. Also an "RCA Radiola, super-heterodyne", for \$177; a "Fada" was somewhat more common, and less expensive. In March of 1926, Mrs. Bunnell buys the Ferch Hotel Building, plans to run a first-rate inn. In October, Forest and Nina Vail take over the Yellowstone Hotel and Cafe. A. J. Ro-mine advertises for "All kinds of hauling," and another ad offers to sell the Fancher Schoolhouse and out-buildings for \$250.

Hamlet becomes fully aware of the impact of the automobile in the years 1927-28, with the construction of a new concrete highway. Our town is now on the main line of one of the country's busiest railroads, as well as U. S. Highway 30, one of the major trans-continental highways. A new era is beginning.

The details of the next 35 years will be much more interesting when reviewed at some future date. There are, however, some events (and a few odd facts), which should not be overlooked at this time.

The opening of the new highway brought about some new ouilding. Gasoline stations were eventually located at the intersection with Starke Street. Ed Shei built a new garage a little further west, and H. C. Harness built a filling station on the site of the present "Hollywood Inn".

Shortly after highway 30 was open for traffic, Joe Henricks built a home one quarter mile west of town (later the home of Mr. and Mrs. Robert Jolly). He then erected two small frame buildings, which somewhat resembled broodej: houses, and put out a sign "tourist cabins". Thus was established the first "motel" in our area.

On January 2, 1927, a Pennsylvania Railroad wreck piled up several tank cars which made a spectacular fire near the depot. This was also the year the Catholics dedicated their new brick church. Austin Neville and Bertha Schwenk were the first couple to be married in this new structure. Also Ed Vail was appointed marshall at \$100 a month.

In 1928 the Hamlet Women's Club was organized.

In 1929 the town Trustees spent \$1500 for a new fire truck. With the recently complete d municipal water system, this provided residents with their first real fire protection.

In 1932, the Town Board reacted to the general economic depression by cutting the mar-shall's salary to \$75 a month. During the 1930's several men served as marshall: John Bogart, Walter Jorgensen, Frank Eckstein, Paul Drake, and in 1939 Gus Mueller was appointed.

In 1935, Arvid and Jennie Johnson began

publication of Hamlet's last newspaper, the "Hamlet Guardian". The printing plant was in a new building erected on the site of the old Haley Store.

In the spring of this year the town agreed to lease from Mrs. Flory a four acre tract for a soft-ball park. Softball was very popular for several years, and large crowds attended the games on one of the best lighted diamonds in the county.

The Pennsylvania Elevator, owned by Charles Patty, burned to the ground in November of 1936. The present elevator (the third on the site) was built in the following months.

In 1937, the Town Board bought trees and shrubbery and landscaped the "town yard". In 1938, the first tax money was budgeted for the public library. The town contributed \$125, Davis Township \$75, and Oregon Township \$50. The library had been established by the Hamlet Women's Club in the Town Hall. In 1939, the first ordinance for "daylight saving time" was passed.

On May 29, 1940, the Hamlet Community Band opened its sixth concert season, W. A. Ra-rick, director. Businessmen who advertised in the band program included: Hardestys' "Hamlet's Pioneer Store", groceries, meats, dry goods; Herman and Emma Shei's "Certified Food Shop"; J. C. Lucas Barber Shop; Ray's Marathon Station; Evelyn's Beauty Shop; Artificial Ice, Chester Walters, Manager; Vaughns' Ice Cream Store; Clem Hall, golf course; Hamlet State Bank; John C. Bluhm, Hardware & Implement Co.; Shorty's (Steinhilber) Barber Shop; Marguerite's (Mrs. Or-ville Jones) Beauty Shop; Dr. and Mrs. J. L. De-Naut; Bonars' Drug Store; Wille & Sons, Paint and Radio Store; Myers' I.G.A. Store; Hamlet Shoe Repair Shop; Shell Service, Harold Kaser, Mgr.; Neher Garage; Bill Sebens, electrician; Standard Oil Company, C. A. Welch, agent; Farmers' Co-operative Station, H. C. Harness, Manager; Brems Grain Company, Leon Cheadle, Manager; M. H. Edison, Farm Bureau Insurance; James E. Short Produce Company; Samuel Jack, poultry farm; Percy Reynolds, D-X Products; Ed Shei Garage; Samuel Childs, agent, State Auto Insurance' Association; Dr. N. E. Peigh, veterinarian; Hamlet Lumber & Coal Company; Spencers' Dairy; The Hamlet Grain and Feed Company, G. A. Phillips manager; Gold McCormick, painting and decorating; Lambert Brothers' Filling Station; William Moody, dealer in poultry and eggs; Rainbo Store (Frank Shinabarger); R. L. Laramore, Dodge and Plymouth Autos, Beery's Dairy, Chester Beery, Manager.

1940 was also the year the main streets got their first coat of "blacktop". Previously they had been "oiled".

The next five years were years of World War II. Many familiar faces left their home town to serve their country. New people were attracted to the area by the Kingsbury Ordnance Plant, which was put into production in October, 1941, at a total cost of 800 million dollars. Peak employment reached 20, 785 in May of 1942.

In the fall of 1944, an Honor Roll was erected by the American Legion at the band stand and dedicated to Hamlet's men and women serving in the armed forces.

In August of 1945, The Hamlet Lions Club sponsored the first of the present series of annual Starke County 4-H Club Fairs, on grounds south of the High School building.

In 1949, our community took action toward getting a doctor located in Hamlet. Fifty local people subscribed \$12,000 and formed the Hamlet Medical Fund for purchase of a lot (S. E. corner Main and Pearl streets), construction of an office building, and the purchase of equipment and supplies. Trustees of the fund were: Ernest Giant, Raymond Hardesty, Bruce Gimple, James Short, Dwight Burch. They contracted with Dr. John Ferguson to furnish the medical service. The contract was assumed by Dr. Earl Leinbach in 1952.

In 1952 a new, modern fire truck was purchased, replacing the 1929 model that was sold to the Bremen American Legion Post. A new fire station was built adjacent to the water works in 1953.

The Hamlet State Bank replaced their old building (built in 1906) with a modern structure in 1952. In 1953 Davis Township completed a new grade school building on new grounds on the south edge of town.

In 1955, as prescribed by the new zoning ordinance, the first Hamlet Planning Commission was appointed: James Minker, David Good, Norman Wille, Austin Neville, Irvin Strader, T. W. Sebens, Robert Good.

In 1959, the 3-1 depot, no longer used by the railroad, is advertised for sale and removal. It was bought by Neil Jensen and used in the construction of his home on the west side of town. The new St. Mathews Lutheran Church is dedicated with appropriate services in 1960.

Perhaps the main item of interest in 1959-60 is the construction of new Highway 30. The new concrete, four lane, limited access highway is built a half mile north of the old road, by-passing Hamlet completely.

In 1961 the Northern Indiana Public Service Company was granted a franchise to furnish gas to Hamlet. Streets and alleys were torn up at various times and places as the pipelines were being laid. A growing number of residents are now using natural gas from the Gulf Coast for heating and cooking.

As we conclude this presentation of official record, newspaper reports, personal recollections.

"It is more fun to see a man read a puff of himself in a newspaper than to see a fat man step on a banana peel."

stories, hearsay, fact, fiction, memories, speculation, important happenings and trivia that make up "Our History of Hamlet", we are willing to risk one more speculation: The one big event in the Hamlet community in 1963 will be the observance, on July 18-21, of the time, 100

years ago., when John Roose said to his brother-in-law, "Get smart, John, this is a great place for a town."

The details of this Centennial Celebration are set forth elsewhere in this book.

AMERICAN LEGION

Initial steps to organize Clifford Garbison Post 356 were taken on July 1, 1930, by Anthony Jana. A charter was issued to the post on March 13, 1931. First officers were Commander, Frank Kehoe; Vice Commander, Charles Hinz; Secretary-Treasurer, Ted Mickow. An auxiliary was organized in 1936. Meetings were held until 1936 in the town hall, then in the Odd-Fellows Hall, and since 1950 in the Legion Hall which was purchased from Elmer Lambert. Commanders through the years include: Charles Hinz, Leo Martin, Ava Gimple," Parker Gardner, Floyd Day, J. C. Lucas, John Shearin, Robert Jolley, Ed Haley, Ben Warner, Lee Barbknecht, James Hardesty, Hobart Martin, James Minker, Earl Jones, Alonzo Marsh, Raymond Schwenk. Post history had been compiled by Leo Martin.

GROVERTOWN

The original plot of Grover Town was laid out by a civil engineer named Grover, and by request of Mark and Caroline Reeves in 1857, during the period the Pittsburg, Fort Wayne & Chicago railroad was being built. As the story goes, Reeves had contracted with the Railroad to build a depot and certain other installations in return for his deed of a 100 ft. strip of land on each side of the right of way. The arrangement fell through and the townsite lay dormant until 1867, when Andrew Uncapher purchased the Reeves property^ including the plot laid out by Mr. Grover.

He established the town by building a general store, stocking it with everything the early settlers needed, and buying and selling produce raised in the neighborhood. A large new store was built in 1897, on the Main Street north of the railroad.

Uncapher Hall was the scene of community affairs, like pie socials and oyster supper, 200 for all you can eat. Fred Peterson was making wooden-solid shoes for sale to Chicago firm.

Grovertown was the site of one of the early pickle plants. 18, 000 bushels were reported taken in during the season of 1897.

In October of 1899, A. J. Uncapher and Yeager and Johnson (on the main street south of the railroad) installed a gas light plant in their stores. The Yeager & Johnson store was sold to E. D. Boyer in 1901.

According to records from the U. S. Post office department, a post office was established at Grover Town January 20, 1859, Ebenezer Lampson, P. M., discontinued August 2, 1865. It was re-established October 25, 1865, with Willoughby McCormick, P.M. The name was changed to Grovertown on April 22, 1893.

The Starke County Ledger on July 17, 1873, says "Grovertown is the great huckleberry depot of this county." The wild berries sometimes sold for 60 to 80 a quart, with the total crop in the area often bringing \$50,000 and providing a livelihood for many people.

Many interesting and conflicting stories are told about the 'Huckleberry marsh near K o o n t z Lake. During the 4-6 week season, itinerant pickers lived in tent camps, providing their own eating and sleeping accommodations, groceries, saloons, and dance halls. Gamblers and thieves were numerous in this wide-open atmosphere. The only law was the law of the "Huckleberry Queen", a former circus bareback rider who dressed like a man, carried a gun, and split the gambling and other profits with those who came to fleece the hundreds of berry pickers. \ fire destroyed much of this marsh in 1892, and pretty well ended the great huckleberry harvests.

In 1902, Grovertown is credited with "three stores, H. J. Heinz Pickle factory, a fine brick church, (built about 1890 as the U. B. Church, destroyed :by fire in 1944, rebuilt in 1945 as the E. U. B. Church), one real estate dealer who also buys hay and grain (A. J. Uncapher), Post Office, and two lodges—Modern Woodmen and Gleaners."

On September 26, 1904, a new 4 room brick schoolhouse was dedicated at Grovertown. The old one had been destroyed by fire in March. With additions, the building is still in use in 1963. A new grade school was built in 1953.

U. S. Highway 30 came to Grovertown in 1927-28. In 1950, businesses in town included "two grocery stores, a restaurant and bar room, ice cream and lunch room, 2 garages and post office" and was the center of a poultry and egg producing area. In 1963, the town is again being rearranged by Highway 30. Surviving business places include a lumber yard, restaurant and bar, 1 grocery store, a tavern, school, and Post Office.

DAVIS AND OREGON TWP. SCHOOLS

The present school system in Davis Township is operated in Hamlet, in two buildings. The elementary building was erected in 1953. Chester Orr was trustee, with Walter Seidentop, Walter Vieting, Hakaru Nagai as advisory board. The "high school" building was originally built in 1900 with J. A. Bell, H. C. Schultz, H. Hardesty as Building Commissioners.

A two room addition was added in 1912, and in 1924 a gymnasium and other space was added. The same year, the Lawrence School was also improved.

Prior to this, according to an 1898 map, there had been at least six schools scattered over Davis Township. No. 1 (Jolly) at the SE corner of section 26 (now the home of the Harry Romine family); No. 2 (Davis) SE corner section 13, 34-3; No. 3 (Fancher) section 20; No. 5 (Lawrence) NE corner section 33; No. 6 (Mickow) NW corner section 13. School No. 4 was in Hamlet where the present water works building stands.

The original frame school was replaced by a 2-story brick building in 1894. This was acquired by Hamlet as a town hall after the new school was built on another location in 1900, and replaced by the water works in 1926.

Prior to consolidation, there had been at least seven schools in Oregon Township No. 1 (Koontz) in section 11, was originally established in 1852, and was probably the first regular schoolhouse in Starke County. No. 2 (Oregon), in the NE corner of section 15, across the road from the Oregon Church; No. 4 (Fletcher or Ried), NE corner section 31; No. 5 (Gunzenhouser or Uncapher) section 9; No. 6 (Holderman) section 26; No. 7 Haley or Fuller or Harness) section 17.

School No. 3 was located in Grovertown. The building burned in March of 1904 while a new 4-room brick school was being built nearby. This building, with additions, is presently serving the township as a high school, while elementary grades are housed in an adjacent building erected in 1953.

CIVIL WAR VETERANS

One list of Civil War Veterans who were later residents of our community includes; Valentine Awald, Benjamin Anderson, Philip Awald, George Bogart, John Bernard, Amos Burson, William Clark, Leonidas Coffin, William Coffin, Michiel Cronstalt, John Closson, John Dubois, Elias Dipert, Andrew Davis, James Davis, Christian Ehrenfeldt, Jesse Fletcher, George Hopkins, Christian Holderman, Jonathon Houck, John Mickow, Robert Pool, Abel Patrick, Hiram Peeler, John Roose, Lewis Ray, Samuel Romine, Amos Smith, Henry Suit, Samuel Taylor, Cornelius Tanner, George Veach, John Wolfram, Nimrod West.

DAVIS STATION
(Kankakee)

The postal records of Davis refer to it first as "Kankakee", which was established as a post office November 19, 1867, John Davis, postmaster. Swan Swanson was postmaster from 1869 to 1872, when post office was discontinued. It was, however, re-established May 9, 1879, Henry C 1 a y Clark, postmaster. The name was changed to Davis, August 27, 1886 (presumably after John Davis, who had come to the area in 1846 when there were still a few Indians around.) Subsequent postmasters included Aron Teeters, Abe Hathaway, Melvin Fancher. The postal record shows the office discontinued September 30, 1902.

The Pittsburg, Ft. Wayne and-Chicago Railroad established Davis as a station shortly after the tracks were laid. At one time the "depot" stood on the south side of the tracks on the first high ground east of the river. Across the road south was the store and post office. The 1890 population of the community has been listed as 50 people.

Much of the station traffic was made up of hunters and fishermen and the produce of the Kankakee marsh land. (Uncounted ducks, geese frogs, musk rats, fish etc.. were shipped out }» The Mac-Saw-Ba club ("Rich Chicagoans") owned large areas of the marsh, and maintained a 28 room club house near the river south of the railroad, including boat houses and a narrow gauge track for launching boats. The clubhouse was destroyed by fire in May of 1898 while Ira Pease was ca re take r. It was rebuilt, and subsequent residents include John Michaelson and Henry Norman. A later owner, George Hazzard, tore down the clubhouse and built a bungalow and barn on the site. Across the road east was a house built by Swan Swanson and later owned by Con-boys.

On the corner to the south is the Herbst homestead and site of the Davis school. (closed in 1912) The school was used also as a community social center and sometimes by the Wesleyan Methodists as a church. Further south was the farm house of W. H. H. Coffin, who was often looked to for help by less fortunate people, and was for many years president of the Farmers Institute, and "superintendant of works" when the Kankakee was dredged in 1901-02.

The railroad at one time maintained a tower about a mile east of Davis Station, and just west of the river, a pumping station, where all trains stopped for water. Pans were laid between the tracks in about 1908 which permitted the fireman to scoop up water on the go. (The Belgian granite blocks which were used to pave these pans originally came to this country as ships ballast, and are now, in 1963, the walls of the pony barn on the Starke County 4-H Fair grounds at Hamlet) The pumping station was dismantled in the 1950's after steam locomotives were replaced by diesels.

The Wesleyan Methodists erected a church in the early 1900s west of the river on what was to be the Yellowstone Trail. The church still stands along with a new sanctuary added in 1956.

Families associated with early life in the Davis community included: The Davis, Hatha - ways, the Normans, Swansons, Fancher's, Lyles, Herbst, Coffins, the William Christophs, Berg, Bells, Payne, Hansen, James, Shei, Bales, Warlike, Arndt, Kinney, Garbison, Bogart, Lotterman, Nelson, Michaelson, Schoonover, Dipert, Darby, Boyer, Teeter, Billows.

These old timers would remember these no doubt aptly named landmarks on the old river; Devils Elbow, Melvins Landing, Goose Byou, Brushy cut off, Wolf Island, Bull Groove, Headache Island; Grape Island, White Woman Island.

GEOGRAPHICAL GROWTH OF HAMLET

POPULATION OF HAMLET

1863 — Original plot of Hamlet — 4 blocks, 62 lots.		
1875 -- Roose's Addition -- 4 blocks, 25 lots	1880	124
1892 — Danielsons First Addition — 71 lots	1890	438
1895 — Mann's First Addition — 5 lots	1900	430
1896 -- Danielson & Ellingson's Addition, (some- times called "Oklahoma", -- 234 lots	1910	580
1896 — Burson's First -- 20 lots	1920	480
1896 -- Lowther's First -- 17 lots	1930	420
1903 -- Laramore (A. J.) Addition	1940	520
	1950	659
1909 — Hastings and Hewson Addition	1960	688

HAMLET POST OFFICE

The first Post Office at Hamlet was established October 20, 1864. Elijah C. Short was the first Postmaster, serving to December 31, 1867. He was succeeded by Joseph Phillips, then by Philip Groshans, who served to Dec. 31, 1869. A. D. French, (First Railroad Agent) served the next two years. W. G. McCormick was postmaster from 1871 to 1887, with the office in his store at least part of this time. J. F. McCormick was Postmaster to 1889, when Amos Burson was appointed, and kept the office in the business room of his house. When he died in 1892, his wife Mary was appointed. Then came James E. Jolly (1895-99); Ira Compton, (1899-1914) George Weninger to 1918, when H. C. Harness was appointed, and the office moved to its present location. Harness was followed by Compton (for the second time) and then by Mrs. Pearl Barnes, and the present Postmaster, Daniel E. Haley.

First Rural Mail carriers were Louis Laramore and Basil Peddycord.

AGRICULTURE

The agricultural basis on which our community has developed, has changed radically since the days of our first settlers. The early farm homes were established on the high, sandy land around the marsh country. These farm families were for the most part of a thrifty nature and self-sufficient. They had their milk cows, hogs, and poultry, —always chickens, often turkeys, and sometimes ducks, geese; and peafowl. Most of them had bees, fruit trees, and always a garden. Their income was from the sale of butter, eggs, and poultry, hogs and cured meat; also maybe a few cattle, and they often raised a colt or two for replacement or sale.

The main crops grown were corn, wheat, rye, some oats and buckwheat. The corn was generally cut, shocked, and hand husked and the fodder fed—later it was sometimes shredded. The small grain was at first cut by hand with a cradle, hand tied with a straw band and then stacked until the thresher came in. From the thresher the grain was generally bagged and taken to the farm granary. Always a portion of the wheat, rye, corn, and buckwheat was taken to the mill (usually Sam Koontz's) and processed for home use.

Butchering was a home process, with Ian rendering, sausage making, curing and smoking. Other family projects which were cash crops included the pickle, melon, and berry patches.

A little later in the field crops came the cow pea—which was a legume, and supposed to increase soil fertility. This crop had to either be pulled or cut and shocked and then threshed. You heard a lot about the cow pea in the early farm institutes, but it didn't stay in the picture very long. In these days the orchards produced without spraying, and in the fall there were plenty of apples, cider, vinegar, and apple butter.

After dredging started in 1894, and the marshes gradually drained, that area became one of the most productive in the state. Commercial hay and the hay barns passed from the picture and grain elevators were built on each railroad in Hamlet. 1899, corn became the main crop, followed by wheat, oats, rye, and for the late plant-

ing, buckwheat. In those days there was a good demand for oats for milling and for horse feed. Before too long it was discovered that the marsh land, especially the muck, was deficient in potash and soon German potash in 200 lb. bags was coming into Hamlet in car load lots. Not too much later a complete fertilizer in 125 lb. bags was being used. Then it was found that our muck with proper fertilization, was suit able for the production of truck crops, and for years, onions, potatoes, and some carrots were grown by the car loads. These crops were grown as family projects and also on a large scale, using hi red labor, mostly local. On the New York Central, a stop known as Garden City came to be a shipping point for many car loads of produce, along with Hamlet, Grovertown, and some country side tracks on the Pennsylvania Railroad. At first, the onions and potatoes were loaded in bulk, but later in 100 lb. bags and the onions in 50 and 25 lb. bags. There were buyers from such commission houses as Horowitz and Piowatty stationed in Hamlet during harvest.

In 1911 Walter Woodward bought the Jain farm southeast of Hamlet and established it as perhaps the first peppermint farm in the area, and it wasn't long until mint stills were found over a lot of the muck area. Spring frost was one of the hazzards in the early days for mint growers, but later insects and soil diseases, along with the labor situation became problems and now mint is about out of the picture. The price of mint oil has varied considerably from \$1.50 to \$30.00 a pound but in general it has been in the price range of \$2.00 to \$5.00.

With the development of the marsh as farm land came substantial building of homes, horse and cattle barns and poultry houses. Almost every farm had dairy cattle and poultry with many herds of beef cattle and you would generally see a few colts in the pastures. Some of the dairymen sold whole milk and made the milk train in Hamlet early every morning. Then came the cream separator and there were cream and produce stations in Hamlet.

The small grain was harvested with horse drawn grain binders, shocked and then threshed, with steam powered engines. Each neighborhood had its own threshing run or crew and it was

somewhat of a social event with the threshing dinners. The wheat was generally hauled to the elevator in horse drawn wagons and the oats often binned on the farm. The corn was hand husked from the field for the most part and shovelled into the crib. Livestock farmers usually put some in shocks. Later came the silo with the horse drawn corn binder and silo filler powered by steam engine or tractor. Then in the early 1920s or a little before, the soybean came into the picture as a legume crop, being used for hay and as a seed crop. For seed the binder and threshing machine were again used.

With the development of the farm tractor (particularly the rubber tired tractors) the farm power situation changed very fast and it wasn't long before the draft horses were a thing of the past. Then came the corn picker and the combine, the power chopper, the field bailer and other new equipment. The farm units became larger, but required less manpower. The dairy cows and poultry have left most farms. There are no cream stations anymore. The modern dairy and poultry establishments are much larger. The dairyman selling whole milk at the farm, and the poultryman to his special market, either eggs or poultry. Other farm enterprises have been specialized and intensified. The old saying that "the farmer who buys milk and eggs is headed for the poor farm" is presently being disproved.

Some of the things in agriculture that are of the early past are the oxen, grain cradle, the hand-fed thresher and clover huller, bog shoes, the flint stone and candles, the hand planter and stationary hay press.

More recently we have seen the passing out of the picture of all horse drawn equipment, the threshing machine, the stationary silo cutters, the kerosene lamp and lantern, wooden wagons windmills, and hand pumps.

Present farming operations are largely de-

pendent upon the rubber tired tractor and related power equipment and electricity. Surely the next century can bring no more startling changes than those experienced in the last hundred years!

OUR CHURCHES IN BRIEF

In the early years, the school house also served as church. Mr. A. D. French, Railroad Agent from 1868 to 1872, is credited with being the Superintendent of the first Methodist Sunday School, held in the school house. It is not unlikely other denominations also met here, or in other temporary locations, until it was practical for them to build churches.

The present Methodist Church includes the original building, which was erected in 1891 at East Pearl Street and the 3-1 Railroad. The first building was moved to its present location at Main and Madison Streets, remodeled, and re-dedicated on July 10, 1904. On February 8, 1925, the Community Hall addition was dedicated.

The Wesleyan Methodist Church was originally the first school house. It was moved to its present location in 1893, remodeled, and dedicated as a church in 1903.

The Catholic Mission had its first visiting Priest in 1888. Services were held in the Peter Gallagher home. In 1891, they built a frame church on the lot south of the present brick church, which was erected in 1927.

The Lutheran Congregation also built their first church in 1891, on-East Pearl Street. The building still stands, having served as a residence in recent years. In 1902 the church at Main and Madison was built. With additions and improvements, this building served until 1960, when the present stone church was dedicated. The old (1902) building was sold in 1962, and is now occupied by the Hamlet Free Will Baptist Chapel.

HAMLET LIONS CLUB

The Hamlet Lions Club was organized on October 26, 1944. Charter members include: Jesse Barnes, Frank Black, John Bluhm, Ralph Bluhm, Paul Bunting, Albert Christoph, Maurice Edison, Carl Ferch, Claire Gumbert, Ed Haley, Orville Hanselman, Harry Harness, Al Haro, John Hill, Clarence Huhnke, Sam Jack, Robert Jolley, Leroy Kaufman, R. L. Laramore, J. C. Lucas, George Marsh, Leo Martin, Gus Mueller, George Myers, Austin Neville, Glen Ray, Percy Reynolds, T. W. Sebens, Harold Shearin, John Shearin, Alvin Shei, Ed Shei, James Short, Carl Schultz, M. W. Steinhilber, Perry Strader, Virgil Strader, Walter Warnke, Cleo Welch, and William Wille.

Present officers include Emil Gloor, Irvin Strader, Claude Kissinger, Don Peregrine, William Marsh, Austin Neville, Walter Christoph, Alvin Werner.

HAMLET WOMANS CLUB

The Hamlet Womans Club was organized October 22, 1928. First officers were Nita Hinz, Georgia Lindley, Ferne Spencer, Grace Childs, Lillian Smith.

The club was responsible for the establishment of the Library at Hamlet in 1938.

Present officers include; Mrs. Ava Gimple, Mrs. S. R. Childs, Mrs. Earl Roysden, and Mrs. William Wright.

Present Officials

HAMLET TOWN BOARD

Dan Rannells
Robert Rowles
Delbert Wolff
Mrs. Joan Welch, Clerk
Orville Hanselman, Marshall

DAVIS TOWNSHIP

James Minker, Trustee
Robert Jensen
Clifford Van Dusen > Advisory Board

OREGON TOWNSHIP

Howard Berg
Sidney Awald, Trustee
Fred Sinn
George Muska Advisory Board
Theodore Rhodes

DOCTORS IN HAMLET

The Physicians record in the county clerk's office includes these entries- In 1897, L. D Glazebrook Knox; John Abner, Grovertown (later Hamlet); S.S. Bonar, classified as "regular allopath; Edward Mitchell, same; James DeNaut, allopath; 1899, Catherine Flowers no designation; 1903, Eliza Coffin. Batonic; 1917, Ridgley Draper. (Regular); 1939. William Newton (had an office for a short time in Dr. Abners old office); 1949. John Ferguson- 1952 Earl Leinbach.

STARKE COUNTY 4-H CLUB FAIR

The Starke County 4-H Club Fair, Inc. held its first fair in Hamlet in August of 1945. Sponsored originally by the Hamlet Lions Club, the fair was incorporated in 1950. First Directors include Richard Ferch, Walter Vieting, John Bluhm, John Hill, Frank Black, Ralph Letter, Chester Orr, A. C. Shideler, William Barbknecht, Samuel Hayes, T. W. Sebens. A new fairgrounds was purchased in 1961, and present facilities include a hog barn, home economics exhibit building, conservation building, a race track, and a pony barn.

Memory Lane

Compiled by Raymond Hardesty
Assisted by William Zilch

I thought that it might be of general interest if along with the history of the Hamlet community I would write a chapter giving a description of the community as I remembered it in my early day. It would be difficult to give many specific dates but in general this would be a period from 1895 to 1900.

To do this, it is essential that I give a little family history. I haven't been able to determine the incentive, but the records show that in 1878 and 1879 my grandfather Harmon Hardesty, who lived on a farm in Porter county south of Wheeler, Indiana, purchased Lots 3 and 4, , and 13, 14, 15, and 16 in Block Two in the original plat of Hamlet.

The records also show that there was a house and store building on lots 3 and 4 in 1870. It is difficult to determine that there are the same buildings that were here at the time Hamlin Hardesty and other members of his family took over the business, perhaps in 1886.

In 1888 my father married Catharine Wolfram who was born and raised on a farm in Oregon Township in the vicinity of the Oregon school and church. She had been teaching school in that area. They moved into the home on lot 3 in block two across from the Penn. depot, and it was in this home that two sisters and myself were born and raised.

Joining this home was a frame store building perhaps 24' x 50' in size with a "ware room" on the south end and also on the west side and along this was a salt shed. Salt was bought by the car load in 280 lb. barrels and stored here. In the middle of the store room was the pot belly stove with the tobacco box partly filled with ashes for the men to spit at.

The business here was that of a general store. It was one of three general stores that were in continuous operation for several early years, the other two being in block one - the Haley store about the middle of the block and the McCormick store at the north east corner of the block. I think that a description of one would, in general apply to the others.

As early as I can remember my father had taken on outside interests, buying hay, livestock and farming. At that time there were few buildings on the farms and the work was done from town with a fairly large labor force. Mother and her brother Edward Wolfram had taken over the store management. They both spoke German which came in handy as a good many German families had settled in the Hamlet community, and a good many of their descendants are with us today. It might be of interest to name some of these early German families - Barbknechts, Bergs, Bitters, Ferch, Gretz, Hintz, Ghristoph Klawitter, Lehiy, Lipke, Groshans, Pflugshaupt

Schultz, Schuster, Schroeder, Sebens, Schnitt, Vieting, Wolfram, Zilch and others.

The store carried the general line of groceries, dry goods, and foot ware. The grocery line included sugar, granulated and soft, both light and dark, by the wooden barrel and coffee both green and roasted in bulk; a little later, in 1 lb. packages. There were such coffee brands as "Lion", Arbuckle, Dutch Java and others. Everyone did their own grinding. Then there was "coffee essence ", which looked somewhat like our instant coffee, came in small tin cans and was added to the coffee pot for added strength.

There was green tea, gunpowder, both whole and ground, spices, rice and beans - all in bulk. Crackers came in wooden barrels, cookies by the box, cheese, dried beef, dried and pickled herring, salt pork, dried apples, peaches, apricots and prunes- all by the box. Then the candy- stick candy, chocolate drops, cream candy in assorted colors, licorice, and maple sugar in pound squares and penny moulds.

Tobacco - most chewing was plug and fine cut, common brands being "Horse Shoe", "Star", "J. T. ", and "Spear Head". Smoking tobacco as "Dukes Mixture", "Bull Durham", and pipe tobacco, "P.S. " and "Corn Cake", were all in cloth bags.

Then there was the china ware, both kitchen and bedroom. The kerosene lamps, No. 1 and No. 2, with burners, chimney and wicks; wash boards, wooden tubs, kerosene cans and the supply tank which was serviced by horse drawn tank wagon from Walkerton; flour was sometimes bought in car load lots, the car being partly loaded with bran and middlings. Goldmedal and Ceresota were common brands. The wheat flour was in 50 lb. and 100 lb. cloth bags. There was no bakery bread and everyone baked their own. There was corn meal and buckwheat flour, and molasses and vinegar by the barrel.

On the dry goods side there was such bolt material as calico, gingham, muslin, bed ticking, and yarn, carpet warp, ribbon, and elastic. Then the stockings, -ladies long and mostly black, childrens and men's hose, some men's work clothes, shoes and boots, rubber, canvas, leather and felt, overshoes and artics some with cloth tops.

For the most part everything was bought from traveling salesmen. The dry goods and shoe salesmen came about twice a year and the grocery salesman about every two weeks. As to payments, thirty days was considered cash but they often waited longer. The retail business wasn't always cash and often much longer than thirty days.

The farmers generally brought in produce-

butter, eggs, fruit and sometimes wool, poultry, and hides in the trapping season. If they didn't trade out the entire amount they were given a "due bill" unless they needed cash for other purchases. The good butter and some eggs and fruit were retailed and the rest shipped to Chicago by express. The off grade butter was called packing butter and was shipped in barrels or boxes.

The railroad employees were perhaps the best cash customers and the Pennsylvania Railroad paid their employees cash from a "Pay Car" which made regular stops at the stations and the employees passed thru and got their pay in cash. It was common in the store to get \$5, \$10 and \$20 gold coins in those days.

There was no refrigeration in those days, a basement room was the only cool spot, so butter was the only dairy product sold. As a matter of fact, a good many towns people had one or more cows and often sold milk; most people furnishing their own tin pails. Most town people had their own chicken flock and a good many had pigs.

I will now attempt to give a description of the town and close surrounding area, with the names of some of the early families and their home locations. There will be some overlapping of dates. I will start just north of the Pennsylvania Railroad tracks along the township line in Oregon Township.

The first set of buildings were the Peter Gallagher home and large barn, and not much farther north was the Phillip Groshans farm buildings. The barn was later used as a livery barn, then perhaps in the early 1900 William Groshans built a comparatively large livery barn and home north of his father's farm buildings. The home is still there. On north to the cross roads was the Clark "Poppy" Johnson home, and east across the New York Central tracks on the north side, the Francis Johnson farm buildings. Then on east on the north side of the road was the Jones home and the Frank Harness farm homes; On the south side the Fuller farm buildings. The last four sets of buildings are still there.

In Davis Township just north of the Penn tracks and west of the township line road Bursons laid out some lots and Lipkes and Bergs built in that area. The Berg family is still living there. Just south of these homes my father rented ground for a hay yard and had a good many tons of hay in stacks.

Going north on the Township line road, at northeast corner was the John Bernard home, and west from there the John Ferch farm home in which a grandson and great-grandson live now. North in the same section, at the west end of so called "Coon Ridge", was the J. C. Mickow farm home, a grandson now living here. In the north east corner of Section 23 was the farm home of H. J. "Tim" Childs, a grandson living there. In section 24 was the Rector farm home on the east side and the Johnson home on the west side.

Just south of the Penn tracks and north of

Railroad Street in Davis Township, from the east line, was the R. R. section house - the L. Berg family living there, as I remember it, - On west was the railroad passenger and freight station and beyond that the railroad stock yards for loading and unloading live stock. There was also a pickle station in this area for a short time.

West of the railroad grounds was the home of Geb Collins and west of this the Louis Ray home. On west to the end of the road on the north side was the home of Ruben Childs, the horse doctor of the time. West from here in Sections 22 and 23 was part of the Jamison Herford ranch, the main buildings being on each side of the section line road, what is now U. S. 35.

Coming back now to the Township line known as Starke Street and south of Railroad Street in Block One was the McCormick general store owned by John McCormick. On west, a two story building in which was Bonars Drug Store. They later built a new store and home on Lot 4 in Block 2 in Oregon Township! West of the drug store was Hintz Meat Market, built a little later, then a home along with a saloon operated by Joe Welch. West of this was the D. P. Haley general store and a home built joining this somewhat later. West on the corner of this block, was the Burson home with a store or business room built on the west side. This building was built in 1877 and used for a short time as a drug store and post office. (This before my time, later as other business room.) On the south side of Block 1 on the east lot was a home with a business room built in, then on west on Lot No. 11 was the Fred Groshans home. On lot No. 10 was the Fred Schnitt home and on this lot I believe the first bakery in town was built. On the corner, on Lot No. 8, was the Jolly Hotel, ice cream factory and, at one time, the post office in separate building along the alley facing Main Street.

Going to the north half of Block 2 facing Railroad Street - On Lot 2 was a small harness repair shop, then on lots 3 and 4 the Hardesty home and store. On Lot 5 was the E. C. Roose blacksmith shop, in what had been a two-story home at one time. He did general blacksmith work-- wagon and haypress repair and built hay racks. Later he added a hardware store and coal yard. West on lot 6 was Dr. Mitchels office, later taken over by Dr. J. L. DeNaut. He built a horse barn and later a home in this area.

On the south side of Block 2, on the south-east corner on Lot 16, was a large hay barn and engine room. On Lot 13 was a fairly large barn with hay mow, granary and corn crib. This barn was used for horses and cattle. I think the last real team of oxen in the area was used from here to haul baled hay from the hay barn to a box car. (A large white long horned pair.) Lots 14 and 15 were used as barn yard. On lot 11 was the Danielson home. The next block west was mostly barn lot with a large barn and corn crib on the west side and a blacksmith shop operated by Len Parmley on the north-west corner, about where the Neher shop and garage were built later.

Across the street west was the Hamlet cream-

ery, not in operation for long, then used as a feed mill and finally abandoned. In the next block west, on the north-west corner, was the George Potter home; and in the next block on the north-east corner, the Blackford home and on the north-west corner the Len Harness home. There were no more houses west till you came to the country home about half west of the town line. This was the Blaney farm home and buildings.

Staying in Davis Township, on the corner of Starke and Davis Street was the Eberle two-story store building, the lower floor being used by Comptons as the post office and store and upstairs was the Modern Woodman lodge hall. South of this on Starke Street was the H. McDaniel's home. This house is still there, and south of this was a two-story brick school house with outside plumbing (two little houses - one marked girls' and the other boys'-back along the alley with a coal house between them). Going west on Davis Street from the post office was the Eberle home built with a store room on the north end of the lower floor. This is said to have been used as a drug store in the early days. There were homes on the north-west and south-west corners of this block and the rest of the south half was covered with trees.

On to the west in Block 3 on Lot 1 was the Ferch Hotel. On Lot 3 was the J. A. Bell home-(They had a barn to the rear and for years, some cows and a horse.) This home was replaced by the present home and the old house moved to a lot on Madison Street. West of the Bell home was the Ellingson home, now the home of Dr. Leinback. On the south half of this block was the Van Tilbury home - on the south east corner, then the John Rector home and on the south-west corner the Charles Meyers home. (He was doing a lot of building in the area.)

In the next block west on the north-east corner was the George Veach home with an addition on the west. This was the Cottage Hotel and was also used as justice court. Next west was the Jim Veach home, built a little later, and west of this the Sol Pa tri ck home, one of the older homes. The last house west here was the John Lipke home.

South of the Veach home facing Hamlet Street was the E. C. Roose home and going west on Pearl Street was the Charles Lehiy home and a home on the southwest corner (don't remember who lived there). Going west to the northeast corner was the Cole home. I don't remember any homes west of here on Davis Street.

South of the school house on Starke Street was the Catholic church, west of this the Eli Smith home, then the John Jana home, the Blumenthal and the Humpke homes. South of the Church was the Joseph Jana home and the rest of the block was vacant.

The next block west was vacant except for the Julius Martini home on the north west corner, (now the home of Norman Willie) and the Wesleyan parsonage on the southwest corner. In the next block west was the Wesleyan church on the

south east corner. (This reported to have been the first school house of the town, moved to this location). North of the church was the Ed Wolf-ram home, built about 1898 and on the northeast corner was another home. Then west on the north west corner was the R. Hinz home and butchering facilities, and south of this the Zeller home. I don't remember anything west of this area.

South of the Wesleyan church across the street was the George Garbinson home on the west side, and at the south end of the block on the east side the Brazier home. There were other homes in this area about which details are vague, but the Bliss family lived in this area while he built the home on the Jack farm and the Shearin family while they built their farm home.

On the next street west on the east side was the Ben Clemmons home on the northwest corner, then south the Grain home and the Frank Taylor home just south of that. I believe Mrs. Clemmons and later Mrs. Taylor did carpet-weaving.

Now if we go south from the J. Jana home on Starke Street along the Township line road, the first home is the Compton home, and the next the Sam Taylor farm home. South on the corner across the road was the Griffen home, on west on the south side the Snauffer home, and on west on the north side of the road and west of the T-road was the Alexander Milner farm home. The Henry Schultz home was built later on the south side of this road. The so-called Shingletown area going south from this corner back in the field west was the Woorley farm home then south along the road, the William Gearhart, Hardesty Gearhart, John Jolly and Sam R o m i n e homes and on the corner the Jolley school house. On the east side of this road was the Sidney Childs and the Dunham homes (maybe others). West of the Jolley school was the McCarty farm home; and east from the school house on the south side of the road was the Fred Schroeder, then the Sebens farm homes and on the north side the Peter Sebens farm home.

Going south from the New York Central track on the Township line road, on the east side was what had been the E. C. Roose home and blacksmith shop, then the Ben Anderson home. He did the plastering for the area as well as operating a sorghum mill. On south and back in the field was the Schultz farm home and south of this the William Taylor home. On the west side of the road was the Godfrey home and south the Peter Tienz farm home.

Taking now Hamlet in Oregon Township going east from the Township line road or Starke Street and south of Railroad Street, was the Philip Groshans home which is still there, then on east the Childs Saloon and Frog Market, buying for Spahn of North Judson, the frog man.

East of here and north of Railroad Street was the first town jail, a wood building and in this area was the Childs home facing McCormick St. There were other homes on each side of this street and on the corner of McCormick and Davis Street

was a combination home and business building. There were different businesses on lots 4 and 7 in block 2 but later Bonars built a drugstore and home on lot 4. On lot 7 at the corner of Starke and Davis Street was a two-story frame business building, known as the Childs building which was not the earliest there, but perhaps stood the longest time before the present building. On east on the south side of Davis Street were the W. Johnson and the Charles Anderson homes. Going south from the Anderson home on McCormick St. was the Cazad home, the George Allen home and on the corner the Klawitter home. Across McCormick St. on the east side in Block 4, the Rudolph Pett home on the north corner, then south was the Adam Gretz home (a grandson living there) and on the corner the Potter home. Going south along Starke Street was the H. McDaniel home, then the Eli Smith home, one of the old family homes. Going south across Pearl Street on the corner the Haley home, going east on the south side of the street the Christoph home, then the Lutheran church, then a home that was later the Dr. Abner home and east of this the Methodist church.

South on Starke St. from the Haley home was the Julius Martini home and south of his home he had a small store. South of this he built a large hay barn then owned by the Hamlet Hay Company (Danielson & Ellingson) and lastly by Hardesty. (This was the last hay barn to operate in Hamlet. South of this hay yard was the road going east across the tracks to the Charley Roose farm home. South of this road along Starke St. was the Hardesty hay barn and yard and just south of this the Haley hay bam and yard. Then the Joel Vail home, the Herman Zilch home (still in

use by member of the family), then the Vieting home and last the Harvey Jolley home.

Going east across the railroad track along what has always been known as Stringtown, on the south side of the road, the first two h o u s e s were built by Gottlieb Pflugshaupt, then the Dickman home, the Wm. Giffen home, the Harness home then the Nathan Roysden home where a son still lives. On east the Bowman, the Jess Brown and the Balinger homes. Then on the north side of the road the Wm. Roose home (a daughter living there), then on east the Jesse Coffin home.

On the south side of the road the Jim Harness farm home (this is not the same building but is still in the family). Across the road east the Flowers home and on south past the Fletcher cemetery, the Fletcher school. West of this on the north side of the road the Dave Reed farm home- and south of the school the Dave Hanselman farm home (a daughter living here), and on south to the corner the Eli Jones farm home.

Going east from the school house, on the north side was a house (don't know owner). On the south side Schuyler Hardesty owned property at one time about 1895 and later Jamison. Then on east, back south from the road, was the well established farm set up of Jacob Hanselman, one of the first settlers in Oregon township.

Other things I remember, the long wooden bridge on the Township line road - maybe a mile and a half north of town. I also recall the Groshans pond north and Bell's pond south of town where the kids used to ice skate. And I remember well the double tracking of the Pennsylvania railroad, the fill being made with horses.

Excerpts from a letter from Mrs. Alma Burson Bradbury, born in Hamlet in 1880.

"Before the first Catholic Church was built and about where Jake Jana's house is, was quite an open space in the scrub oak woods and a dancing floor was there. On July 4 the Catholics always had a picnic and dance and sold food. West from the opening was a road they called Saw Mill Road. How I loved to go down there in spring and gather the big light blue violets."

"Old Pat Fitzgerald lived out on a farm straight south of Hamlet. He used to get pretty "high" and one election time he was heard to say 'Hurrah - three states gone Democratic - Peoria, Aurora and Chicago and Illinois."



Taken sometime between 1906 and 1915. In the foreground is home and office of Dr. J. R. Abner.



A 1963 view of Hamlet taken from top of the elevator.



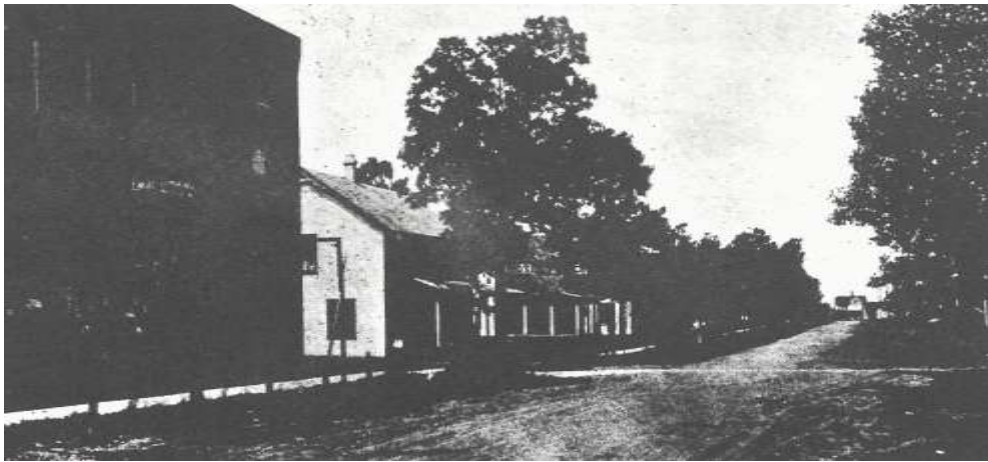
Interior, Compton's Store and Post-Office, early 1900s.



First Grohans Livery Barn, 1891. W. A. and Otto Grohans.



George Weissert and furniture store, Railroad Street, 1903



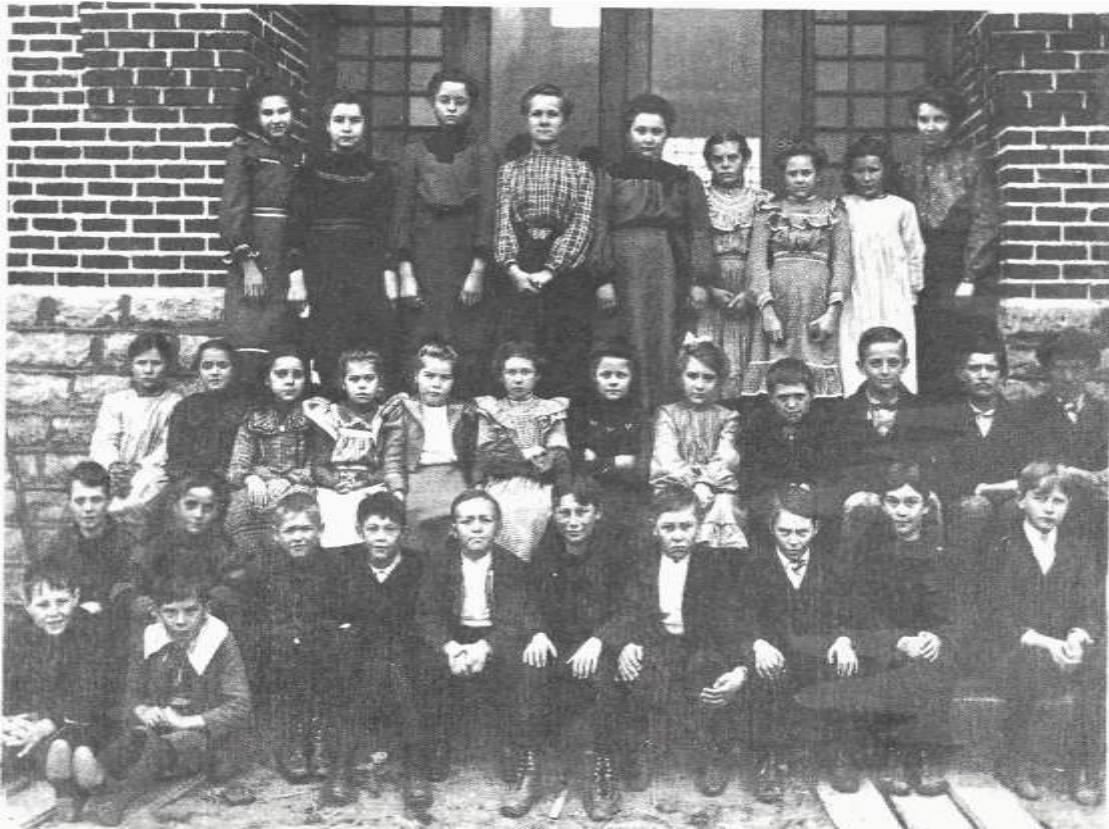
West Davis Street, 1908. Trevor and Fee Store, Ferch Hotel, Bell residence. Brick building was built in 1904 by Mr. Doyle.



Northeast Corner Main and Davis Streets. Jolly Hotel, original part built in 1895.



Hamlet School, 1896. Minnie Thomas (Groshans) teacher.



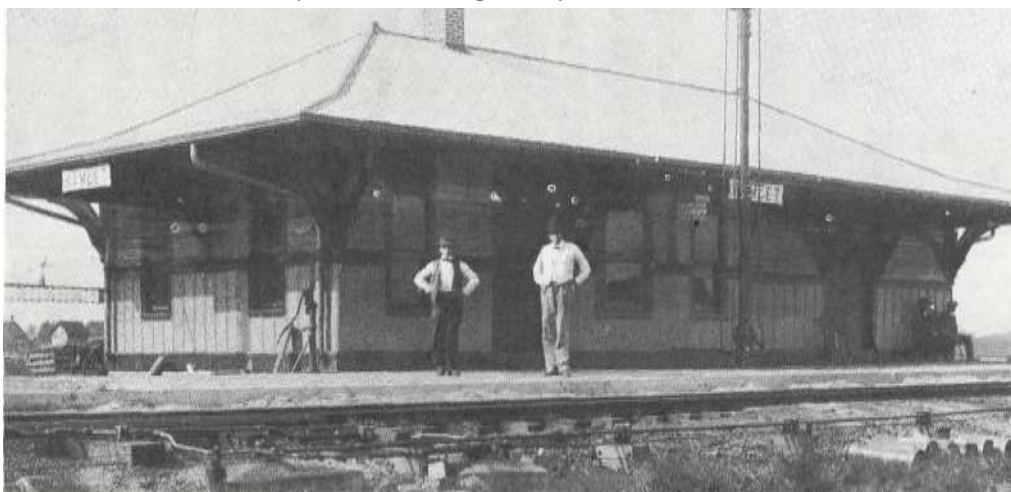
Hamlet School, December 1902. Nina Patrick, teacher.



Original 3-1 depot built when railroad was completed (around 1895). Destroyed by fire in 1911. C. R. Lee, Agent.



Pennsylvania Station, probably around 1910.



New 3-1 depot, built-in 1911. Photo by Roose, Hamlet..



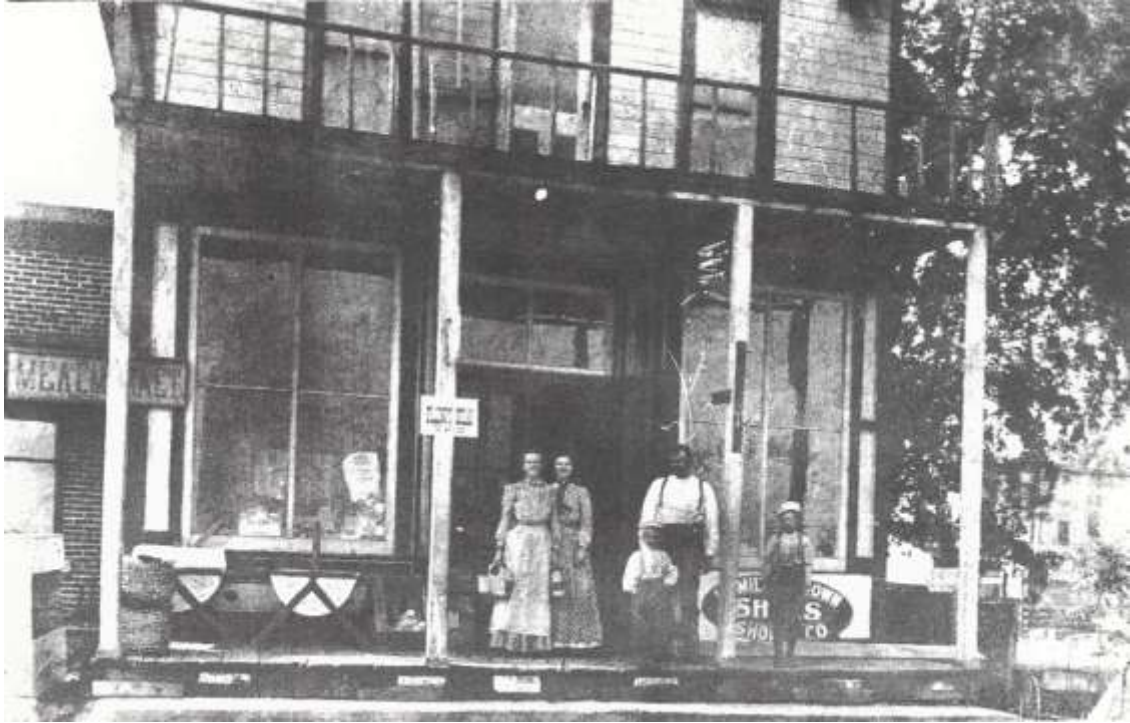
Built in 1903. Photo probably taken in 1908, shows Hardesty home and store. Weissert Furniture Store, Roose's Hardware Store.



Looking west from corner of Starke and Davis Streets, about 1918. Brick building built in 1915 by Benninghoff. Learman's Majestic Theater opened in 1915, Shei's Implement building same year. Bank building was erected in 1906.



Railroad Street, looking west from Starke Street, 1908. Will McCormick opened his store on this corner in 1873. The first old frame building has housed many businesses, and was used for some high school classes in 1904. The building on the extreme right was built in 1902 as Haley's Store. The one next to it in 1885.



Haley's store, about 1900. Alma Burson (Bradbury), Bertha Seiders, D. P. Haley, and sons Mike and Ed.



Southwest corner Starke and Davis Streets. Compton store and postoffice early 1900s.



First elevator in Hamlet, built in 1900 by Churchill-White Co. on the 3-1 railroad.



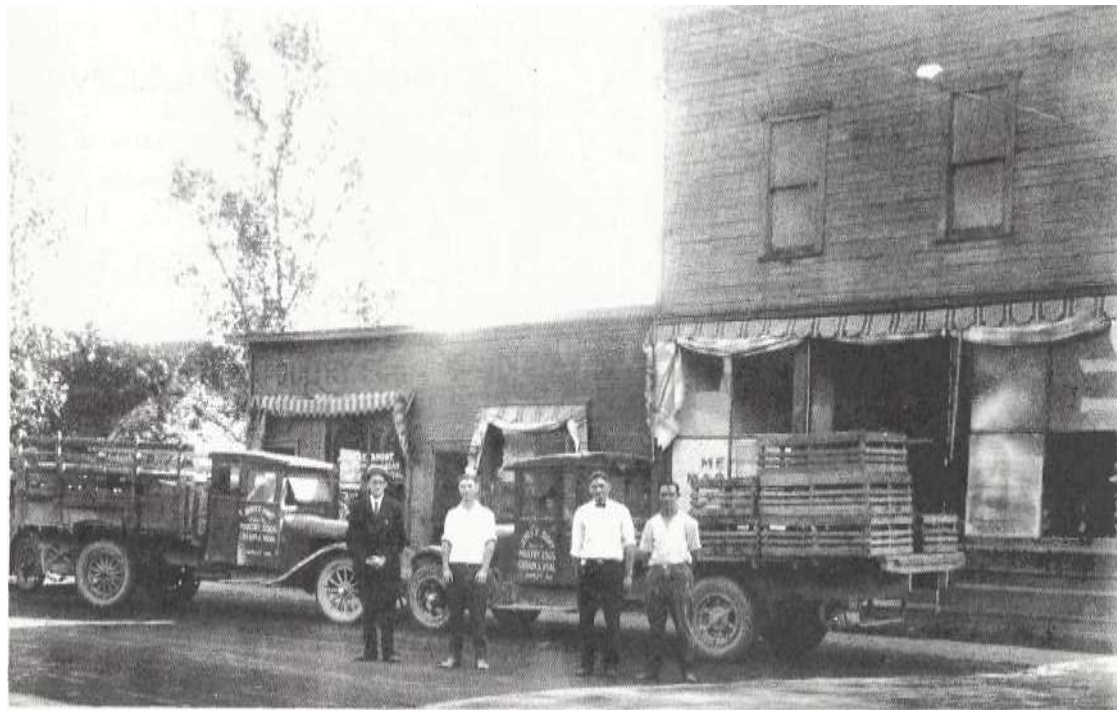
Early Standard Oil bulk truck. Earl Reiser, Agent.



1924. Mr. A. D. French, first agent for the Pittsburgh, Ft. Wayne, and Chicago R. R., resident of Hamlet from 1868 to 1872, visits with J. A. Bell, long-time Pennsy agent.



Philip Goshans house, built in 1867 or 1868.



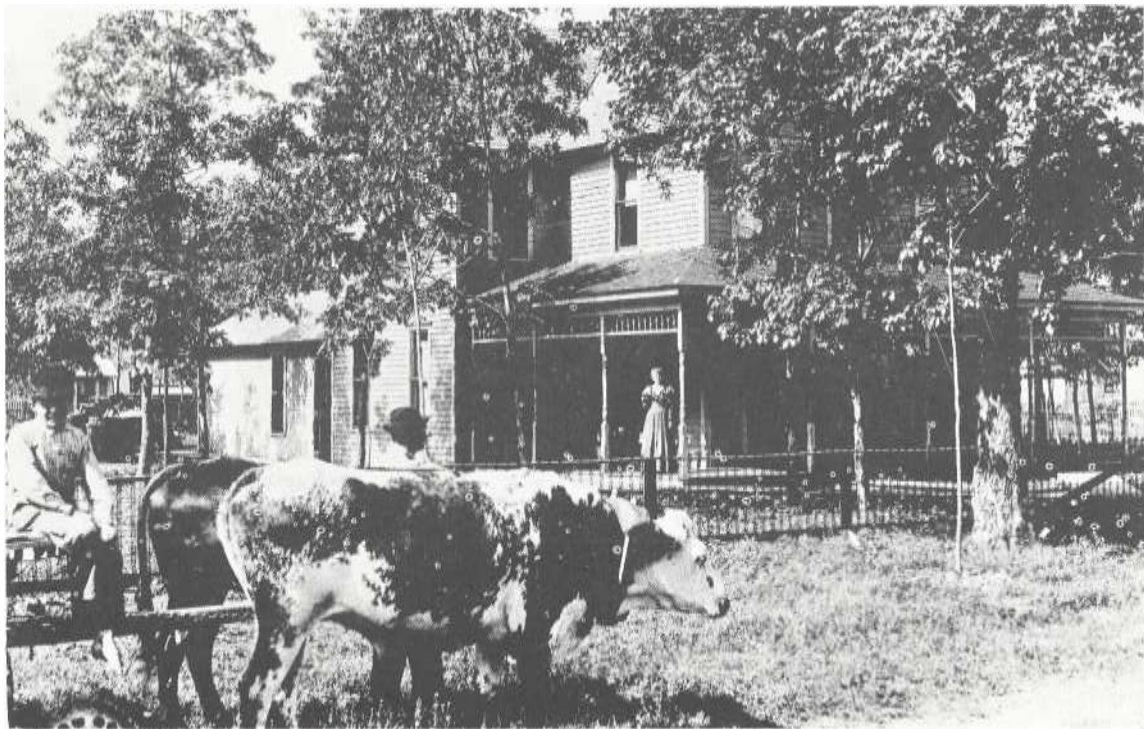
James Short Produce House, 1924. Fred Bonar, Paul Luken, James Short, Ed Reed.



First Catholic Church, built 1901.



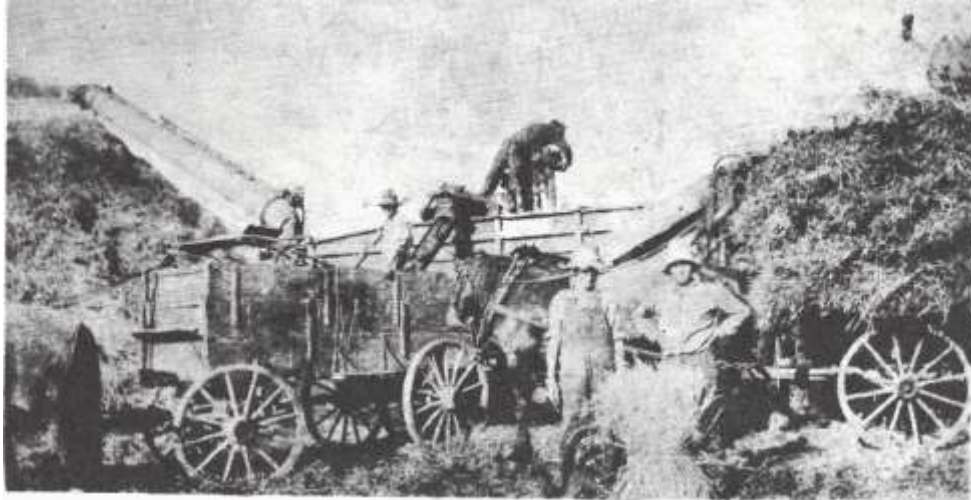
Drug store, east side Starke Street. Originally built by Bonar's later proprietors include Jerry Brickies, Rager's, M. E. Bruce, Fred Bonar, Otto Horning.



This house was built shortly after 1895 by H. J. Ellingson. Later occupied by the Danielson family, more recently by Dr. and Mrs. J. L. DeNaut, and presently by Dr. and Mrs. Earl Leinbach and family.



November, 1944. Dedication of World War II Honor Roll. In background is house built by Amos Burson in 1877.



Threshing scene on Henry Vieting farm.



First elevator on Pennsy tracks. Built in 1900 by Hamlin Hardesty. Burned in June, 1915 when owned by Farmer's United Grain Co.



Bill Davis, blacksmith, early 1900s.



Ira Compton with grain cradle.