

HISTORY
OF BRINGING
THE ATCHISON, TOPEKA
& SANTA FE RAILWAY
TO
GALESBURG

BY
CLARK E. CARR

1913

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by
CLARK E. CARR

PORTRAITS

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THE ATCHISON, TOPEKA AND SANTA FÉ RAILWAY

HISTORY OF BRINGING THE GREAT HIGHWAY THROUGH GALESBURG

One of the most important events in the history of Galesburg and of Knox County was the building of the Santa Fe Railway from Kansas City to Chicago.

The system had been in operation from Kansas City west, for years, the lines owned and operated by the company traversing the states and territories of the Southwest, with terminals in California and old Mexico, on the Pacific Ocean. All the vast shipments, over a system nearly six thousand miles in extent, were at Kansas City transferred to the trunk lines reaching there from Chicago. The management decided

that instead of giving this business to other lines, it was for the interest of the Santa Fe to build a line for itself to Chicago and deliver its own passengers and freight there, on its own cars, without reshipment. This being the principal object of extending the system, the question of gaining local business along the proposed line was subordinated to that of finding a short line with easy grades to Chicago.

ENGINEERS SENT OUT TO "PIONEER" FOR A SUITABLE LINE

With this latter object in view, engineers were sent out through Missouri, Iowa and Illinois by Mr. A. A. Robinson, Vice President and Chief Engineer of the Santa Fe system, to find the shortest and least expensive line, with instructions to keep their own counsel. For a considerable time it was not known by the people through the country where they passed, what interest these engineers represented, and there were many theories and surmises in regard to it.

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These engineers “pioneered” several routes during the winter of 1885-6, and early in the summer of 1886 were able to report.

ENTERPRISE, PUBLIC SPIRIT AND GENEROSITY OF THE PEOPLE OF GALESBURG

The City of Galesburg was more than ten miles away from the nearest point of the line through Illinois, which appeared most favorable under the conditions required. Through extraordinary effort, public spirit and liberality on the part of the citizens of Galesburg, the authorities of the road were induced to locate and build the line through that city.

To no individual citizen can justly be attributed the distinction of securing the road to Galesburg. Never was there an enterprise in which the labors were more generally distributed and borne. Nearly every resident of Galesburg, high and low, rich and poor, male and female, contributed in some way to the result.

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The leader in the movement was Colonel Clark E. Carr. Business relations with the officials of the road took him frequently to their headquarters at Topeka, and he was not long in finding out that the line was surely to be extended to Chicago and the views of the management in regard to its location. He had frequent interviews at Topeka with Colonel George R. Peck, the general solicitor, with Mr. C. W. Smith, the vice president and general traffic manager, and with Mr. John E. Frost, who held the high position of land commissioner, and he occasionally met Mr. W. B. Strong, the president, whose office was in Boston, and Mr. A. A. Robinson, vice president and chief engineer. Colonel Carr was prominent in presenting the matter to the people of Galesburg and in bringing them into relations with the authorities of the road. Most of the correspondence, while the question of location was pending, was conducted by him.

Colonel Peck and Mr. Smith both soon became friendly to Galesburg. Colonel Peck earnestly favored making it a point. John E. Frost,

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a former Galesburg boy, was enthusiastically for Galesburg from the first and lost no opportunity to press her claims. He was in constant correspondence with Colonel Carr.

HON. W. SELDEN GALE

Hon. W. Selden Gale and Col. Carr had been working together for many years in efforts to bring a new line of railway to Galesburg. Mr. Gale had been one of the prominent actors in the efforts which resulted in giving Galesburg the C. B. & Q., and had devoted his life to the interests of the city. Naturally, as soon as the first faint hope of getting the Santa Fe appeared, these two were in consultation. They at once decided that action should be taken and a few representative citizens were asked to meet at the Galesburg Club rooms to consider the matter. The meeting was presided over by Mayor G. W. Foote and the whole subject was thoroughly discussed, resulting in the appointment of a committee to look after the matter. W. S. Gale, Clark E. Carr, E. P. Williams, J.

T. McKnight and A. C. Clay were appointed as that committee and continued to serve until the road was secured.

The main point was to convince the authorities of the road that it was for their interest to come through Galesburg. They were so wedded to the theory of a short line, with easy grades, to transport their western freight to Chicago, that this was a difficult thing to do. The principal arguments were made in personal interviews at Topeka, and there was much correspondence by letter. Col. Carr wrote to Vice President C. W. Smith on June 2nd, 1886:

“Since talking with you, in your office at Topeka, I have met and had some conversation with Mr. Robinson (not the chief engineer, but one of the surveyors of the preliminary lines East of the Mississippi, under the direction of Mr. Barker, at Keokuk). Of course I could not ask him for information, or volunteer assistance, without seeming impertinent, as it has been very properly the policy of all these engineers

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to be reticent, and therefore, I did not say so much as I would like to have done, and as I hope to do, upon being placed in a position to do so. I did, however, suggest a practicable and very cheap line through this city, which would bring the passenger depot very near to the main business street.

As I said to you at Topeka, it will be a pleasure to me to assist in every way in my power if I can do so."

Colonel Carr wrote to Mr. W. B. Strong, president of the Santa Fe, on September 20th:

"We have read, in this locality, the newspaper reports in regard to your building a line to Chicago. I have had considerable conversation, and some little correspondence upon the subject, with Vice President Smith and other officers of your road. They could give me no definite information, but Mr. Smith has asked me to be ready to assist your people in case you decide to come this way.

We are ready to give encouragement and do our part toward securing the line.

My object in addressing you is to ask whether there is anything I, or any, or all of our citizens, can do toward inducing your company to come this way. Will you kindly give me such information as may, at this time, be proper and consistent?"

LINE PROJECTED SOUTH OF GALESBURG

Colonel Carr met President Strong in Chicago early in November, and was informed by him that the chief engineer, Mr. Robinson, had found a much shorter line than was possible to get via Galesburg, which he favored and would no doubt be settled upon, as all had implicit confidence in their chief engineer, and requested him, Col. Carr, to get what influence he could to help them through the county in securing the right-of-way, etc. Upon returning to Galesburg Colonel Carr, on November 11th, 1886, again, after consulting Mr. Gale and the other members of the committee, wrote Mr. Strong, as follows:

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“I have thought, since you told me in Chicago that Mr. Robinson was inclined to a line ten to twelve miles away from Galesburg, that if you do not come here, there will not be the same feeling toward you (such a friendly feeling as had been expressed by Col. Carr in the Chicago interview as existing in Galesburg), and it has occurred to me that it would not, perhaps, be improper to call your attention to this phase of the matter.

Galesburg is, by several thousand, the largest town in this region, except Peoria, which is forty miles away from your proposed line, on the Illinois River. We have a population of fifteen thousand and would very shortly have twenty-five thousand if you came here. Our people are intimately connected by trade, political associations, etc., with those living along nearly one hundred miles of your proposed main line, fifty miles each way from here. I am sure that, in many ways, we can help you in building your line, not only in this, but in other counties, besides the benefits you would get for all time from our business, if your line ran

through this city. More than one-third of the population and property of the county are in this city. There are very few county towns which have the good will of the people of the county and which have more influence with the people of the county, in a greater degree, than this. We have just built a splendid court house, of which all the people are proud. It is true that the people of the whole county are interested in Galesburg.

Now, if you decide to build a railway ten miles away from Galesburg, I very much fear that our people in Galesburg would regard it as a menace to their interests, rather than as advantageous. * * * *
A prominent member of the board of supervisors (Mr. Gale) said to me to-day, that if the Santa Fe comes to Galesburg we will do everything in reason they ask, but if it runs through the county on the line some are talking about, it will be a positive injury to Galesburg and of no particular benefit to the county.

Is it not the case that that splendid engineer, Mr. Robinson, has usually builded

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through a new unsettled country? I fear that he does not sufficiently appreciate the difference between building a railway through a new country, where the centers of business are made by the railway, and building a railway through a country where the centers are already established.”

MOVEMENT TO GET CHIEF ENGINEER ROBINSON TO COME TO GALESBURG

It seemed to the committee a matter of the utmost importance to get Chief Engineer Robinson to visit Galesburg and to, in person, look the ground over, and every energy was bent in that direction. President Strong was urged to authorize this, and appeals were made to him, through Colonel Peck, Vice President Smith, and Mr. Frost to assist. Mr. Frost, who was taking great interest in the matter, was in constant correspondence from Topeka with the committee. On November 15th, 1886, he wrote Colonel Carr as follows:

LETTER FROM JOHN E. FROST

“MY DEAR CLARK:

Your two favors duly at hand and noted with great interest. I have just seen Col. Peck and talked the matter over with him.

Mr. Robinson is still away but will return to-morrow when I will try to have him name a time when he can be seen by a Galesburg committee.

I will advise you by letter or wire of the date he names and I think then you and Gale and some leading business man like Max Mack or Burkhalter or George Dietrick had better come out and see Mr. Robinson.

I believe there is a good fighting chance for Galesburg but it will require good work.

The intention of the Santa Fe folks undoubtedly is to build by the best possible route, taking distance and grades into consideration as well as cost of right-of-way and construction, and I fear, as you say, that Mr. Robinson, from the surveys now made, favors a line which will leave Galesburg at one side. The Galesburg folks may,

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perhaps, get him to change his views. I will help you all that I can. I am, as you know, deeply interested in having the line go to Galesburg.

I enclose pass for Mr. Gale, Kansas City to Topeka, and on hearing from you by wire or letter giving name of the other party who will come, I will send pass for him, care H. E. Mass, P. A., A. T. & S. F., opposite Union depot, Kansas City.

You had better come via Kansas City, as you will have a dining car for breakfast.

The other way the breakfast is at St. Jo, pretty early in the morning.

With kind regards to all,

Yours truly,

JNO. E. FROST

I will, of course, furnish return transportation to Kansas City for the party."

This letter was followed up by a telegram from Mr. Frost saying: "Party will meet you in Galesburg within two weeks," "party" meaning Chief Engineer Robinson. On the 28th Mr.

Robinson himself wrote to Colonel Carr as follows:

“Your very kind letter of Nov. 19th reached me in good time. I expected to be in your city the week just passed. I expect now to visit your city the last of this week. I will wire you definitely two or possibly three days in advance. One of my principal objects will be to meet you and I hope you will be at home. If you cannot, please to write me a note at the Grand Pacific, Chicago. I appreciate very highly your cordial invitation to come under your roof and hospitality while in your city, but beg you to excuse me for this trip, as it is strictly a business one and I will have two or three with me with whom I desire to be in conference.”

CHIEF ENGINEER ROBINSON VISITS GALESBURG

On December 2nd, a telegram was received by Colonel Carr from Mr. A. A. Robinson stating that he would be in Galesburg on the morn-



A. A. ROBINSON

Vice President and Chief Engineer of the Atchison, Topeka & Santa Fe Railway when the line was extended from Kansas City to Chicago.

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ing of Saturday, the 4th, on which morning he arrived. He had with him his stenographer and Mr. P. F. Barr, who had charge, under his direction, of the surveys of the line through Illinois. There was snow on the ground and Mr. Robinson and Mr. Barr were driven in a sleigh about the city, the party consisting of Mr. Robinson, Mr. Barr, Mr. Gale and Col. Carr. They drove first west, down the Monmouth road, then north on Henderson street, across Cedar Fork to Main street, then west on Main street, the two engineers making a careful examination of Cedar Fork Valley. They then drove east, crossing and recrossing Cedar Fork upon several streets. Mr. Robinson was very much pleased with the Cedar Fork Valley as a means of getting through the town, but he thought that if they should come to Galesburg and the valley route should be taken, it would be necessary to leave Cedar Fork, going east at Kellogg street, where there is a turn in the creek, and go straight east in order to cross on the same grade as the C. B. & Q. (It was finally arranged between the two companies to

raise the grade of the C. B. & Q. ten feet for the Santa Fe to pass under, and so the Santa Fe continued up Cedar Fork to the Burlington crossing, making to the citizens of Galesburg a great saving of expense for right-of-way.) The party heretofore designated then drove east on Main street to Court Creek valley and down the valley to the road running from Knoxville to Henderson, on the east side of which are now the Purington Brick Works, and on the west side, up the hill, the East Galesburg station. From that point there was not then a house nor factory in sight. Nearly all the industries along Court Creey valley and all of East Galesburg have been built up since, and because of the building of the Santa Fe. On the way back to town the party called upon Hon. George W. Brown at his farm house, who was very much interested in the proposed line. They afterward drove to Knox College, the new court house and about the city generally.

Mr. Robinson was struck with the remarkable opportunities presented for a line of railway

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through the city. He was surprised that a line could be obtained in Cedar Fork valley through the heart of the city, as far from the west as Kellogg street, at comparatively small expense, while the right-of-way was precisely in the direction he wished to take, and that it would, at the same time, give opportunity to establish passenger and freight stations near Main street. He was also pleased with the opportunity to go on east of the city, through Court Creek valley. Mr. Gale had been demonstrating the advantages presented by this valley for a railroad for many years, and was delighted to find that this great railroad engineer so promptly recognized them. Upon coming back to the city Mr. Robinson and Mr. Barr received the other members of the committee and quite a number of prominent citizens, when the whole subject was talked over at length, and to whom Mr. Robinson gave great encouragement by his frank expressions of appreciation of the route through the city and down Court Creek.

In these interviews, and in all the interviews,

he said that he, with the advantages of the line which he had then in contemplation, could not advise the president, Mr. Strong, to come to Galesburg without the city would furnish right-of-way and depot grounds, and that the citizens must bind themselves to do this.

In consideration of the greater cost of the line as proposed, east of Kellogg street, the suggestion was made by the committee that the company ought to bear most of that expense, and it was proposed that the citizens of Galesburg furnish all the right-of-way west of Broad street and depot grounds and twenty acres of land, and pay *one-third* of the cost of right-of-way east of Broad street, the company paying for two-thirds. Mr. Robinson said he would present this proposition to President Strong, but that he could give no encouragement that it would be accepted, and that he could only say to us that the only condition upon which the road would come to Galesburg was, that we give the whole right-of-way and depot grounds and land required. He left Galesburg on that evening.

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His visit encouraged the committee and the public to hope that if the citizens would do their part they might yet secure the road.

MASS MEETING AT PRINCESS RINK

A mass meeting was called for Thursday evening, December 9th, to be held at the Princess Rink, where the Auditorium now stands. One of the large posters, with great display letters announcing the meeting, is still preserved, and reads as follows:

“A. T. & S. F. Railroad. Every business man, every property holder, every citizen who is interested in the growth and prosperity of the city is requested to be present at the Princess Rink Thursday evening, December 9th, to hear the report of the Committee on Railroad, as to what is necessary to secure the Santa Fe road. This is addressed to you and not to your neighbor! We can secure the new line and have the question settled at once, if we will. Good speak-

ers will address the meeting. Turn out everybody.

W. S. GALE

CLARK E. CARR

J. T. McKNIGHT

A. C. CLAY

E. P. WILLIAMS

Committee”

REPORT OF THE COMMITTEE

The Rink was filled to overflowing. Hon. George W. Foote, mayor of the city, presided. Hon. W. S. Gale, on behalf of the committee, read an elaborate and interesting report, showing that the road was certain to be built through Illinois, and giving a clear and convincing statement of the importance and necessity of the road to Galesburg, an account of the correspondence with the company and a statement of what was necessary to secure the road, if it could be secured at all, etc. The report stated that “for three years the Santa Fe company had had men surveying lines from Kansas City to Chicago, from which they had had full reports. That our



HON. W. SELDEN GALE

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committee, through one of its members (Col. Carr), had been in constant communication with the president and managers of the road; that the chief engineer who would, more than any one else, determine the question of location, was of the opinion that the best line, the shortest line, is 12 miles from Galesburg; that while he regretted not being able to come to Galesburg, we must remember that the primary object of building the line was to make an outlet to Chicago for their immense western trade, etc.; that at the earnest request of the gentlemen, to whom this statement was made, President Strong had promised that before an absolute decision should be made, the chief engineer should, as he had never done before, visit Galesburg. That visit has been made. We have good reason to believe that the effect of the visit has been to give a more favorable impression of the value of this route. That we are led to believe that a proposition coming from the citizens to furnish suitable depot and yard grounds and right-of-way through the city will be considered favorably, etc. We,

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(the committee) believe that this is Galesburg's great opportunity. If successful, we shall secure what for the last 25 years we have vainly struggled for." The report went on, at considerable length, to show the advantage the line would be to Galesburg.

Following the above report of the committee made by Mr. Gale, the meeting was addressed by Colonel Carr, Hon. O. T. Johnson, Hon. J. A. McKenzie, George Ekins, G. A. Murdock, and others. The following resolutions, presented by Hon. D. H. Frisbie, were adopted:

"WHEREAS, The Atchison, Topeka & Santa Fe, one of the very best railway corporations in the world, proposes at once to establish and enter upon building a line of railway from Kansas City to Chicago, and

WHEREAS, Inducements have been held out to the committee appointed by our citizens that in case we will furnish right-of-way through the city and depot and yard grounds, the proposed line will be built through this city; therefore,

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Resolved, That we regard the proposal of said railway company to be fair and just and that it is the sense of this meeting that it is of momentous importance to the interests of Galesburg that the proposal of the A. T. & S. F. company be accepted and that means be at once taken to comply with the requirements of said company.

Resolved, That we regard this to be the most practicable and feasible railway proposition that has been presented to our citizens since the Chicago, Burlington & Quincy Railway was built through the city, and we believe it to be not only the interest but the duty of every good citizen to do his full part in subscribing money and in every possible way to assist in raising the amount required to bring the road through the city.

Resolved, That it is the sense of this meeting that such a new railway as the Santa Fe would give a new impulse to our city, and that the marked prosperity which we have witnessed during the last year would, in our opinion, continue until Galesburg would become an important business center with great commercial and manufacturing interests and diversified industries

which, with our educational advantages, would make her one of the leading cities of the state.

Resolved, That the committee already appointed be instructed to proceed with their efforts to secure the proposed line and that the Honorable Mayor and Common Council be requested to co-operate with this committee and by ordinance, or otherwise, to grant right-of-way through and across streets and alleys, etc., and to in every way possible assist in bringing the line through the city."

On motion of J. B. Boggs the following persons were added to the committee: G. D. Crocker, S. P. Wood, D. H. Frisbie, C. A. Webster, R. Chappell, J. O'Connor, G. Ekins, W. W. Washburn, O. Hawkinson, H. M. Sisson, Nels Nelson, J. L. Burkhalter, L. W. Sanborn, M. W. Gay, C. L. Hedelee, and Captain F. Fuller.

Committees were appointed to circulate subscription papers, the city was divided off in sections and canvassers were appointed for each section. Names of citizens were taken from the city directory and an estimate was made of what

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each person ought to subscribe, which was presented to him and, with rare exceptions, he, without hesitation, put down his name for the amount he was assessed. Never did a community come forward with such cheerfulness and liberality.

In the meantime the general committee was constantly in correspondence with the railway officials, who insisted upon a positive proposal as to what the citizens would do, backed by a guarantee. On the 14th, Mr. Robinson wrote Col. Carr:

“Your letter of 10th instant received. I hope that you will be able to place your proposition in my hands very shortly, if the same has not already been mailed, as this question must be decided on now in a short time.”

On the same day he telegraphed as follows:

“Clark E. Carr, Esq., Galesburg.

Proposition of your committee not yet received. Please send it or a copy of it to me at the Grand Pacific hotel, Chicago, where I shall be the last of the week.”

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During those few days subscription papers were being energetically circulated and every person in the city was seen and urged to subscribe. A central office was opened, to which the committee brought their report.

An absolute guarantee bond was also prepared and several responsible men had pledged themselves to sign it. This guarantee was for 20 acres of land and full right-of-way only for the line west of Broad street. On the 17th the following letter was mailed to Mr. Robinson:

“GALESBURG, Dec. 17, 1886

A. A. Robinson, Esq.,

Vice President A. T. and S. F. R. R.

DEAR SIR:

In reply to your esteemed favor we have to say that we feel confident that we are entirely safe in assuring you that as soon as Wednesday next we will be able to give you a written guarantee executed by men in Galesburg, who are entirely responsible and able to carry it out, obligating them on condition that the Chicago, Santa Fe and Cal-

Santa Fe Railway to Galesburg

ifornia Railroad is built through our city, they will furnish you with passenger and freight depot and yard grounds and right-of-way west of Broad street free of cost to said company, and also pay one-third of the cost of fifty feet of right-of-way east of Broad street to the east boundary of our city. And we pledge you to use our best endeavors to obtain for you such guarantee on or before Wednesday next and believe we can succeed.

Very truly yours,

CLARK E. CARR

W. S. GALE

J. T. McKNIGHT”

Mr. Robinson had become interested in Galesburg. His visit had, as the committee hoped would be the case, borne fruit. Upon visiting Galesburg he had come to appreciate its advantages as a point on the line. He doubted the ability of the citizens to raise, by subscription, sufficient money for the line then proposed through the city, and would himself, as was believed by the committee, have made the concession east of

Broad street. President Strong was still wedded to the shorter line, and would not consent to making Galesburg a point if it would entail additional expense, and under Mr. Strong's instructions Mr. Robinson wrote to the committee that no other proposition from the committee, than to furnish *the whole right-of-way* through the entire city, would be considered.

A. T. & S. F. DIRECTORS MEET IN BOSTON

The Directors were to meet in Boston on December 20th when, with all the surveys and profiles and estimates of cost before them, the question of location was to be decided. Mr. Strong and Mr. Robinson were to be with them. On the afternoon of that day the committee received the following telegram:

“BOSTON, MASS., Dec. 20, 1886
Col. C. E. Carr and W. S. Gale.

Mr. Robinson is here with his proposition to locate our Chicago line via Gales-

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burg provided your city will furnish station grounds and right-of-way through your city is approved, and if accepted by your people our line will go through Galesburg. A line south of your city has been found three miles shorter than to go via Galesburg and no more costly in construction than to go by Galesburg. We must have the aid asked for. The matter is in your hands for twenty-four hours from three p. m. to-day. The lines will be settled before Robinson leaves here. Answer.

W. B. STRONG"

To this the committee immediately replied by telegraph as follows:

"GALESBURG, ILL., Dec. 20th, 1886

W. B. Strong,

President A. T. & S. F. R. R. Co.

Boston, Mass.

We understand that your telegram is based upon proposition in our letter to Mr. Robinson in Chicago Friday which he assured us would be entirely satisfactory. Are we correct? Guarantee in conformity with

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that letter now being circulated and signed by responsible parties and will be completed to-morrow. How shall we satisfy you by telegraph of this fact?

CLARK E. CARR

W. S. GALE

J. T. McKNIGHT"

Mr. Strong replied as follows:

"BOSTON, MASS., Dec. 20, 1886

To C. E. Carr, W. S. Gale and J. T. McKnight, Galesburg, Ill.

My telegram to you this date covers the proposition made by Robinson to your people. I referred to that and not to your proposition by letter to him at Chicago. With the latter I am not satisfied. Please wire me your conclusion.

W. B. STRONG"

The committee saw that an absolute guarantee of *all the right-of-way* through the city, depot grounds and 20 acres of land must be provided for. There was no other alternative.

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They at once prepared to get together a sufficient number of responsible men to make a satisfactory bond. A list of names was made up of responsible men whom it was thought might be persuaded to join together in making the bond. The amount it would cost had been estimated as nearly as possible, but it was still, to a great degree, a matter of conjecture. It was then supposed that the line would go directly east from where Kellogg street crosses North street, taking in valuable lots already built upon. The cost was variously estimated at from sixty to a hundred thousand dollars. It was certain that no one would be willing to sign the bond unless there were enough names to divide the responsibility.

A note was prepared and sent to sixty of the most responsible and public spirited men of the city, of which the following is a copy:

“GALESBURG, ILL., Dec. 20, 1886

M.....

DEAR SIR: You are especially solicited to meet us privately and confidentially at the coun-

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ty court room, on the second floor of the new court house, on to-morrow (Tuesday) morning, the 21st instant, at precisely 10 o'clock, to consider questions of supreme importance relating to the location of the Santa Fe Railroad through this city. We have some statements to make in regard to the matter which, while certain important issues are pending, we do not think it advisable to make public until they have been laid before those who, with yourself, will be invited.

Knowing that you are deeply interested in this matter we feel confident that, in this crisis, you will allow no business or engagement to deter you from being present promptly at the time appointed.

Very truly yours,

W. S. GALE

CLARK E. CARR

J. T. McKNIGHT

E. P. WILLIAMS

A. C. CLAY

Committee"

In the evening the committee met at the law office of Williams, Lawrence and Bancroft, where they spent most of the night considering

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plans for the meeting on the next day, while the attorneys were preparing the guarantee for signature which when completed and typewritten read as follows, and was finally signed by the persons whose names appear following it.

The names of those who thus obligated themselves to carry out this undertaking are given in full. This guarantee and also the names of the subscribers who furnished the money, and the amount each paid, are given in full. These lists of names must be always regarded by the people of Galesburg as *rolls of honor*.

THE GUARANTEE

We, the undersigned, promise and agree to and with the Chicago, Santa Fe & California Railroad Company that, in consideration of the Agreement of said Company to locate and construct the main line of its railroad through the city of Galesburg, Knox County, Illinois, upon or near the line proposed by Mr. A. A. Robinson, we will without delay procure for the said company suitable depot grounds, yard grounds and switching grounds to the extent of twenty

acres at least, west of Broad street in the locality proposed by Mr. A. A. Robinson to the Citizens' Committee; and also will procure the right-of-way along said line through said city. And as to any portion of said premises or of said right-of-way which we may fail to procure, we will pay to said Company the cost of procuring the same by condemnation.

Witness our hands and seals at Galesburg, Illinois, this Twenty-first day of December, A. D. 1886.

NAMES OF THE SIGNERS OF THE GUARANTEE BOND

H. M. and W. P. Sisson

B. F. Arnold

W. W. Washburn

G. V. Deitrich

Chas. A. Webster

E. L. Conger

Albert J. Perry

I. R. Greene

J. F. Anderson

Olaf Hawkinson

Nels M. Burgland

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J. H. Barton

S. H. Olson

Robert Chappell

J. F. Stetson

Timothy Mosier

Frans. Colton

T. Judson Hale

Gas & Electric Co.,

by J. K. Mitchell, Secy.

A. R. Green

F. O. Crocker

Thos. Harrison

Joseph Thirlwell

J. T. McKnight

Clark E. Carr

F. Fuller

J. L. Burkhalter

Josiah Babcock

G. D. Crocker

G. W. Foote

James O'Connor

J. R. Gordon

Miron Rhodes

A. C. Higgins

A. C. Clay

C. E. Lanstrum

History of Bringing the

M. O'Connor
H. L. May
Hiram Johnson
J. W. Dietreich
Hiram Mars
Chas. Johnson
J. G. Vivion
D. C. Raymond
A. S. Hoover
John Kemper
Josiah Tilden
A. Jacobi
C. C. Merrill
Geo. W. Brown
J. B. Boggs
Geo. C. Lescher
Geo. Ekins
M. L. Overstreet
Max J. Mack
Lambert Stansbury
Chas. Waste
J. W. Hammond
Loren Stevens
P. M. Johnson
E. P. Williams
A. W. Berggren

Santa Fe Railway to Galesburg

A. A. Matteson
John W. George
E. A. Bancroft
N. C. Woods
W. Selden Gale
S. H. McOmber
M. J. Daugherty
S. C. Wood
Jonas A. Johnson
C. H. Trask
L. T. Stone
G. A. Murdoch
M. N. Hurd
Sol Frolich
J. H. Losey
J. A. McKenzie
Andrew Harrington
G. L. Arnold
Hy. Biderman
T. W. Peterson
Fletcher Carney
M. T. Perrin
L. A. Greenwood
Fred R. Jelliff
John Hurley
F. R. Swanson

History of Bringing the

N. O. G. Johnson
T. R. Willard
S. W. May
D. W. Flynn
Edward Taylor
Robert Mackay
P. F. Brown
D. W. Bunker
C. L. Hedell
N. J. Oleen
Nick Brechwald
W. C. Calkins
Chas. O. Lewis
J. C. Stevens
J. Kraft
Z. Beatty
J. G. Dietreich
John C. Fahnestock
A. J. Shaw
D. Greenleaf
R. W. Hunt
Thos. Barer
Timothy Nash
A. G. Dow
J. A. Walberg
D. B. Simmons

Santa Fe Railway to Galesburg

C. A. Webster
John Clarkson
Hubert Juan
J. E. Cowan
Willis E. Terry
M. Norton
H. W. Snyder
G. Hawkinson
George W. Prince
Nels Nelson
Harry Dunbar
Daniel Fletcher
S. Spear
Joseph Hoover
F. H. Rearick
F. Brechwald

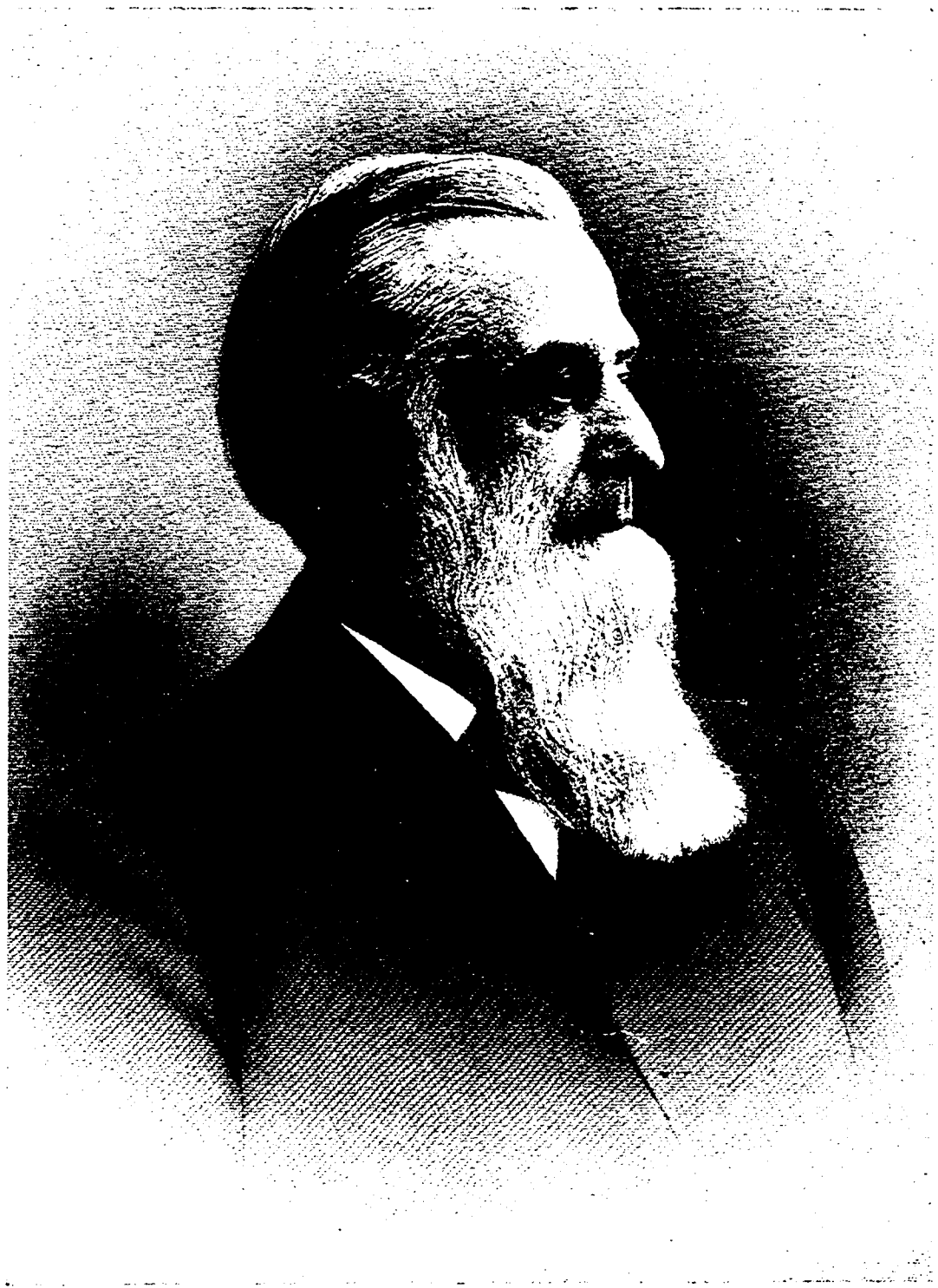
Such was the interest that on Tuesday morning those who had been invited were present in the county court room at the appointed time and at precisely 10 o'clock the meeting was organized by the appointment of Mr. J. T. McKnight as chairman.

It can scarcely be said that any speeches were made. There was too deep an interest for speech-

es. The men were assembled to act and to do, rather than to make or listen to speeches.

Colonel Carr read the telegrams from President Strong, received on the afternoon before, which showed that by signing the guarantee already prepared and spread out upon the table, the road could be secured. He said that the directors of the Santa Fe were at that moment assembled in Boston and that the president of the board, Mr. Strong, was awaiting our decision, that it was impossible to determine how much the grounds and right-of-way might cost. It had been estimated at from sixty to one hundred thousand dollars; that such men had been called together as was believed were willing to assume the responsibility, if so divided that it would not rest too heavily upon any one; that the future of Galesburg was in their hands and would be decided at that meeting.

Mr. Gale followed with a clear and terse statement of the situation. He said that we had been working for a new railroad for twenty-five years and this was the first time that one had



WILLIAM B. STRONG

President of the Atchison, Topeka & Santa Fe Railway Company when he extended the line from Kansas City to Chicago.

Santa Fe Railway to Galesburg

come within our reach. He said that the Santa Fe would be worth more to the city than any line of road that there had ever been any possibility of our getting and explained why the committee had called these gentlemen together. He showed that if we all signed the guarantee there would be no possibility of its seriously embarrassing any of the guarantors.

Colonel T. J. Hale put several questions to the members of the committee to find out the exact situation.

Mr. B. F. Arnold spoke in favor of signing the bond. Hon. Francis Colton stated that he had come there prepared to sign the bond. Hon. George W. Brown and Timothy Mosier, E. P. Williams and others declared that they were ready to sign. Finally Col. T. J. Hale arose and declared that this was not a time for talk, but for action, and moved that the meeting approve by a rising vote the granting of depot grounds and the right-of-way. The chairman put the motion. All save one arose. The one who did not rise, while he would not sign the

bond, made a liberal subscription to raise the money. Col. Carr shouted, "Gentlemen, the Atchison, Topeka & Santa Fe will come to Galesburg," amid cheers. It took but a few minutes for the gentlemen to come forward and sign the bond. The *Republican-Register* of that evening, in describing the meeting, spoke of it as "a historic meeting," said "that it was evident during its deliberations that a great load of anxiety was resting on the committee. The members of the committee knew that success depended upon securing signers to the guarantee, and there was a fear that there might be hesitation and backwardness in signing so responsible a paper." "There was dread lest some one should express a sentiment against the signing," that the expression of so many that they would sign the bond by rising was "an inspiring sight," that then "despondency took wings." "The crisis was passed. There was handshaking and congratulations. The victory was won and the historic meeting will go down as marking an epoch in

Santa Fe Railway to Galesburg

Galesburg's history." At 12 o'clock (noon) the committee wired Mr. Strong as follows:

TELEGRAM TO PRES. STRONG ANNOUNCING THE EXECUTION OF THE GUARANTEE BOND

"GALESBURG, ILL., Dec. 21st, 1886

*To W. B. Strong, President A. T. & S. F.
Ry. Co., Milk St., Boston, Mass.*

Absolute and unconditional guarantee according to the terms of your last telegram, pledging depot and yard grounds of at least twenty (20) acres and full right-of-way entirely through this city upon localities indicated by Mr. Robinson has been signed by over fifty prominent citizens responsible for two million dollars and is in our hands. We accept your proposition. Please wire answer.

CLARK E. CARR
W. S. GALE
J. T. McKNIGHT"

REPLY OF PRESIDENT STRONG

At half past three, p. m. the following telegram was received from President Strong:

“BOSTON, MASS., Dec. 21, 1886

*To C. E. Carr, W. S. Gale, J. T. McKnight,
Committee.*

Your telegram received and as I understand it will be satisfactory. Have directed Mr. Robinson to have the matter put in proper shape and then proceed with location accordingly. W. B. STRONG”

This telegram from President Strong was published in the *Republican-Register* that evening.

The question was settled. The location of the Santa Fe through Galesburg was secured. December 21st, 1886, will ever be remembered as a red letter day in the history of the city.

SUBSCRIPTIONS TO THE FUND

The subscriptions continued to be circulated through the city and \$64,243.55 was raised. To



J. T. McKNIGHT

Santa Fe Railway to Galesburg

these subscriptions, there were 495 names. The subscriptions ranged from \$5.00 to \$2,000.00. There was scarcely a person in the city who was able to give who did not give, and several persons who had moved away made contributions. The guarantee and subscriptions were made to the "Chicago, Santa Fe and California Railway Company," the then corporate name of the Illinois Division.

It was now necessary to proceed and collect the money and to buy the land to be donated to the railway company and right-of-way. In order to secure right-of-way it was necessary, in several cases, to buy lots, move houses and afterwards dispose of the portions of lots not used. This involved a great deal of labor, which continued for nearly three years and was not finally completed until in May, 1889.

J. T. McKNIGHT AND
ASA A. MATTESON

For this work the committee was fortunate in being able to place it in the hands of Mr. J. T.

History of Bringing the

McKnight and Mr. Asa A. Matteson, who devoted themselves to it with earnestness and energy. Mr. Matteson kept the accounts which are preserved in his handwriting. There is an entry for each subscriber, with the amount subscribed and paid and a faithful account of all the expenses and business transactions. When the books were closed it was found that, after paying all expenses, there was still on hand \$2,451.41 which was divided *pro rata* among the subscribers according to the amount contributed, each receiving in return four and one-half per cent. upon the amount he had donated. Mr. McKnight and Mr. Matteson have both gone to their reward, but the people of Galesburg should ever hold them in grateful remembrance for their faithful and conscientious services in this work.

The president of the Chicago, Santa Fe and California, the name of the Illinois division, who had now become solicitor of the Atchison, Topeka & Santa Fe, wrote to the committee as follows:



ASA A. MATTESON

Santa Fe Railway to Galesburg

OFFICIAL LETTER
HIGHLY COMMENDING THE
ACTION OF THE CITIZENS
OF GALESBURG

“CHICAGO, Jan. 30th, 1889

*To the Citizens' Committee of the City of
Galesburg, Ill.*

GENTLEMEN :

By direction of Vice President Robinson I have to say that the agreement of the citizens of Galesburg to furnish this company right-of-way and station grounds in the city have been strictly and fully performed. I take pleasure in expressing the recognition by the officers of the company of the fair and honorable spirit which has been displayed throughout this entire transaction; a spirit which I feel sure will continue to characterize all the relations between this company and the citizens of Galesburg.

Yours very respectfully,

NORMAN WILLIAMS

Solicitor”

**LIST OF THE SUBSCRIBERS TO
THE RIGHT - OF - WAY FUND**

**WITH THE AMOUNT EACH PAID
AND THE AMOUNT RE-
TURNED TO HIM**

SUBSCRIPTIONS

NAMES	AMOUNT SUBSCRIBED	REBATE RETURNED
Anthony, N.	\$1000.00	\$45.00
Adams & Johnson.....	500.00	22.50
Adams, E. R. Est.....	500.00	22.50
Arnold, B. F.....	100.00	4.50
Aldrich & Wilson.....	75.00	3.37
Anderson, Olof	25.00	1.12
Anderson, A. P.....	100.00	4.50
Anderson, Swan	50.00	2.25
Allen, Ira	5.00	.22
Arnold, G. L.....	100.00	4.50
Armstrong, Mrs. J. K.....	50.00	2.25
Aiken, E. D.....	100.00	4.50
Arnold, S. M.....	25.00	1.12
Allen, C. E.....	25.00	1.12
Avery Bros. & B. Co.....	250.00	11.25
Allen, A. H.....	18.75	
Abramson, Aug.	5.00	.22
Akeyson, John	20.00	.90
Algren, Chas.	10.00	.45

Santa Fe Railway to Galesburg

NAMES	AMOUNT SUBSCRIBED	REBATE RETURNED
Anderson, John	5.00	.22
Anderson, Wm. E.....	10.00	.45
Anderson, A.	6.00	
Allen, S. O.....	25.00	1.12
Anderson, J. F. & Co.....	200.00	9.00
Alten, Ben	50.00	2.25
Anderson Bros.	25.00	1.12
Becker, John	50.00	2.25
Breed, G.	50.00	2.25
Borg, John	25.00	
Backman, C. A.....	50.00	2.25
Brooks, Geo. A.....	10.00	.45
Burgland, Henry P.....	50.00	2.25
Brown, Sam'l	25.00	1.12
Brechwald, N. F.....	400.00	18.00
Brown, G. W. & Co.....	2000.00	90.00
Babcock, J.	600.00	27.00
Berggren & Lundeen.....	250.00	11.25
Bandy, Wilson	100.00	4.50
Burgland & Johnson.....	250.00	11.25
Benner, E.	250.00	11.25
Boyer, A.	150.00	6.75
Barnard, L. E.....	30.00	1.35
Burgland, L.	25.00	1.12
Bliss, H. C.....	10.00	.45

History of Bringing the

NAMES	AMOUNT SUBSCRIBED	REBATE RETURNED
Bruington & Anderson.....	10.00	.45
Bancroft, E. A.....	200.00	9.00
Barton, I. H.....	200.00	9.00
Barrer, Thos.	100.00	4.50
Bunker, D. W.....	100.00	4.50
Barnstead, W. J.....	100.00	4.50
Brown, P. F.....	50.00	2.25
Boggs, J. B.....	50.00	2.25
Bollenbach, Peter	50.00	2.25
Barnett, J. A.....	5.00	.22
Barden, J. M.....	50.00	2.25
Brown, Zack	5.00	.22
Bruner, Marshal	25.00	1.12
Bloomquist, Fred	20.00	.90
Bradshaw, J. W.....	20.00	.90
Babcock, W. W.....	25.00	1.12
Babcock, J. Jr.....	10.00	.45
Biedeman, Henry	50.00	2.25
Burns, Edward	25.00	1.12
Burkhalter, J. L.....	100.00	4.50
Browning, W. H.....	200.00	9.00
Burkhalter, John A.....	10.00	.45
Bartlett & Judson.....	300.00	13.50
Bigelow, W. H.....	25.00	1.12
Bogue & Co., C. H.....	500.00	22.50

Santa Fe Railway to Galesburg

NAMES	AMOUNT SUBSCRIBED	REBATE RETURNED
Brooks & Ostrander.....	200.00	9.00
Bancroft & Swanson.....	100.00	4.50
Colton, C. S. Est.....	2000.00	90.00
Crocker, G. D.....	505.00	22.50
Carr, Clark E.....	750.00	33.75
Craig, A. M.....	1000.00	45.00
Colton, G. D. & Co.....	500.00	22.50
Chambers, J. S.....	50.00	2.25
College City Shirt Co.....	25.00	1.12
Conley, L. G.....	25.00	1.12
Colville, J. M.....	25.00	1.12
Churchill & Wetherbee.....	100.00	4.50
Carr, M. S.....	200.00	9.00
Case, F. H.....	100.00	4.50
Cargill, Henry	100.00	4.50
Calkins, W. C.....	75.00	3.37
Clark, A. B.....	50.00	2.25
Charlson & Johnson.....	50.00	2.25
Carlson, Olof	15.00	.67
Chapman, Geo. H.....	50.00	2.25
Cowan, J. E.....	75.00	3.37
Colville Bros.	50.00	2.25
Chapman, J. P.....	25.00	1.12
Cowman, H. W.....	25.00	1.12
Calkins, J. H.....	25.00	1.12

History of Bringing the

NAMES	AMOUNT SUBSCRIBED	REBATE RETURNED
Chase, H. M.....	25.00	1.12
Callender, Jas.	25.00	1.12
Carney, Fletcher	25.00	1.12
Cooke, M. D.....	25.00	1.12
Carney, E. J.....	5.00	
Camp, L. A.....	50.00	2.25
Cooper, E. S.....	25.00	1.12
C. C. St. Ry. Co.....	100.00	4.50
Clayton, Geo. S.....	25.00	1.12
Chase, M. J.....	200.00	9.00
Clarkson, J. & Co.....	100.00	4.50
Carey, Francis	50.00	2.25
Cox, R. S.....	500.00	22.50
Crocker, F. O.....	100.00	4.50
Challis & Anderson.....	100.00	4.50
Conger, E. L.....	100.00	4.50
Cliff, Thos.	25.00	1.12
Cater, E. B.....	25.00	1.12
Cone, T. S.....	10.00	.45
Charlson, Geo.	10.00	.45
Carlson, C. J. B.....	5.00	.22
Charlson, Mons	5.00	.22
Canfield, J. R.....	1.00	
Collins, W. H.....	2.00	
Cater, J. D.....	10.00	.45

Santa Fe Railway to Galesburg

NAMES	AMOUNT SUBSCRIBED	REBATE RETURNED
Collins, A.	25.00	1.12
Churchill, Geo.	50.00	2.25
Deiterich, J. W.....	250.00	11.25
Dunbar, Harry	100.00	4.50
Dow & Son.....	125.00	5.62
Davis, Wm.	50.00	2.25
DePew, T. O.....	25.00	1.12
Davis, J. A. W.....	150.00	6.75
DeGrummond, J. J.....	25.00	1.12
Davis, Geo.	25.00	1.12
Dunn, Chas. W.....	5.00	.22
Dieterich, G. V.....	250.00	11.25
Duerson, A. L.....	20.00	.90
Dunn, E. M.....	50.00	2.25
Davidson, W. H.....	25.00	1.12
Danforth, L. F.....	25.00	1.12
Davis, Ben C.....	50.00	2.25
DeLong, P. M.....	25.00	1.12
Ekins & Clark.....	50.00	2.25
Engstrand, N. J.....	25.00	1.12
Epsteiner, M.	50.00	2.25
Edvall, F. O.....	50.00	2.25
Envall, John	25.00	1.12
Eckwall, J. W.....	10.00	.45
Engberg, Chas.	5.00	.22

History of Bringing the

NAMES	AMOUNT SUBSCRIBED	REBATE RETURNED
Eckwall, C. F.....	10.00	.45
Ericson, Chas. A.....	50.00	
Frohlich, Gardt & Co.....	500.00	22.50
Frost Mfg. Co.....	500.00	22.50
Fuller, Francis	250.00	11.25
Fahnestock, J. C.....	250.00	11.25
Frost, J. E.....	250.00	11.25
Farrell & Mears.....	100.00	4.50
Fletcher, S.	100.00	4.50
Felt, C. M.....	100.00	4.50
Friedberg, Sam	50.00	2.25
Fuller, Erastus	50.00	2.25
Fleharty, R. E.....	10.00	.45
Freer, F. A.....	25.00	1.12
Field, Mrs. L. C.....	25.00	1.12
Felt, Geo. A.....	25.00	1.12
Felt, E. A.....	25.00	1.12
Felt, Albert	50.00	2.25
Flynn, Dan	150.00	6.75
Felt, A. V.....	25.00	1.12
Faulks, Geo. K.....	5.00	.22
Form, P. N.....	5.00	.22
Flynn, John C.....	50.00	2.25
Frey, John	100.00	4.50
Foote, G. W.....	100.00	4.50

Santa Fe Railway to Galesburg

NAMES	AMOUNT SUBSCRIBED	REBATE RETURNED
Frisbie, D. H.....	250.00	11.25
Ferris, S. H.....	500.00	22.50
Gas & Electric Co.....	1000.00	45.00
Greenleaf, D.	100.00	4.50
Gordon, J. R.....	250.00	11.25
Greene, I. R.....	350.00	15.75
Grant, Chas. E.....	250.00	11.25
George, John W.....	100.00	4.50
Greene, A. R.....	150.00	6.75
Galesburg Printing Co.....	100.00	4.50
Gale, Josiah	200.00	9.00
Galesburg Com. Union.....	100.00	4.50
Geyer, Gust	50.00	2.25
Greene, E. F.....	50.00	2.25
Greenwood, L. A.....	50.00	2.25
Gay, M. W.....	250.00	11.25
Griffith, Morris	10.00	
Geer, John C.....	10.00	.45
Gray Brothers	200.00	9.00
Gordon, John H.....	25.00	1.12
Granville, P. N.....	10.00	.45
Green, E. F.....	50.00	2.25
Hoffman Bros.	10.00	.45
Holland, J. B.....	100.00	4.50
Henderson, Gust	50.00	2.25

History of Bringing the

NAMES	AMOUNT SUBSCRIBED	REBATE RETURNED
Hedgepeth, H. S.....	25.00	1.12
Hurd, H. S.....	200.00	9.00
Holmes, Fred H.....	25.00	1.12
Hawkinson, Olof	200.00	9.00
Hastings, Jay L.....	25.00	1.12
Hoover, A. S.....	300.00	13.50
Harrison, Thos.	100.00	4.50
Holmes & Scott.....	100.00	4.50
Hedell, C. L.....	50.00	
Hinckley, C. A.....	50.00	2.25
Hopper, Dr. H. C.....	25.00	1.12
Hogan, Thos.	25.00	1.12
Harris, Chas. S.....	10.00	.45
Howarth, J. M.....	25.00	1.12
Hawkinson, Mons	25.00	1.12
Hurd & Mackay.....	100.00	4.50
Hawkinson, Gust	100.00	4.50
Hubbard, A. M.....	50.00	2.25
Hoover, Joseph	50.00	2.25
Hollis, J. C.....	50.00	2.25
Hunt, Jabez, C.....	25.00	1.12
Hoover, G. P.....	25.00	1.12
Holcomb, B. F.....	25.00	1.12
Hurd, Prof. A.....	25.00	1.12
Holmes, J. S.....	25.00	1.12

Santa Fe Railway to Galesburg

NAMES	AMOUNT SUBSCRIBED	REBATE RETURNED
Horton & Hubbell.....	100.00	4.50
Hoover, B. F.....	25.00	1.12
Hunt, R. W.....	100.00	4.50
Higgins, Ad P.....	50.00	2.25
Henshaw, D.	10.00	.45
Hakensen, Haken B.....	25.00	1.12
Hogg, Thos.	10.00	.45
Hurley, John	100.00	4.50
Hill, A. M.....	25.00	1.12
Hoffland & Peterson.....	100.00	4.50
Higgins, A. C.....	500.00	22.50
Hale, T. Judson.....	500.00	22.50
Hoover, C. H.....	100.00	4.50
Hoffheimer, S. G.....	100.00	4.50
Hammond, J. W.....	50.00	2.25
Hamblin, D. W.....	50.00	2.25
Irwin, John N.....	50.00	2.25
Johnson, O. T. & Co.....	1500.00	67.50
Jacobi & Mack.....	300.00	13.50
Johnson, Nels	100.00	4.50
Johnson, Chas. A.....	20.00	.90
Johnson, John	50.00	2.25
Johnson, John P.....	10.00	.45
Johnson, C. J.....	10.00	.45
Johnson, Jonas A.....	15.00	.67

History of Bringing the

NAMES	AMOUNT SUBSCRIBED	REBATE RETURNED
Johnston, A. G.....	5.00	.22
Jelliff, Fred R.....	50.00	2.25
Johnson, J. W.....	5.00	.22
Johnson, Frank P.....	1.00	
Johnson, N. O. G.....	100.00	4.50
Judd, Herbert	200.00	9.00
Johnson, J. F.....	22.50	
Johnson, Chas.	50.00	2.25
Johnston, John	500.00	22.50
Kemper, John	350.00	15.75
Kiernan, Wm. H.....	25.00	1.12
Kiernan, Thos.	25.00	1.12
Kitchell, Mrs. M. J.....	100.00	4.50
Kraft & C. Dying Co.....	100.00	4.50
Kraft, Julius	100.00	4.50
Kingsbery & Fisher.....	50.00	2.25
Kenfield, Sarah	50.00	2.25
Knowles, N. A.....	6.25	
Kistler, B. F.....	75.00	3.37
Lombard, Benj.	500.00	22.50
Lescher, Geo. C.....	300.00	13.50
Latterner, Dan	20.00	.90
Livingstone, Mrs. L. A.....	15.00	.67
Lewis, Andrew	15.00	.67
Lewis, Zepha	200.00	

Santa Fe Railway to Galesburg

NAMES	AMOUNT SUBSCRIBED	REBATE RETURNED
Lass, L. & L.....	150.00	6.75
Lawrence, Geo. A.....	100.00	4.50
Losey, J. H.....	50.00	2.25
Linguist, Fred	50.00	2.25
Lambert, L. S.....	50.00	2.25
Linguist, C. J.....	10.00	.45
Linberg, A. R. E.....	25.00	1.12
Larson, Vidor	5.00	.22
Lindthom, C. A.....	10.00	.45
Lagomarcine, P.	10.00	.45
Larson, Chas. I.....	5.00	.22
Leidy, J. C.....	10.00	.45
Lanstrom, Andrew F.....	5.00	.22
Lanstrom, Andrew	5.00	.22
Leafgreen, John M.....	1.00	
Larson, S. J.....	1.00	
Linn, C. A.....	10.00	.45
Lind, Peter	5.00	.22
Lynderson, Frank	5.00	.22
Lawrence, Mrs. C. B.....	250.00	11.25
Larson, W. C.....	25.00	1.12
McKnight, J. T.....	500.00	22.50
Moshier, T.	1000.00	45.00
Mathews, Mrs. C. H.....	1000.00	45.00
Marsh, Leroy	500.00	22.50

History of Bringing the

NAMES	AMOUNT SUBSCRIBED	REBATE RETURNED
May, H. L.....	250.00	11.25
Matteson, A. A.....	250.00	11.25
Merrill & Co., C. C.....	250.00	11.25
Morse, Mrs. Sarah.....	200.00	9.00
Murdoch, G. A.....	250.00	11.25
McKenzie, J. A.....	200.00	9.00
McOmber, S. H.....	100.00	4.50
McLaughlin, C. A.....	100.00	4.50
Morley, D.	50.00	2.25
MeKee, Thos.	50.00	2.25
Moore, John	100.00	4.50
Moulton, A. B.....	50.00	2.25
Munsell, J. W.....	39.00	
McGirr, T. L.....	10.00	.45
Mead, Seth W.....	25.00	1.12
Murphy, H. N.....	10.00	.45
Miller, W. G.....	10.00	.45
Murphy, C. N.....	5.00	.22
Miller, P. P.....	5.00	.22
Mayer, Henry	150.00	6.75
Mars, Hiram	200.00	9.00
Merritt, Betty H.....	25.00	1.12
Malick, John A.....	20.00	.90
Milton, E. W.....	6.00	
Melquist, John A.....	10.00	.45

Marston, Thomas estate united in subscription with T.
R. Willard.

Santa Fe Railway to Galesburg

NAMES	AMOUNT SUBSCRIBED	REBATE RETURNED
Morton, R. L.....	25.00	1.12
Martin, T. B.....	50.00	2.25
Milin, J.	25.00	1.12
Miles, Henry	25.00	1.12
Nelson, Abm.	200.00	9.00
Norton, Isaac P.....	125.00	5.62
Nelson, Peter	100.00	
Nelson, Nels	75.00	3.37
Nelson, Nils	25.00	1.12
Nims, O. H.....	25.00	1.12
Nelson, N. P.....	50.00	2.25
Norine & Linquist.....	25.00	1.12
Noble, Mark	100.00	4.50
Nash, Timothy	250.00	11.25
Nelson, W. O.....	10.00	.45
Nystrom, S. Willy.....	5.00	.22
Nelson, Andrew	35.00	
Neijund, ———	10.00	.45
Neeley, C. R.....	10.00	.45
O'Connor, M.	500.00	22.50
Olson, S. H.....	250.00	11.25
Oleen & Peterson.....	100.00	4.50
Overstreet, M. L.....	150.00	6.75
Oldfather, G. W.....	50.00	2.25
Olson, S. C.....	5.00	.22

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NAMES	AMOUNT SUBSCRIBED	REBATE RETURNED
Olmstead, Emily	20.00	.90
O'Connor, James	200.00	9.00
Olson, Alfred	10.00	.45
O'Neil, Chas.	15.00	.67
Olson, Nels	10.00	.45
Ostrand, John F.....	8.00	
Peterson, T. W.....	250.00	11.25
Peterson, D. L.....	100.00	4.50
Parry, Sam'l J.....	150.00	6.75
Peterson, N.	200.00	9.00
Peterson, C. J.....	25.00	1.12
Paden, James	100.00	4.50
Prince, G. W.....	100.00	4.50
Phelps, E. F.....	100.00	4.50
Peterson, John	25.00	
Packard, W. L.....	10.00	.45
Plaindealer	50.00	2.25
Parker, Isaac A.....	25.00	1.12
Phillips, Dr. E. L.....	25.00	1.12
Pichereau, A. P.....	25.00	1.12
Parker, H. E.....	25.00	1.12
Plecker, W. J.....	25.00	1.12
Peterson, Nels M.....	5.00	.22
Parsons, Franklin	100.00	4.50
Peterson, Gust	20.00	

Santa Fe Railway to Galesburg

NAMES	AMOUNT SUBSCRIBED	REBATE RETURNED
Peterson, A. O.....	100.00	4.50
Perrin, M. T.....	202.00	9.00
Perrin, Geo. H. & Co.....	50.00	2.25
Phillips, W. N.....	250.00	11.25
Prentice, Ralph	25.00	1.12
Prentice, Alice	25.00	1.12
Peterson, Allen A.....	10.00	.45
Pine, Jos.	50.00	2.25
Perry, A. J.....	100.00	4.50
Parker, W. C.....	50.00	
Post, P. S.....	50.00	2.25
Peterson, E. J.....	100.00	4.50
Perkins, I. S.....	50.00	2.25
Rugar, Mrs. E. A.....	50.00	2.25
Robbins, W. A.....	250.00	11.25
Robinson, E. E.....	25.00	1.12
Ridley, John	25.00	1.12
Rearick, F. H.....	100.00	4.50
Raymond & Son, D. C.....	100.00	4.50
Roush & Co., Wm.....	100.00	4.50
Rhodes, Miron	100.00	4.50
Redfield, A. C.....	100.00	4.50
Richey, James	50.00	2.25
Redfield, P. S.....	10.00	.45
Reynolds, W. H.....	250.00	11.25

History of Bringing the

NAMES	AMOUNT SUBSCRIBED	REBATE RETURNED
Read, Henry W.....	10.00	.45
Renstrom, Jacob A.....	10.00	.45
Richards, W. B.....	200.00	9.00
Stilson, J. F.....	600.00	27.00
Seacord, Fred	250.00	11.25
Sisson, H. M. & W. P.....	250.00	11.25
Snyder Bros.	100.00	4.50
Standish, J. V. N.....	100.00	4.50
Swanson, Sam R.....	100.00	4.50
Selleck Bros.	50.00	2.25
Steele, W. L.....	100.00	4.50
Stone & Leonard.....	150.00	6.75
Stansbury, L.	100.00	4.50
Stevens, Loren	100.00	4.50
Stanton, W. F.....	100.00	4.50
Stokes, John W.....	25.00	
Simmons, D. D.....	100.00	4.50
Smollinger, W. H.....	25.00	1.12
Sanborn, Lake W.....	100.00	4.50
Stone, E. C.....	50.00	2.25
Stickney, Mrs. E. W.....	100.00	4.50
Smith, T. E.....	100.00	4.50
Stevens, J. C.....	25.00	1.12
Swenson, M. P.....	25.00	1.12
Swanson & Simons.....	25.00	1.12

Santa Fe Railway to Galesburg

NAMES	AMOUNT SUBSCRIBED	REBATE RETURNED
Smith, H. C.....	25.00	1.12
Stuckey, S. V.....	25.00	1.12
Seastedt, A.	5.00	.22
Swenson, Andrew	5.00	.22
Stephenson, C. G.....	5.00	.22
Scott, E. S.....	100.00	4.50
Scharps, E.	75.00	3.37
Squires, James	25.00	1.12
Stromberg, N. O.....	40.00	1.80
Salisbury, W. O.....	10.00	.45
Stevens, I. R.....	50.00	2.25
Strain & Drury.....	50.00	2.25
Sohn, Ed. C.....	100.00	4.50
Shultz & Gensert.....	40.00	1.80
Soderberg, Chas.	10.00	.45
Sandquist, A.....	10.00	.45
Swanson, Peter	5.00	.22
Stoner, A. R.....	25.00	1.12
Shaw, A. J.....	50.00	2.25
Spear, S.	200.00	9.00
Scott, Will	10.00	.45
Swanson, S. W. P.....	25.00	1.12
Scripps, W. H.....	300.00	
Stuckey, J. A.....	50.00	2.25
Smith, Jno. W.....	200.00	9.00

History of Bringing the

NAMES	AMOUNT SUBSCRIBED	REBATE RETURNED
Tunnicliff, George	10.00	.45
Tuveson, Nels	10.00	.45
Tunnicliff, J. J.....	100.00	4.50
Trask, C. H.....	200.00	9.00
Tierney, P. J.....	25.00	1.12
Tyler, E. J.....	25.00	1.12
Tilden, Josiah	25.00	1.12
Tryon, Geo. A.....	100.00	4.50
Thorsen, E. J.....	25.00	1.12
Tuvason, Christ	10.00	.45
Thirlwell, Jos.	250.00	11.25
Thulin, T.	5.00	.22
Tibbets, J. D.....	25.00	1.12
Taylor, Ed.	100.00	4.50
Van Schaack & Bellows.....	250.00	11.25
Van Lew & Morse.....	18.75	
Vittum, F. D.....	100.00	4.50
Vivion, J. G.....	50.00	2.25
Vanderwerker, W. N.....	75.00	3.37
Verene, Nels J.....	10.00	.45
Washburn, W. W.....	500.00	22.50
Webster, A.	250.00	11.25
Woodward, H. C.....	50.00	2.25
Walberg & Erickson.....	100.00	4.50
Walters, John	75.00	3.37

Santa Fe Railway to Galesburg

NAMES	AMOUNT SUBSCRIBED	REBATE RETURNED
Webster, J. E.....	50.00	2.25
Windsor, C. A.....	50.00	2.25
Wills, P. M.....	10.00	.45
West, Willard	25.00	1.12
Weinman, Fred	25.00	1.12
Williamson, M. O.....	50.00	2.25
Wallick, J.	25.00	1.12
Waste, Chas.	100.00	4.50
West, Gust	10.00	.45
Wood, S. C.....	100.00	4.50
Williams, A. B.....	5.00	.22
Willard, T. R.....	250.00	11.25
Wiswell, Wyrarn	200.00	9.00
Williamson, L. O.....	250.00	11.25
Wells, J. T. & F.....	50.00	2.25
Willoughby, F. A.....	50.00	2.25
Wilson, John	25.00	1.12
White, Maurice	1.00	
Westerburg, Axel	1.00	
Williams, E. P.....	100.00	4.50
Webster, C. A.....	50.00	2.25
Young, N. L.....	25.00	1.12
Yager, Joseph	10.00	.45

TWO LETTERS FROM PRESIDENT
W. B. STRONG, OF THE A. T. &
S. F. R. R. COMPANY

“PARTRIDGE FARM”

BELOIT, WIS., Dec. 10, '97

MY DEAR COL. CARR:

Yours of Nov. 3rd came while I was in Boston visiting my daughter, otherwise it would have had earlier attention. I was glad to hear from you, and pleased to hear of Mrs. Gaytes. We were sorry to have her sell her pretty home here and leave us. Wherever she may reside she will have our best wishes.

Touching the Santa Fe Chicago line, your letter has brought it all up to mind so clearly.

It was, as you say, my aim to have the shortest line between Chicago and Kansas City. The shorter line ran some miles south of Galesburg. Mr. Robinson, the chief engineer, urged the adoption of this line very strongly. Personally I was anxious to have the road run through Galesburg. My former connection with the C. B. & Q. made me familiar with the place and its attractions for

Santa Fe Railway to Galesburg

a railroad. The desire for the short line and Mr. Robinson's pressure for that line would have won the day if *you* had not come forward at the right moment and plead the cause of Galesburg.

It was purely out of respect for *you* that I sent Mr. Robinson to Galesburg to consider a line through Galesburg. *At that very time* Mr. Robinson had orders to adopt the *shorter* line. The way you received Mr. Robinson, and the arguments used by you and others, which were communicated to me in Boston, caused the company to make the proposition to build via Galesburg, provided the right-of-way through the city was given. This proposition was limited to a few days. I may say a few working hours. It was accomplished. Your faith, hope and courage carried it through.

My knowledge of you made me lean on you in those Galesburg matters, and I want to say to you now, as the president of the Atchison Co. at that time, that if it had not been for your efforts the Santa Fe line would have gone direct from Ft. Madison to Streator, and left Galesburg to one side.

History of Bringing the

I believe, all things considered, that the best route was adopted.

I wish to thank you for speaking so favorably of the line from Kansas City to Chicago and what you say about the whole system being disintegrated without it. I *fully believe it*.

The Chicago line, the Chicago terminals, and the Galveston line are the three great things about which I was roundly abused—and woefully misrepresented. To-day they are considered of grand conception—the rock of strength—and parties claim superior credit for all these things, who actually knew *nothing* of their inception. Such is life.

As I hear and read, I sometimes wonder if I ever had anything to do with the Atchison System. In my doubt, I turn to the record and I find when I went to that line in December, 1877, there were, all told, 787 miles. When I left it in 1889 there were over 7,000 miles, and the average mortgage debt was only \$15,000 per mile and stock less than \$12,000 per mile. Pardon length. With all good wishes,

Yours sincerely,

W. B. STRONG”

Santa Fe Railway to Galesburg

“PARTRIDGE FARM”

BELOIT, WIS., Jan. 6, '98

DEAR COL. CARR:

Yours of the 2nd inst. came safely. I thank you for it.

Your letter I prize. I simply want to say that I was amazed to know that any one believed the Atchison line would have gone to Galesburg any way, regardless of local aid. I want to say to you in the most positive and unequivocal language, that the location of the line rested with Mr. Robinson and myself. We agreed perfectly in the proposition made to Galesburg and in the limit of time for its acceptance or rejection.

It was *accepted the right day*. I was in Boston and I wired Robinson positive instructions if the proposition was not perfected that day, by proper responsible parties, to adopt the southern and more direct route.

The aid granted by Galesburg secured the Atchison line. Without that aid the road would have been built several miles south of Galesburg. Personally I preferred to adopt the Galesburg line, but there were influences

History of Bringing the

against it which yielded, on condition the local aid was given. I am greatly pleased to know of Galesburg's prosperity. I hope it will continue. I am pleased to know you saw Geo. R. Peck. He is a jewel. We fought and bled together. He is no coward. God bless him.

My dear Colonel, most sincerely I wish you and yours a Happy New Year and may it come *full* of good health and genuine prosperity to you and each one dear to you.

Yours sincerely,

WM. B. STRONG"

Santa Fe Railway to Galesburg

A LETTER FROM HON. W. SELDEN GALE

“GALESBURG, Nov. 5th, 1897

DEAR CARR:

I have a line from Mr. Munsell, of the Illinois History asking me for an account of the proceedings securing the location of the Santa Fe at Galesburg. I had expected to furnish a statement, but the papers were called for before I had done it and a very meager account was gotten up by them. I told Munsell I regretted no better account could be made and he said he would send me what he had and asked me to furnish a more detailed account. I supposed it had gone by, but I have just received a line from him asking for it. Their publication is a little delayed. You took the lead in the matter and must recollect more than I do, and I wish you would recount a narrative and give it to me. I will take it and work into it what I can remember of interest which escapes you.

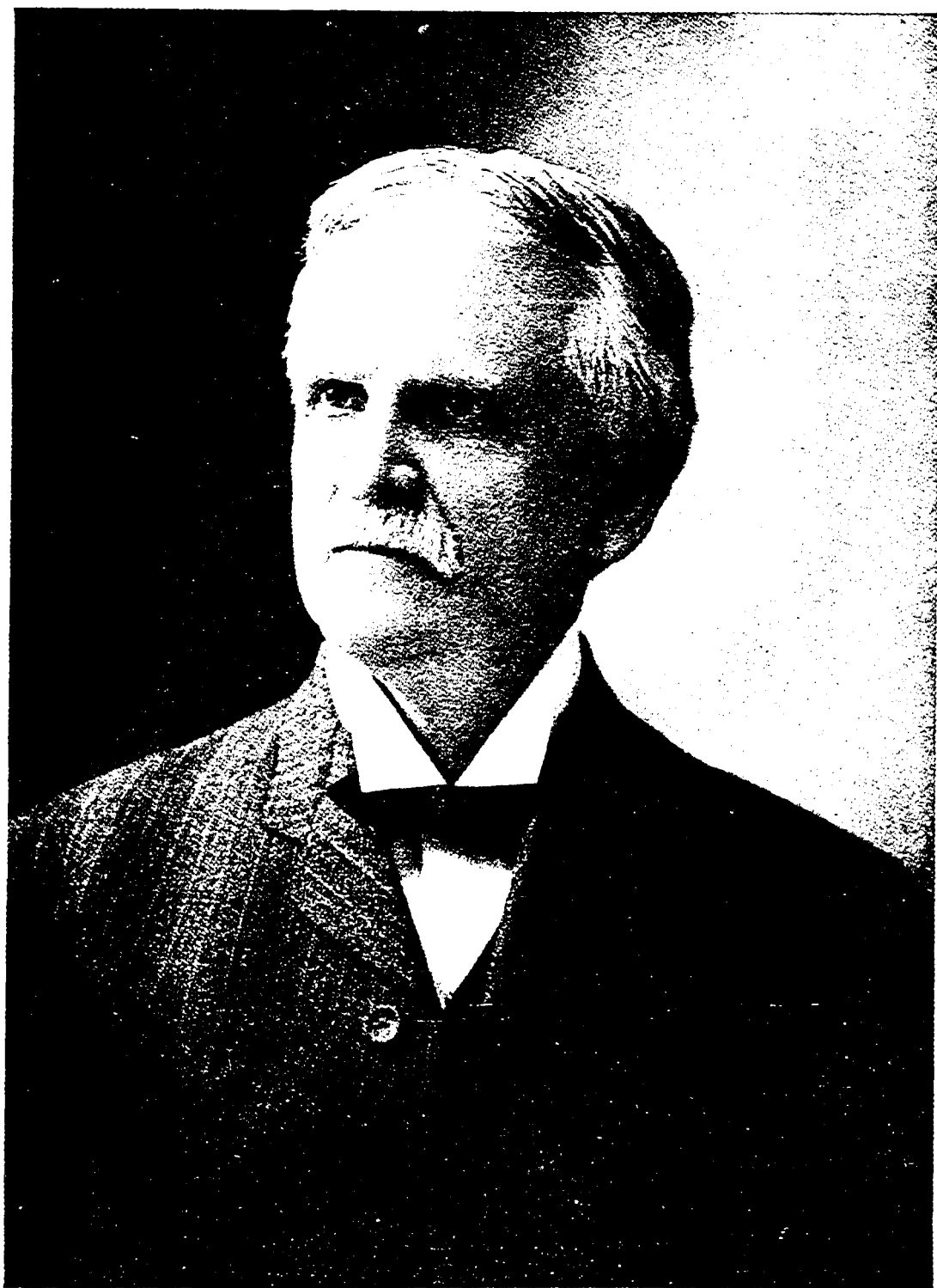
As you need not be known as the author, you need not be modest in incorporating in

History of Bringing the

the statement your own services which are entitled to very honorable mention, and which the public have never sufficiently understood to give you due credit.

Respectfully,

W. SELDEN GALE''



JOHN E. FROST

Former Land Commissioner of the Atchison, Topeka &
Santa Fe Railway Company.

CONCLUSION

Mr. Gale, at seventy-eight years of age, on the first of September, 1900, died. He devoted his whole life to the service of the people of Galesburg. No other man has labored so long and so faithfully and so intelligently for the interests of the city.

Colonel George R. Peck, after its location through Galesburg, left the Santa Fe to become the General Counsel of the Milwaukee & St. Paul Railway Company. He then removed to Chicago, where he still resides.

Mr. John E. Frost, as Land Commissioner of the Santa Fe, finally closed out all of the vast tract granted to that company and it is now occupied by thrifty farmers. Mr. Frost still resides at Topeka, Kansas.

President Strong, in feeble health, still survives. It is a great satisfaction to his friends to

know that Mr. E. P. Ripley, now the president of the Santa Fe, who has so ably developed the great system and the management generally, appreciate the eminent services of Mr. Strong, whose foresight, and energy, and enterprise made it possible for the Santa Fe to become one of the greatest railway systems of the world. Mr. Strong spends much of his time at Pasadena, California.

Since he was chief engineer of the Santa Fe, Mr. Robinson was for several years president of the great Mexican Central Railway. His home is at Topeka, Kansas.

In the more than a quarter of a century that has elapsed since 1886, when the great railway was located to run through Galesburg, many of our citizens who took an honorable part in the enterprise, have passed away. It is gratifying to the author that he recalls the events of that important and memorable epoch in our history.

In justice to the memory of those who by their efforts accomplished the grand result, the record was carefully preserved by the author



COL. CLARK E. CARR

Santa Fe Railway to Galesburg

for those who come after, together with accounts of their dealings with, and their relations to the great railway company whose high commendation and unstinted praise were given to the people of Galesburg.

The benefits of the railway to the city in adding to her wealth and population which will continue as time goes on to be augmented, can hardly be overestimated.

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