

Carroll County was named by Israel Chambers, one of the oldest citizens of the county, after Charles Carroll, a signer of the Declaration of Independence. Carroll County was first a part of Jo Daviess county. As settlements spread over the county, the county seat was moved to a more central location, Mt. Carroll, in the fall of 1844.

In April, 1850, the township organization law went into effect. Lost Grove township (Shannon) W1/2 T-25, R7 was added to T-25, R6 (Cherry Grove). Lost Grove continued a part of Cherry Grove until Sept. 13, 1864 when by action of the Board of Supervisors, it was erected into the present town of Shannon, named for the village of Shannon, within its limits.

The history of our township is intermingled with that of the others near us, especially Cherry Grove to the west, Lima on the south, Forreton to the east, Florence to the north and east, and Loran, north and west.

The beginning of Shannon may be traced back to the year 1860 and to the founder, William Shannon. There was a great deal of talk at the time about the wet cellars, and it was thought a poor place for a town.

After the arrival of the railroad, an upsurge in building both homes and business buildings made expansion necessary. Sub-divisions were added. The Shelly additions north of Market street on both sides of the railroad were laid out the same time as the original town. The Shannon additions, the Bradshaw additions and the Heilder additions were annexed by the year 1877. William Shannon remarked to a visiting gentleman that "the society was of the best, the lowest classes were moving on west."

The first house at Shannon was a farmhouse, built by Jethro Mastin before the village was projected. When the village plot was mapped out by the surveyors, the site occupied by this house came within the town limits. The growth of Shannon was slow until the railroad was established, after which its prosperity was very marked until the hard times came on. The country around in every direction was an excellent agricultural district and highly improved. The business houses were well-managed and well sustained.

Mr. Shannon's home, (in its final years occupied by Emerson Byers); the Northey home, where Mr. and Mrs. Geo Myers lived; the school house; and many other buildings were built by Isaac Burger. Mr. Burger's home was later occupied by Gene Ramsdell.

The first church in Shannon was the United Presbyterian church, with services held in the old Opera House/Fox Garage. They had previously worshiped in the Bunker Hill schoolhouse.

The Evangelical church was organized and built in the early 1860's. It was often called the Albright church because the man who organized the church was named Albright. The old church was blown to pieces in a tornado.

The prior Don Ramsdell home was the first hotel. The hotel was later moved to the site of the barn of the Byers Implement store. The first store stood about where the post office is located. Shannon always had saloons until Local Option prevailed. The name, strange to say, of one of the early saloon keepers was Mr. Dry.

No records are available how the town was governed up to this time, but on March 12, 1866, a meeting was held in the Pennsylvania House in Freeport, for the purpose of voting on the question of incorporating the Village of Shannon. There were 37 votes in favor and none against. This was signed by J. S. LaShell, President, and E. Hullhorst, Clerk. The original poll list for the election of trustees, held at the post office, shows seventy-seven persons voting.

The first meeting of the elected trustees was held at the office of Jethro Mastin, on April 10, 1866. William Shannon was nominated for President of the Board and elected unanimously. Other officers were Jethro Mastin, Clerk; R. C. Young, street commissioner, and N. W. Afflebach, constable. The committee on sidewalks was appointed.

At the second meeting on April 14, 1866, twenty-four Rules and Order of Business were adopted. At a third meeting on April 17, a treasurer was chosen. Thomas Dugard bought the first retail liquor license for \$75 and Peter Dry, the second.

In June, 1866, an ordinance was passed requiring every male inhabitant over 21 and under 45 to labor three days of each year upon the streets and alleys. The price of a retail liquor license was raised from \$75 to \$150, and then to \$165. Five licenses were granted.

The committee on calaboose was authorized to contract with J.L. Burger for building a calaboose. This is the first mention made of a village jail. A bill was presented on June 18, 1867 for \$105 and allowed. This was for the lumber and building it.

Another pressing problem was the provision for an adequate water supply. There were pumps on Market street, and other places about the town. These pumps were in need of constant repair. At one time there was an oval, heavy iron trough used to water the horses at the west end of Market street. Later, a band stand was built over it.

The young folks of Shannon first attended school at Bunker Hill school. The little children were taught in town in a room over the shop in a building which stood where the Lamoreux Garage was located. One of the teachers was Miss Kate Wagner (Mrs. Joseph Shelly). The people of Shannon have never been neglected of the educational interests of their children. In 1867, a four room white brick building was erected.

At a meeting in April, 1868, a resolution was made and carried to appropriate \$200 for the improvement of the public square, a block of land given to the town by William Shannon for use as a village park.

In January, 1869, a charter for the town of Shannon was presented, read and approved by the board, and ordered that it be forwarded to the state legislature at Springfield (it being in session) for their action.

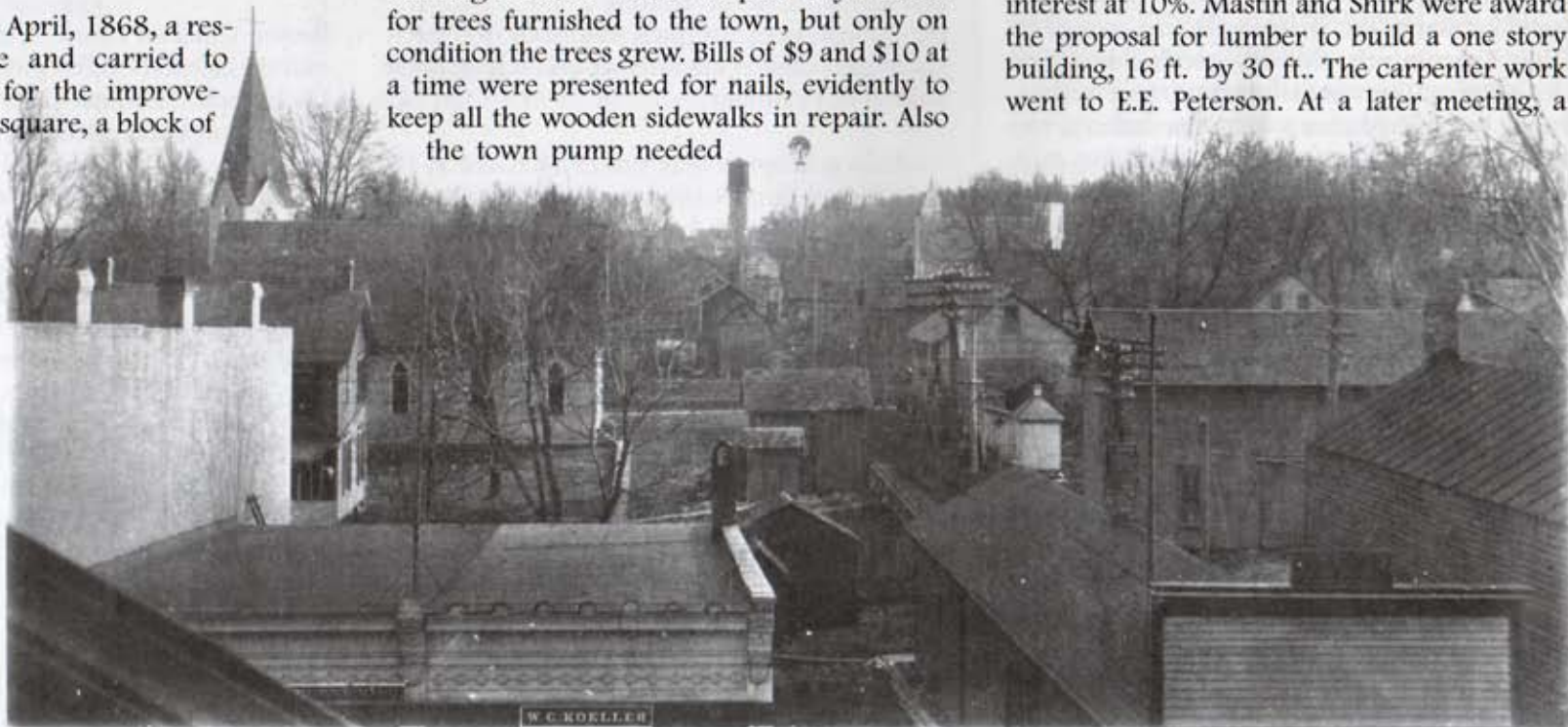
The first mention of a town bell was made when it was ordered, that the town subscribe ten dollars, said bell to be deemed to belong to the town of Shannon. In this same year, Shannon had its first bank. Rufus M. Cook was one of the men of prominence and reliability at this time. He came to Illinois and engaged in teaching and farming, then in 1858 purchased a tract of wild land south of Lanark. About 1869 he sold his land for \$92 an acre and assisted in the organization of the First National Bank of Shannon. In 1875 the Sherwood and Cook banking house was established. This bank was in the building once occupied by Winter's Barber shop.

In 1870, Market Street was to be macadamized, guttered and curbed with rock. J.S. Burger received the contract at \$1.50 per running foot. \$35 was to be paid to J.V. Cotta for trees furnished to the town, but only on condition the trees grew. Bills of \$9 and \$10 at a time were presented for nails, evidently to keep all the wooden sidewalks in repair. Also the town pump needed

repairs badly. Licenses were granted upon payment of \$15 to billiard tables and bowling alleys, provided that any minor could not play or frequent the room.

A dispute over the ownership of the town bell arose at the next meeting. George Conrad claiming a controlling interest. Resolved to surrender the bell to him upon payment of \$10.

In August, 1874, a meeting was called for the purchase of a fire extinguisher for the town. A No. 3 hook and ladder truck with eight extinguisher buckets, bell, hooks and ladders, etc. be purchased from the Babcock Mfg. Co. of Chicago. A lot east of the Sherwood and Cook bank was purchased for the engine house from Mr. Wm. Shannon for the sum of \$450 on five years time, with interest at 10%. Mastin and Shirk were award the proposal for lumber to build a one story building, 16 ft. by 30 ft.. The carpenter work went to E.E. Peterson. At a later meeting, a



W. C. KOELLER

decision was made to build it 40 ft. in length instead of 30 and two stories high instead of one. The second story to be used as the town hall.

In 1875, the town hall was rented to Peter Cochran, priest of the Catholic church, for \$1 each day the hall was used for holding religious services on Sunday.

In 1877 the bell tower was changed. Also no more money was to be expended for the repair of the Fox well, as it was not public property.

In 1878, the village of Shannon had one thousand people. It was situated about fourteen miles southwest of Freeport and showed evidence of thrift and enterprise. It had five churches, a union grade school house, one hotel known as the Shannon House, owned by Peter Speenburgh, five dry goods stores, two drug stores, three meat markets, four restaurants, three hardware stores, one bakery, two boot and shoe stores, one steam flouring mill, Joseph Baysore, a miller was the proprietor, two agricultural implement houses, one cooper shop, two wagon and blacksmith shops, one bank, Sherwood and Cook, one barber shop, one millinery shop, three physicians, two lumber and coal dealers, three saloons, one furniture store, one jewelry store, two harness shops, two newspapers, the Shannon Express and the Shannon Gazette.

In 1878, the old calaboose was beyond repair, and the town board decided to erect a new one. This is probably the old jail that once stood on the Gettemy property. It was built at a cost of \$63 by J. Mastin and Co., and he gave the ground free of rent. It stood on the lot where Randall Schneider lived in 1960.

In Jan., 1880, a special meeting was called to buy a fire bell for the village. The weight of said bell was 350 lbs. and cost \$128. Later, a fire alarm was bought for the bell costing an additional \$30.

In 1880, a pound was erected to impound all domestic animals running at large. The pound masters fees were: 50¢ for horses, mules and cattle, 25¢ for sheep, hogs, or pigs, and 10¢ for each goose. It would also cost the owner of said animal 40¢ for horses, mules and cattle, 25¢ for feeding the sheep, hogs, or pigs, and 10¢ for each goose plus cost of advertising and selling each animal not claimed.

Saloon keepers were notified to close at 10 o'clock and "if not lived up to," their license would be revoked. A dram shop license cost \$500.

In 1884, a motion was made to fix up the calaboose and procure a stove for it. Also to purchase a ball and chain and handcuffs. In 1885, Pat Reddington was elected night watchman for \$20 a month. The board decided to furnish oil for the street lamps and have the night watchman notified to keep them in order. This is the first mention of street lamps. The first street lamp was put up by Moyer and Barron in front of their drug store.

A petition was presented by Charles LaShell claiming "that the place known as the



Boston Chicken House is a nuisance" and on motion referred to the owner of the property, J.S. LaShell. The board also decided to have a permanent band stand built in the park.

In 1886, Pat Reddington, night watchman was murdered while on duty.

After the most serious fire in 1892, when a complete block burned, the citizens realized the need of a new water system. The contract was awarded to Fairbanks, Morse and Co. in 1894. A three inch cypress tank was erected on a brick substructure into which the water was forced by a windmill. Later the gasoline engine and pump were installed, then finally replaced by electric pumps. In the 1950s a second well was drilled in order to furnish a greater volume of water, when needed. The old well was equipped with a new pump and gasoline power unit, to be used as a stand-by water supply in case of failure.

A hose company was organized in Shannon in 1898. E.S. Kauffman was the Chief Marshall; A.E. Ludwig, assistant; F.A. Cook, foreman; Thomas Roche, secretary; Charles Stewart, treasurer; John Eby, coupler; and James Kinney, pipeman. Other members were August Baker, Joe Reichert, William Good and Mike Reddington.

H.L. Kuter was hired by the town to sprinkle the streets. During the hot, dry weather in July, he used 384 barrels of water for sprinkling purposes each day.

In 1899, Frank Zinnel, Carroll county's telephone king, was given the right to place and maintain upon the streets and highways of the village of Shannon, the poles, wires and fixtures necessary for supplying the public communication by telephone.

The band members were notified to discontinue breaking lamp chimneys and mutilating the town hall. The Improvement Committee was ordered to plaster, whitewash and repair the town hall. A special meeting was called to grant the Chicago, Milwaukee and St. Paul Railway company the privilege of using water at the rate of 50¢ per 1,000 gallons, if the railroad would put in the water meter.

The application of Henry Miller and Bert Penticoff for water for maintenance of an ice pond and skating rink on the vacant lot north and next to Dr. R.C. Miller was allowed, on condition they pay the water superintendent for the use of drying of the hose, and keep the walk in front of the rink free from ice and water.

In 1900, Ed Mooney received \$8 per year in advance rent of the ground on which the jail stood. Nearly \$1,000 was spent that year for extension of the water mains.

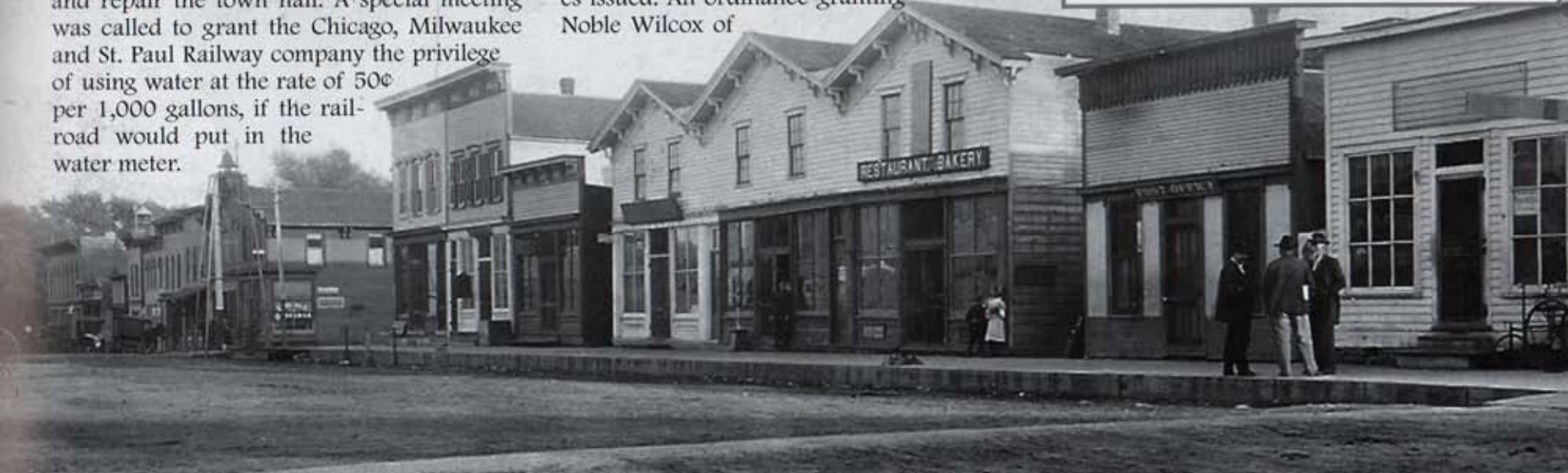
In 1901, George Whitmore was elected president of the town board, J.H. Prutzman, Joseph Cheeseman and Jefferson Barnes were the trustees; Clayton Good, clerk and Mike Reddington, policeman.

A new seven horse power gasoline engine was bought for pumping purposes. A building was put up to cover the engine.

In 1902 there were six dram shop licenses issued. An ordinance granting Noble Wilcox of

Shannon has suffered some costly fires in the past. In 1892, an entire block (pictured below) was burned, together with the Spengler residence, north of same. The following businesses were destroyed: Grossman and Geiseman Hardware, A.S. Rabb Variety store, Sizer Hotel, Connor Sisters building and the Jennie Osgood Millinery store. These buildings were replaced by Nesemeier and Geiseman Hardware, Sizer Hotel, Wicke's Harness shop and William Erdmier Implement building. Later, in 1917, the hardware store again burned to the ground. The Schauer and Turk building was also a fire victim, was remodeled and later occupied by Scharman and Son and the Telephone Company.

The Thometz and Kraker store building also burned, the site later housed the George Myers filling station.



Maquoketa, Iowa, the right to erect and maintain a gas plant for manufacture and distribution of gas in the village and lay down pipe therein was passed. The village was to pay \$15 for each light installed, and \$19 per year for gas for each of the 33 lights.

In 1903, the Shannon Telephone company was granted a permit to erect and maintain a telephone system in the village.

In 1905, the town board ordered that all sidewalks "hereafter constructed, be made of cement." The Bethel United Evangelical church asked permission to put hitching posts on the north side of the park.

In 1906, Lanark had 20 cases of smallpox and the Kittredge school was closed as a precaution against the spread of the disease.

In 1907, six iron seats were bought for the park, three from Gemmil and Shore, and three from H. Scharman. A new pump was installed at the waterworks.

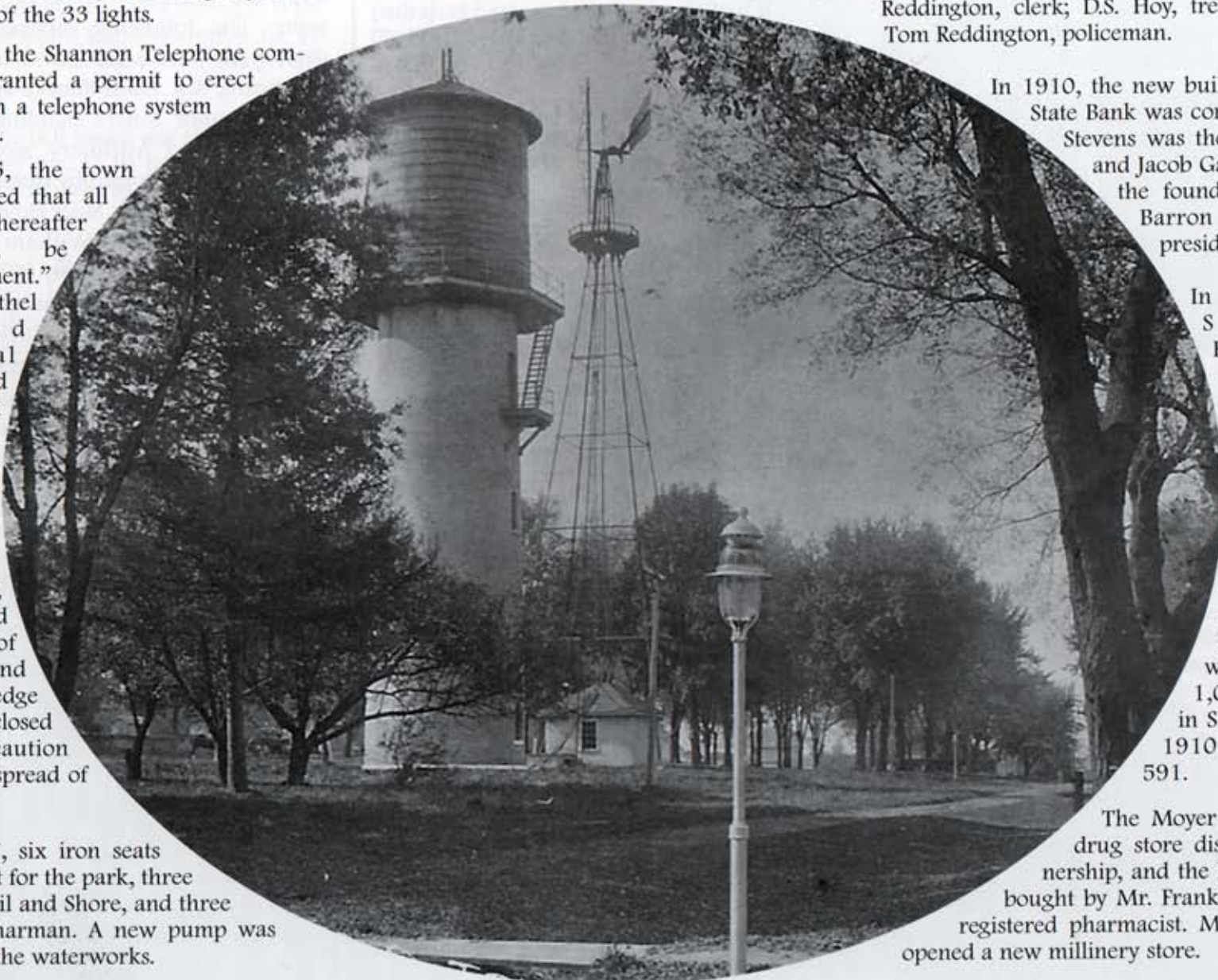
In 1908, a committee consisting of H.L. Kuter, E. Dane Taylor and Frank Eby was appointed to build a suitable place in the town hall for the band uniforms and instruments and that the committee have charge of them.

In 1909 the offices of water, gas and park superintendent, fire marshal and street commissioner were consolidated. Roy Wiley became general superintendent. The town board was Dr. C.A. Miller, president; G.E. Reddington, clerk; D.S. Hoy, treasurer; and Tom Reddington, policeman.

In 1910, the new building of the State Bank was completed. F.E. Stevens was the contractor and Jacob Gabriel put in the foundation. W.H. Barron was the president.

In 1911, the Shannon Reporter completed its fifteenth year's existence in Shannon. Bell E. Boyle was editor and publisher. Before 1880, there were about 1,000 people in Shannon. The 1910 count was 591.

The Moyer and Barron drug store dissolved partnership, and the business was bought by Mr. Frank Niemeyer, a registered pharmacist. Miss Clemmer opened a new millinery store.



In the fall of 1911, Lecture Courses were held. This was the year that Shannon had an epidemic of scarlet fever.

The Farmer's Telephone Company bought the building that was occupied by the Reporter office, and the editor was looking for other quarters.

Horses were not cheap in those days. Henry Henze sold a team of horses for \$550. They were shipped to Baltimore, Maryland.

The Dram shop licenses were raised from \$500 to \$750. There were four licenses granted. These were the last licenses issued as in 1912, the town of Shannon became Anti-Saloon territory.

John Stoner was awarded the contract to build 10,000 ft. of cement sidewalks at 4¢ a foot. The water mains were extended, and seven more hydrants were installed. A new watering trough and sanitary fountain were ordered and installed on Main Street.

Petey Wales leased the Shannon Opera House. He promised to have some excellent theatrical attractions that winter and a series of first class picture shows.

In January, 1914, Elso Freerksen's ice cutters went out on strike for higher wages. They quit work after dinner and refused to work unless their demands were fulfilled. They were getting \$1.60 per day and struck for \$2 per day.

An Athletic Association was formed, and their item of business was to order a large supply of Indian clubs, boxing gloves, punching bags and other muscular training equipment.

Automobiles were increasing in number. The village board passed an ordinance regulating the speed of motor vehicles - fifteen miles per hour through the outlying streets; ten miles per hour within the corporate limits, and six miles per hour around any corner or curve on said streets. All motor vehicles must sound a horn at each intersection or before starting to go around a corner. Cars were to be parked diagonally on downtown streets, with the rear ends toward the sidewalks.

In June, 1914, Shannon had what they called a "Road Day." The Village Council decided to improve Main Street by filling in the low places with gravel, after which the merchants paid to have a coat of oil on the street. Shannon did not have the funds to hire this work done, so they tried a plan where the public-spirited men turned out and gave one day's labor. It took thirty teams to haul the gravel from the Roskam pit, he having generously donated the gravel.

In July, 1915, the town decided to tear down the old two story town hall built in 1874 and build a new one. A motion by Warner and seconded by Engelke Hinders that the village be bonded for the sum of \$3,000 for this purpose carried. The new town hall will be 22 ft. wide by 80 ft. long, one story high and built of brick. There will be one room 40 feet long, and used for the council room. The last room will be 20 ft. long, containing two cages, only for the more cleanly kind, no bums will be kept in them, the old bug house will be open to the latter class. While the hall was being built, the village board met in the bank parlors.

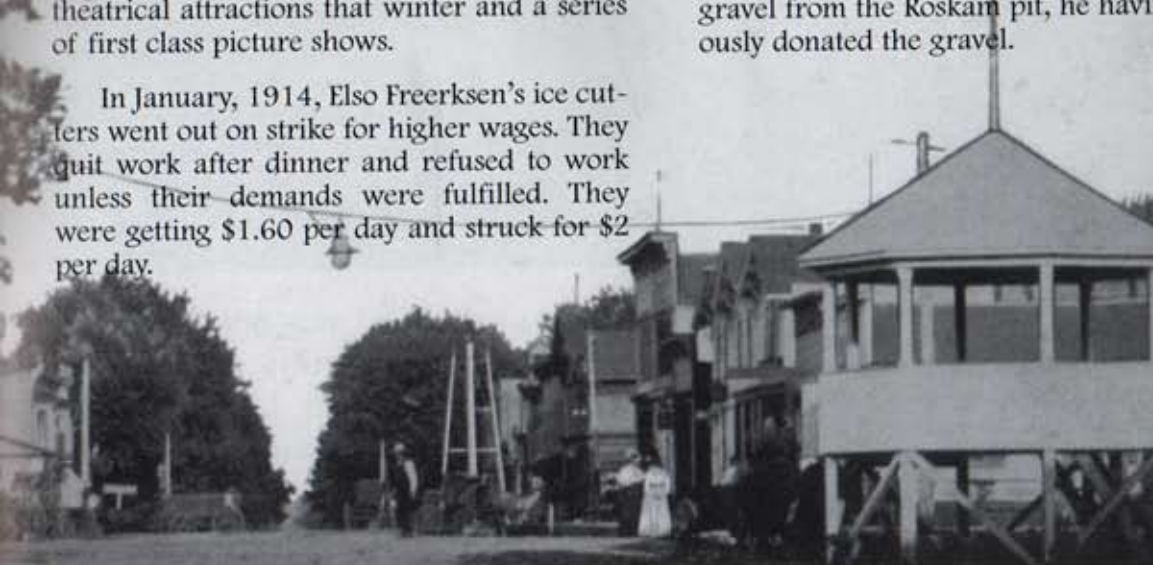
The editor of the paper also mentioned that "an inspector has been in Shannon and condemned the school house, but to what extent we do not know.

The new school house became a certainty, when in December an election was held to bond the village for \$30,000. 180 votes were cast in favor and 52 against the new building.

In April, 1916, the president of the town board appointed a committee to revise the village ordinances. An oil wagon to be used for oiling the streets was purchased from P.E. Warner for \$100.

The public improvement committee was instructed to look after the city vastille and make a settlement with S. Gettemy for same. At the next meeting it was sold to Mr. Gettemy for \$6.

On June 5, 1917, the first registration day of World War I was held in Shannon. Every man between the ages of 21 and 31 were required to register, married or single. D.S. Hoy registered 53 men.





The railroad serving Shannon deserves mention along with the pioneer settlers. They were pioneers, too, building lines into unsettled land. Without railroad facilities, development of the new country would have been impossible.

The line from Freeport through Shannon to Kittridge—15.40 miles—was built by the Northern Illinois Railroad Company in 1861. This railroad consolidated with the Western Union Railroad in 1866, which on September 1, 1901, was sold to the Milwaukee Road.

With the coming of the railroad, immigration was rapid and gave the town a decided boom. The railroad reached the lumber regins and made lumber cheap in the new towns along the line. This enabled farmers to build houses and barns on their farms, and brought trade from the surrounding country.

The old water tank and windmill, which quenched the thirst of puffing locomotives, was located a short distance south of the depot, back of Bartlett's elevator.

Four daily passenger trains passed through Shannon at the turn of the century.

Shannon in the early days, was looked upon as an important grain shipping center. Four warehouses were in operation. Grain was carried in sacks on the backs of men and stored, later put in railroad cars for shipment to Chicago.

C. M. & ST. P. R. R	
Trains carrying passengers pass Shannon station as follows:	
GOING EAST.	
Day Passenger.....	10:31 A. M.
Freight.....	10 10 A. M.
Day Passenger.....	7:43 P. M.
GOING WEST.	
Day Passenger.....	8:30 A. M.
Freight.....	11:30 A. M.
Day Passenger.....	8:00 P. M.



During the year 1898, there were 525 cars of grain and 126 cars of stock shipped from here. At this time, the railroad ran an engine

through the town, upon the sides of which was printed "SHANNON". It was one of the largest receiving points for inbound shipments of

replacement cattle to be fattened in this area and later sold to the Chicago market.