

Steamers on Rock River—Grand Detour as a Manufacturing Point—Settlement of Mt. Morris.

sand to fifteen thousand per annum, at a daily expense of from \$150 to \$175, exclusive of stock used. During the financial crisis of 1857, the factory was burned down and rebuilt in ninety days—an example of energy rarely seen save in the West. A market for their plows is found in all parts of the West, including Texas and California; and the situation of the town, on Rock River, affords excellent facilities for shipment.

The *Gipsy*, the first steambot on Rock River, made a trip up the river in April, 1838. In 1844, the *Lighter* went up the river to Janesville. She made two or three trips, carrying freight mostly. Solon Cumins loaded her once or twice at Grand Detour, with flour. She brought goods and groceries from St. Louis.

Some seven or eight years ago, a schooner built at Kishwaukee, ran down the river and cut all the ferry ropes. The master was prosecuted at Byron, Grand Detour and Dixon, but defeated his prosecutors on the ground that Rock River was a navigable stream.

Grand Detour is admirably situated as a manufacturing point. Its water power, which has hardly begun to be developed, is one of the best in the State. Rock River affords excellent facilities for shipping manufactured fabrics to all parts of the West and Southwest, while, being only four miles from Nachusa Station, on the Dixon Air Line Railroad, shipments for the East are readily made. The steamer *Rockford* is expected to make regular trips between Dixon and Rockford during the coming season. As the country fills up, we expect to see Grand

Detour growing in size and importance until it obtains even a wider reputation than at present.

At an early day, Samuel M. Hitt and Nathaniel Swingley, from Maryland, claimed large tracts of land in the vicinity of the present town of Mt. Morris. They were both men of prominence and influence, and by their representations soon induced a large number of Marylanders to settle around them. They were not without their claim difficulties, however, and prominent among their "fighting men" was one David Worden, a brawny New-Yorker, who was always on hand at any claim fight. He generally managed to remove the "jumpers" without resort to violent means; but if the latter became necessary, he was certain to carry his point. Worden is said to have been a great lover of fair play; and when any poor man in this section had had his claim jumped by an interloper, Worden made it a point of honor to remove the trespasser—peaceably if he could, but it must be done at any rate.

In the spring of 1839, Rev. I. S. Clark, — Boreau and John Clark, a committee appointed by the Illinois Conference of the M. E. Church, located the Rock River Seminary at Mt. Morris. The citizens of the vicinity contributed \$10,000 in money and four hundred and eighty acres of land in order to secure the location of the Seminary in their midst. The contract for erecting the building was taken by J. B. McCoy, and on the 4th of July, 1839, the corner stone was laid. Dr. J. J. Beatty was Marshal of the day, and Rev. Alexander Irvine and

S. N. S.
that tim
habitati
the fou
who wa
dollars
the nece
was the
town of
succeed
in the
tendenc
pal, Jy
Corneli
Waggon
tioner i
the firs
the first
Petrie,
to Mt. M
lived in
Waggon
Prof. J
for a nu
We
the Mt.
20, 185
sue da
publish
Prof. J
same v
is the
above
second
ton, I
Prof.
May 2
press,
though
was pr