

Register of Old Buildings
Wacon County Historical Coordinating Council

Address: 405 W. William St.

Date of original construction: 1905.

Name of original owner: Henry Mueller.

History: "Henry Mueller has purchased the lot at the corner of William and Edward Streets from J. Edward Bering. This is the lot to the east of the Bering residence.....It is Mueller's plan to commence building a fine, modern residence property on the corner lot. It will be of ten or twelve rooms and will cost about \$8,000. He will occupy the house himself moving from 437 W. Decatur when it is completed.

"On the corner where Mr. Mueller will build his house, the first residence belonging to Governor "Dick" Oglesby stood. It was later moved to the center of the lot, where it was added to and the house was made as it now stands. It is owned by J. Edward Bering.

Decatur Newspaper Files
February 25, 1905

"Henry Mueller died suddenly of apoplexy at 9:15 Saturday, A.M. in the garage at his home, 405 W. William. He was carried into the house but expired before a doctor could be obtained. He was vice president of the H. Mueller Mfg. Company."

Decatur Newspaper Files
August 13, 1910

"Quiet services were held at the handsome home, 405 W. William, at 4 o'clock Monday for Henry Mueller."

August 14, 1910

Present owner's name: Mrs. Josephine H. Bromley.



405 W. William St.

This house, built by Henry Mueller, Decatur industrialist who died in 1910, has been purchased by Mrs. Josephine Hopkins from Lenore Staley Smick and Mary McClanahan. Mrs. Hopkins is moving

to Decatur from Chicago and will live in this home. The house was designed by a University of Illinois architect and constructed by Stouffer Brothers., a contracting firm prominent here years ago.

This has been a Mueller family residence for many years. Mueller chose the finest of woods, using them on the interior trim and staircase. There are 12 rooms in this two - story frame dwelling

with slate roof. It is heated by a gas hot water system. There is a two-car garage with an overhead apartment. The lot is 70 feet by 150 feet. H. E. Cannon & Co. handled the transaction.

May 30, 1965

One of Finest Houses of the Year in Decatur

ARCHITECT W. O. McNabb has finished the plans for one of the finest frame houses to be built in Decatur this season. It is for Henry Mueller and will be at the southwest corner of Edward and William streets, next to the Bering home. It will have eleven rooms, two bath rooms, pantry, closets, and every modern convenience. The cost will be about \$17,000.

START WORK SOON.

The contract will be let in a few days and the work will be started as soon as the weather will permit. The house will be heated by the McKinley plant.

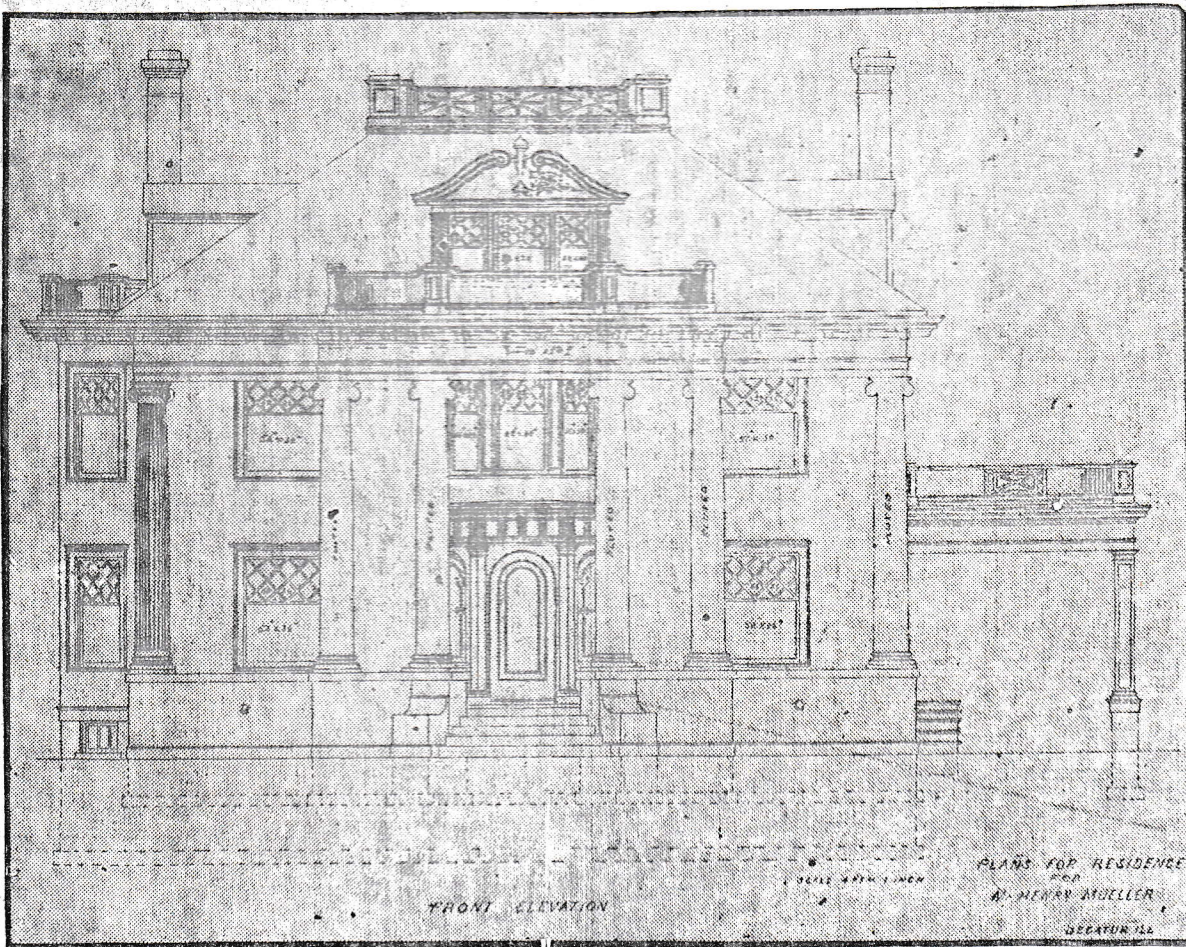
There will be a basement under the entire house. Part of it will be devoted to laundry and storage rooms, and there will be a servants' bath room in the basement. The general style of architecture will be old colonial. The front porch will be large and will have massive fluted columns. The house outside will present a handsome appearance, and the interior finish will be elaborate.

The rooms on the first floor, with the exception of the dining room, will be in red birch, mahogany finish. The

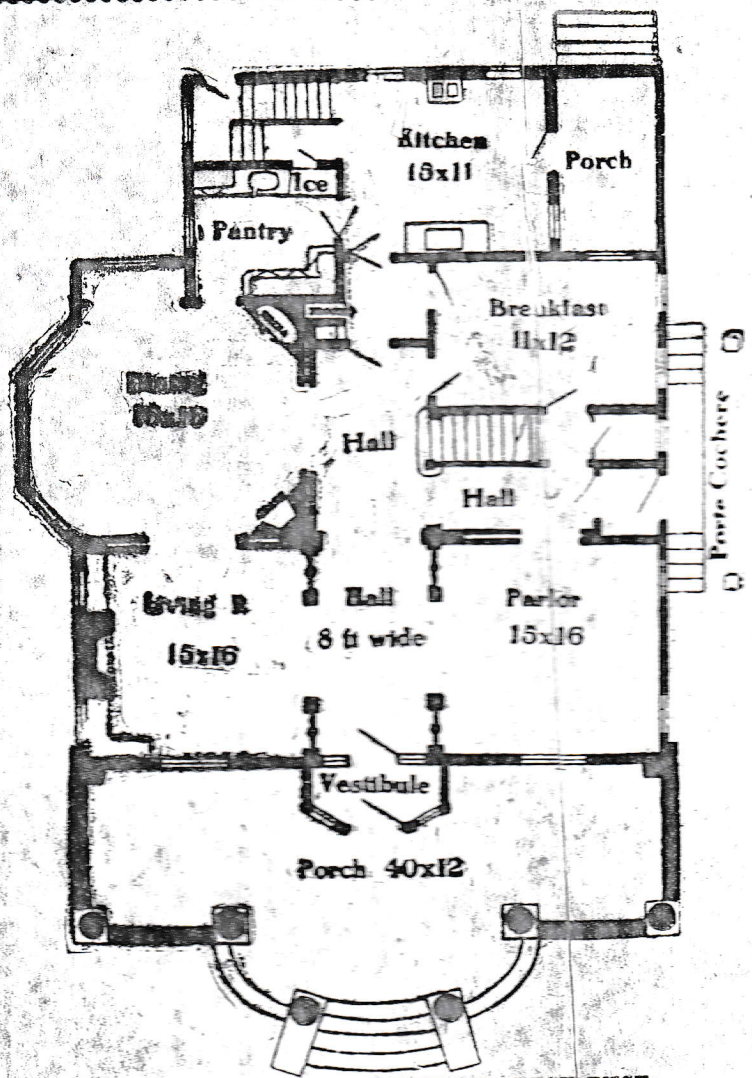
dining room will be finished in quarter sawed oak.

Mrs. Mueller's private room, the bath room and the guests room will be finished in white enamel. All the other rooms on the second floor will be in yellow pine.

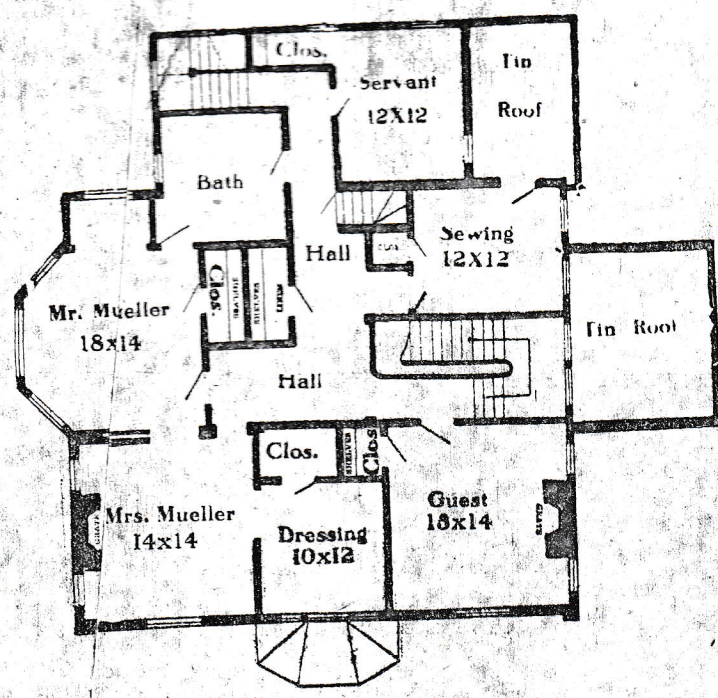
There will be many closets for various purposes, clothing, linen, brooms, etc., and there will be a clothes chute leading to the laundry. There will be a large play room in the attic. Everything is conveniently arranged and as will be seen by the plans, the rooms are all large.



FRONT ELEVATION FOR HENRY MUELLER'S HOME.
One of the Handsomest Residences to Be Built This Year in Decatur.



FIRST FLOOR H. MUELLER RESIDENCE.



SECOND FLOOR H. MUELLER RESIDENCE.

Local Report

July 24 (3)
1978

Old Millikin bank possible historic site

By Jan Gilarski

The Illinois Department of Conservation has started the wheel turning on nominating the former Millikin National Bank building at 100 N. Water St. to the National Register of Historic Places.

But the owner of the building, the First National Bank of Decatur, has written the department asking that the building be removed from consideration because of its structural condition.

"It would take a terrific amount of money to bring it up to standards to be utilized for office or bank facilities," First National President John W. Luttrell said today.

The 83-year-old building currently is being leased to Richland Community College, but the lease will not be renewed when it expires in August 1979, bank officials have told college trustees. The bank plans to expand its present facility at 130 N. Water St.

Anne Manuell, cultural resources assistant with the Department of Conservation, said today an application to include the building in the National Register has been prepared.

The next step is for the Illinois Historic Sites Advisory Council to consider the application and forward a recommendation to the state Conservation Department director. The council's next meeting is in September and consideration of the former Millikin Bank building is tentatively set for discussion at that time.

Ms. Manuell said, however, that the feelings of the First National Bank will be taken into consideration.

"We are willing to hear their side," she said.

The property owner has the chance to comment to the advisory council and should the Conservation Department

forward the application to the National Register in Washington, the owner would then have another chance to comment.

Ms. Manuell said the listing of a building on the National Register still means the owner "can do whatever he wants with the property." The only obstacle would be if there was federal involvement in tearing down a building.

A similar question arose in Decatur a few years ago when a developer wanted to build a federally subsidized housing project on the site of the Powers-Jarvis Mansion on West Decatur Street.

Luttrell said, however, that the law on historic sites is "pretty ambiguous."

"There are no rulings on the matter and this is the difficulty," he said. "There might be other interpretations."

Luttrell said the bank's plans include "not retaining the structure as it is now," but that doesn't necessarily mean total demolition.

He said the bank also plans to request the building be deleted from a proposed city ordinance recognizing significant historical and architectural sites in Decatur.

"Our main purpose in doing this is that we already have plans for that area," he said.

Ms. Manuell said the state had planned for some time to nominate the building, but plans were stepped up "because of the possibility of harm to it."

The building is considered to be significant for several reasons, she said. It was designed by the same architect — W. W. Boyington — who designed the Water Tower in Chicago. The Water Tower survived the great Chicago fire of 1871.

PORTRAIT AND BIOGRAPHICAL RECORD.

t & Tuttle Addition, in the northern part of city. In the winter of 1856 he platted Green-land Cemetery. He was also one of the number who platted the Smith & Co. Addition. He was successful in his business interests and accumulated a handsome property, but having invested in the Ethingham Branch Railroad, he lost \$27,000 making county bonds, which the Legislature declared invalid. In politics he was a Republican, but never sought public office. He was a man to a fault, and often assisted others to their own detriment. His liberality and kindness, however, won him the love and esteem of all with whom he came in contact. His upright and honorable career in the various relations of life is well known by emulation, and although he did not leave to his family a princely fortune, he left them a priceless heritage of a good name, which the world says is rather to be chosen than great riches. Through his death the community has lost one of its best citizens, as well as one of its pioneer pioneers.



BENEZER MC-NABB, an architect and contractor of Decatur, now living a retired life, was born in Centre County, Pa., September 17, 1823, and in his eleventh year went to Ashland County, Ohio, with his parents, John and Mary (Young) McNabb, both of whom were natives of the Keystone State, and spent their days in Ohio. The father was a stonemason and farmer. When a young man of seventeen he began to learn the trades of cabinet-making and architecture with O. S. Kinney, of Cleveland, Ohio, with whom he went to Cleveland in 1853. Having remained with that gentleman five years, in 1854 he made his way West to Illinois. While traveling through the State in search of a location, he visited Decatur, and concluded that it would be a favorable open-

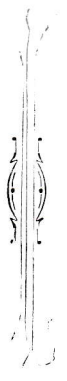
ly engaged in building a church, he purchased property in this city, and in the spring of 1855 came to Decatur to make his home. Here he began contracting, being first employed on the old Crissey House, on Prairie Avenue. It was not long before his fellow-townsmen recognized his ability in the line of his trade and gave him a liberal patronage. He has built many of the most important residences in the city, including the homes of H. W. Hill, J. W. Race, Dr. Catto, W. H. Busher, R. Montgomery, and many others. He erected a business block on Merchant Street, one storeroom of which he still owns, and put up nearly all the business houses on the south side of Lincoln Square. The Grand Opera House of Decatur and the Trenton Block were both erected by him and his son since the partnership between the two was formed. He was also superintendent during the construction of the Syndicate Block.

In April, 1845, Mr. McNabb in Jeromeville, Ohio, wedded Miss Margaret V. Heller, who died April 10, 1881. In the family were six children.

The second child, Willie O., is an architect, contractor and builder. He was born in Decatur July 28, 1856, was educated in the High School, and at the age of seventeen began studying architecture with J. B. Legg, of St. Louis, Mo. He was also in the architecture department of the State University at Champaign for one term, after which he formed a partnership with his father, taking charge of the architectural department. The business connection was continued until 1890, when our subject retired from the firm, leaving his son to carry on the business alone. He is a fine architect, and has made a thorough study of the profession, to which he expects to devote his life. He was united in marriage in Chicago, on the 20th of November, 1879, with Amanda E. Chatham, of that city, and unto them has been born a son, Eben Chatham. The parents are active and faithful members of the Christian Church. Mary L., the eldest member of the McNabb family, is the wife of T. W. Kann, of Decatur; Emma F. is the wife of T. J. Landis, of Decatur, and for the past two years has resided with her father. **Mr. and Mrs. Landis have two**

Edgar M., November 25, 1841. Arthur T. completes the children now living, in Child the Tank Line Company. Two children of infancy.

In 1860 Mr. McNabb was elected a member of the City Council, and for eight years has that office. He also served as Township Supervisor for one term. In early life he was a seceder, but owing to the slavery trouble became an Abolitionist, and on the organization of the publican party joined its ranks. He now with the Prohibition party. Socially, he is a member of Macon Lodge No. 8, A. F. & A. M. forty-three years he held membership with Christian Church, and for twenty-eight years been one of its Elders. In 1855 he organized first Sunday-school of this church, and has been an active worker in its interests, has served as Superintendent for many years. He has been an active laborer in the Master's vine and in his declining years he can look back on a well-spent life, and forward to the future with hope of a home beyond.



JAMES CANNON is a member of the firm of O. H. Cannon & Co., proprietors of the elevator and dealers in grain in Nimble, wish to add to the old settlers' record history of this man, who dates his residence in county from 1840, and is therefore numbered among her pioneers. He was born in Pick County, Ohio, March 25, 1816, and is a son of Louden and Sarah (Blair) Cannon. The mother was a native of Virginia. Mr. Cannon followed farming in Ohio until 1840, when he determined to seek a home further West, and so up his residence in Macon County, where two later his death occurred. His wife survived for a number of years, being related to the

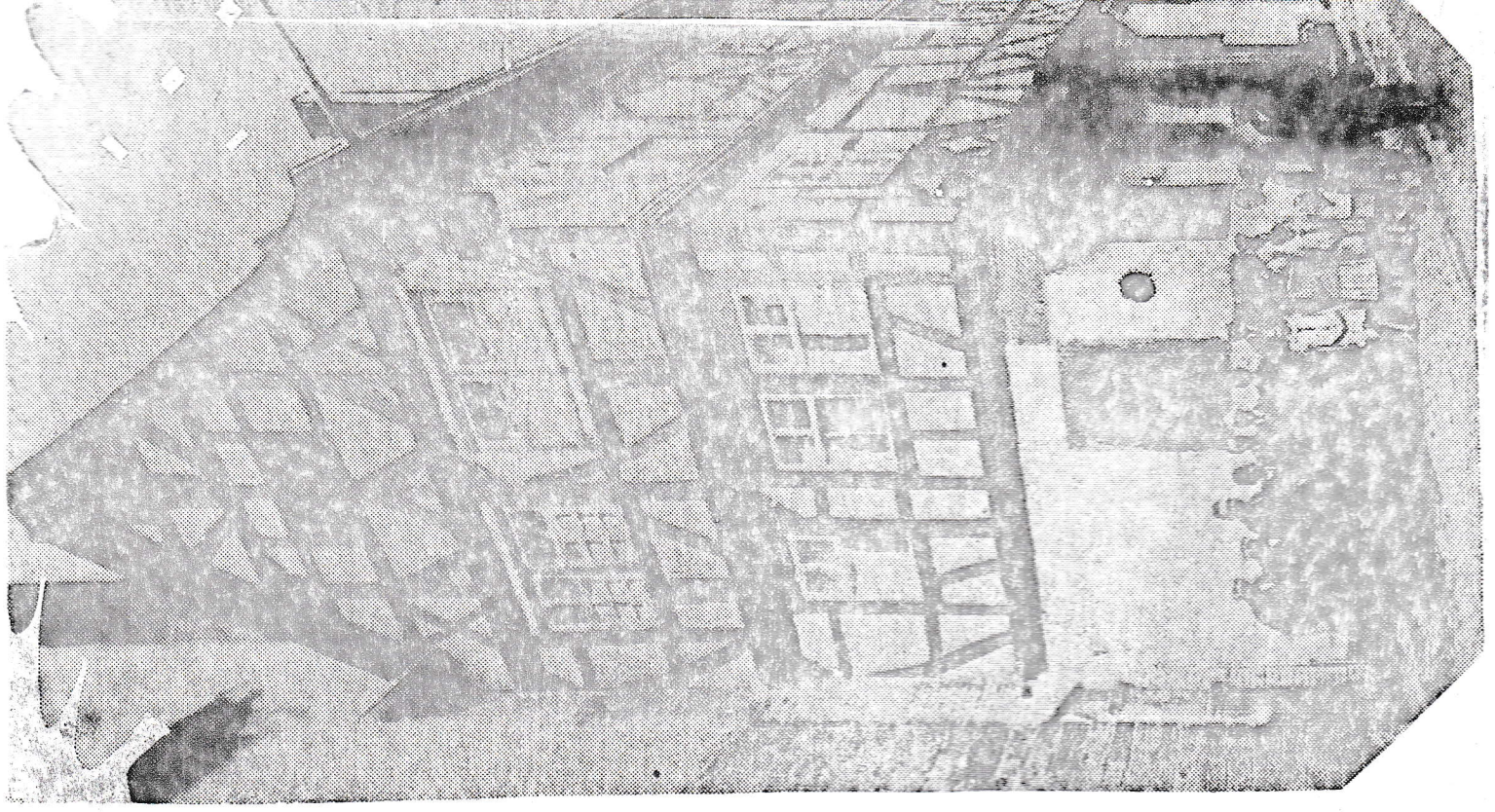
Genealogy of the Decatur Branch of Mueller Family

Henry Mueller (Dec'd) Ora McClanahan <i>#05 W. William</i>	Henrietta Mueller (Dec'd) Lenore Mueller A. E. Staley, Jr.	A. E. Staley, III Henry Mueller Staley
Clara Mueller Fred W. Kaiser Robert H. Mueller	Fred W. Kaiser, Jr. Phyllis Kaiser Betty Kaiser	
Leda Mueller Vere Brownback	Mary Jane Brownback Joe Brownback Eloise Brownback	
Phyllis Mueller (Dec'd) Delos Cozad <i>X Decatur</i>	Mueller Cozad Jane Cozad Deles Cozad Clarence Cozad	
Lucien W. Mueller Claribel Rortick Clarence Mueller		Philip Mueller II
Frank H. Mueller Isabell Fluck		
Fred B. Mueller (Dec'd)	Ebert B. Mueller Ruth Staley	Robert Eugene Mähler
Robert Mueller Addie Ebert <i>#1 Milk in Place</i>	William Everett Mueller Pauline Verner	William Adolph Mueller
Adolph Mueller Minnie T. Bachman <i>#4 Milk in Place</i>	Charles Philip Mueller (Dec'd) Charlotte Mueller Fredric E. Schluter	Fredric E. Schluter, Jr. William E. M. Schluter John Adolph Schluter
Leda Mueller Frank W. Grotshank <i>801 W. William</i>	Philip H. Grotshank Gertrude Park	William Grotshank Gertrude Grotshank
Oscar B. Mueller Beatrice Wetzel <i>Ontario, Canada (Mgt. Mueller Plant in Sarnia, Ont.)</i>	Frances Grotshank Allan F. Moore William Grotshank (Dec'd)	Allan F. Moore, III Patrick Moore
	Bernhardt Mueller Mayme McQueen Florence Mueller (Dec'd) John Hamilton Irving	

Hieronymus Mueller
Frederick Bernhardt

In a quaint old house in the little village of Wertheim, Germany, Heironymous Mueller, founder of the Mueller Co., was born on July 16, 1832. The building still stands today, although it is centuries old, and shows no visible signs of wear. Members of the Mueller family made a pilgrimage to Wertheim three years ago to visit the birthplace of their ancestor.

Decatur Public Library
Decatur, Illinois



GEORGIAN REVIVAL 1890-1915

Characteristics:

- a. rectangular in plan
- b. minimal number of projections
- c. symmetrical facade
- d. eaves detailed as classical cornices
- e. hip roof often topped with a flat deck surrounded by a railing or balustrate
- f. chimney contributes to symmetry
- g. central part of facade may project slightly and be crowned with a pediment
- h. portico with free standing columns may form central feature
- i. door set in a tabernacle frame
- j. rectangular windows with perhaps a palladian window as a central feature



Henry Mueller Home (1905)
405 West William

The basic plan of the Mueller Home is a rectangle, although there is an addition in the rear. The openings on the facade are very balanced, as are the chimneys. Classical detail dominates the structure as in the broken pediment atop the roof dormer and the ionic columns of the portico. The treatment of the eaves as a cornice is further evidence of classical influence. The hip decked roof is surrounded by a railing. The colonnaded portico dominates the facade, and together with the dormer and pediment above it, give the house a stately dignity. To complete this structure, which is such a classic example of the Georgian Revival, the door is set in a tabernacle frame.

From Preservation in Decatur, prepared by a team of students in the Environmental Planning Workshop, Dept. of Urban and Regional Planning, U. of Illinois at Champaign - Urbana, under the supervision of Professor L. A. Blair

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Western Review

p. 20

June 25 1911

HENRY MUELLER MAUSOLEUM DONE

It Is Large and Handsome Structure.

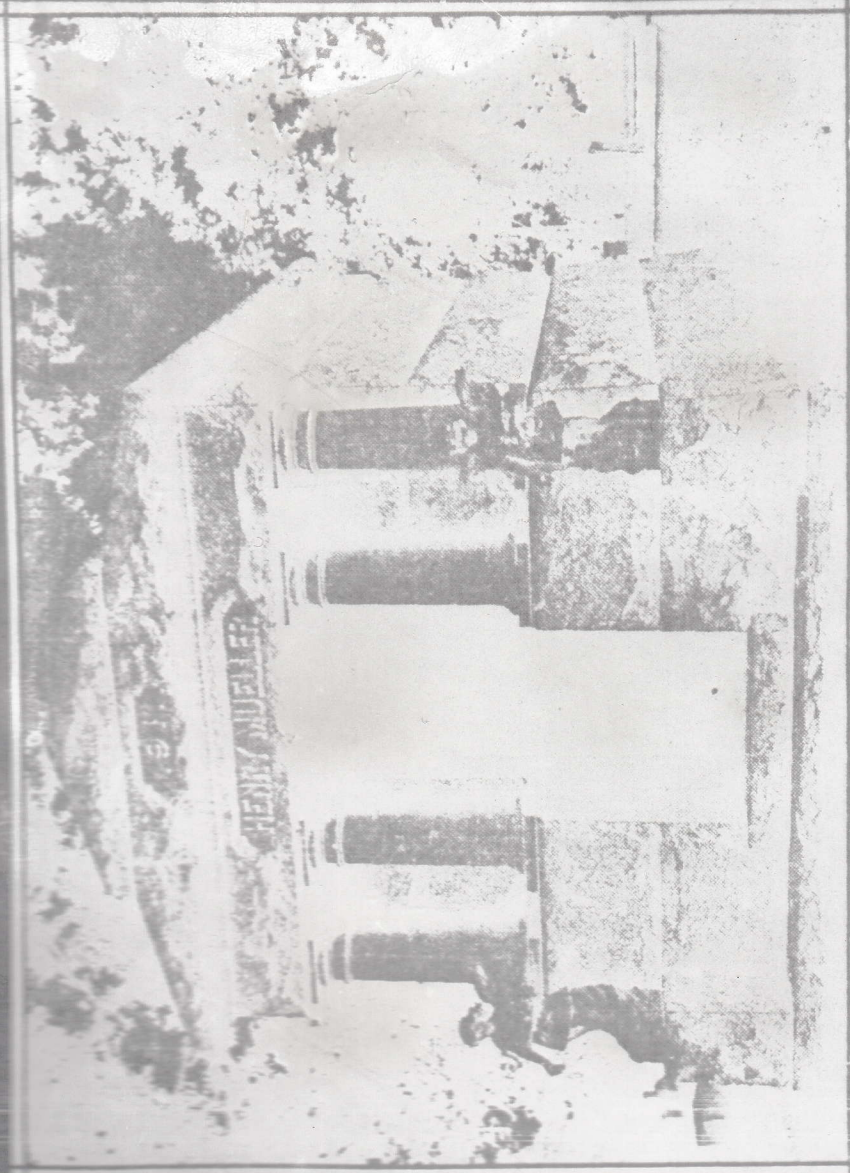
The handsome new mausoleum erected in Greenwood cemetery by Mrs. Henry Mueller is now complete. The only thing remaining to be done on the ground is the building of a walk from the mausoleum to the driveway.

The mausoleum was erected at a cost of over \$1,000. Three kinds of material are used in the structure, granite, marble and bronze. The door and windows are of bronze. The mausoleum itself is of granite and the pillars and trimmings are of marble.

On each side of the front of the mausoleum stands an angel of marble. The cost of the two angels alone was \$1,000.

McDonald and Sons of Buffalo, N. Y., were the contractors for the structure. It has taken several months to complete the work. The foundation, which stands six feet deep, was started last winter. The work has been difficult owing to the unbroken site of the granite blocks.

The mausoleum is one of the largest in the cemetery. Inside are eight crypts. The bodies of Mrs. Mueller's husband, Henry Mueller, and little daughter, and Mr. Mueller's mother are now in the mausoleum. The body of the mother will be taken out when the new mausoleum, which the Muellers expect to erect, is built. The body of Henry Mueller will also be taken up and put in the new mausoleum to be erected.



The Henry Mueller Mausoleum in Greenwood Cemetery.

SEVEREST KIND OF WEED POISON

Boy's Whole Body Infected—Temporarily Blind

Wayne Gill, the son of Mrs. A. Gill, 1086 West Cerrito Gordon, is suffering severely as the result of a lack of weed poisoning. The boy is twenty being responsible for the poisoning.

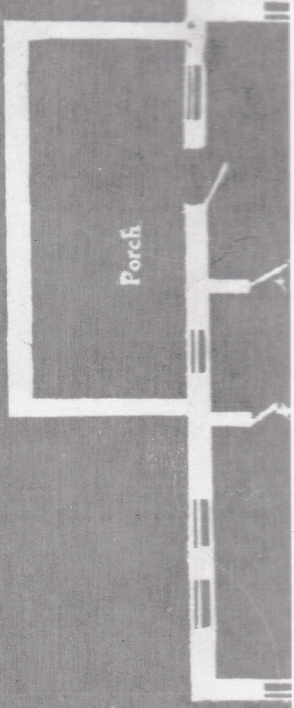
The boy has been working on and on one of the hot days was sent out around some out-ings to cut some weeds. He is profusely and many times past hands over his face, rubbing the from the poisonous weeds on his. His legs were also badly attacked the effect of the poisonous while kneeling on them. The quickly spread and in addition feasting the whole body, hardly being left untouched. It, a void able only as mere slits. He was less all day Saturday. The case of the worst that ever came to tion of the attending physician boy is expected to recover.

SPRING AVENUE BE PAVED IN

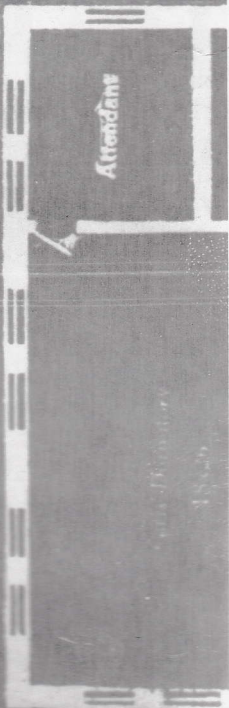
Board Will Order It If Petitioners Don't Petition.

It is believed that unless a petition is filed for the paving of Spring avenue next spring the work will be done by the board of improvements without a petition.

One reason this has not been already is that there are many in Decatur who wish they had paved this year, but the only money to spare for paving is for corrections. The debt of \$1,000



Porch



Entrance

Arrival of Automobile Major Impact

By David D. Miller

Of the Herald and Review

Probably nothing has ever had greater impact on the history of Decatur and Macon County than the advent of the automobile.

Even farsighted pioneers of the auto industry like Decatur's Hieronymus Mueller probably would be surprised at the extent that it has become an automotive age.

Mueller brought the first auto to Decatur in the spring of 1895. Even after he successfully made innovations for the car making its operation more practical, many in the area were skeptical about the future of automobiles.

The growth of automobile use in the area was a slow but steady process.

In 1903, a newspaper survey rounded up a list of 19 owners in Decatur. The number increased to 45 in 1904, and a count in 1905 showed that there were 69 cars in the county, seven of which belonged to non-Decatur persons.

Growth Over Years

That figure has continued to grow, reaching 3,000 in 1918 and an estimated 60,000 in 1967.

One man, Frank Schlaudemann was credited with having two automobiles in 1903, or probably having one of the first two-car families in the county.

According to newspaper accounts, Schlaudemann bought a car with gasoline engine first, but since it was too hard for his wife to manage, purchased her an electric vehicle.

A list of early car owners in Decatur includes Robert Faries, Frank Faries, Ed Fowler, L. C. Shellabarger, Rev. F. W. Burham, E. McNabb and J. W. Bowman. They all owned gasoline machines.

George Henderson and Paul Hickinch each owned steam machines in 1900, according to the article.

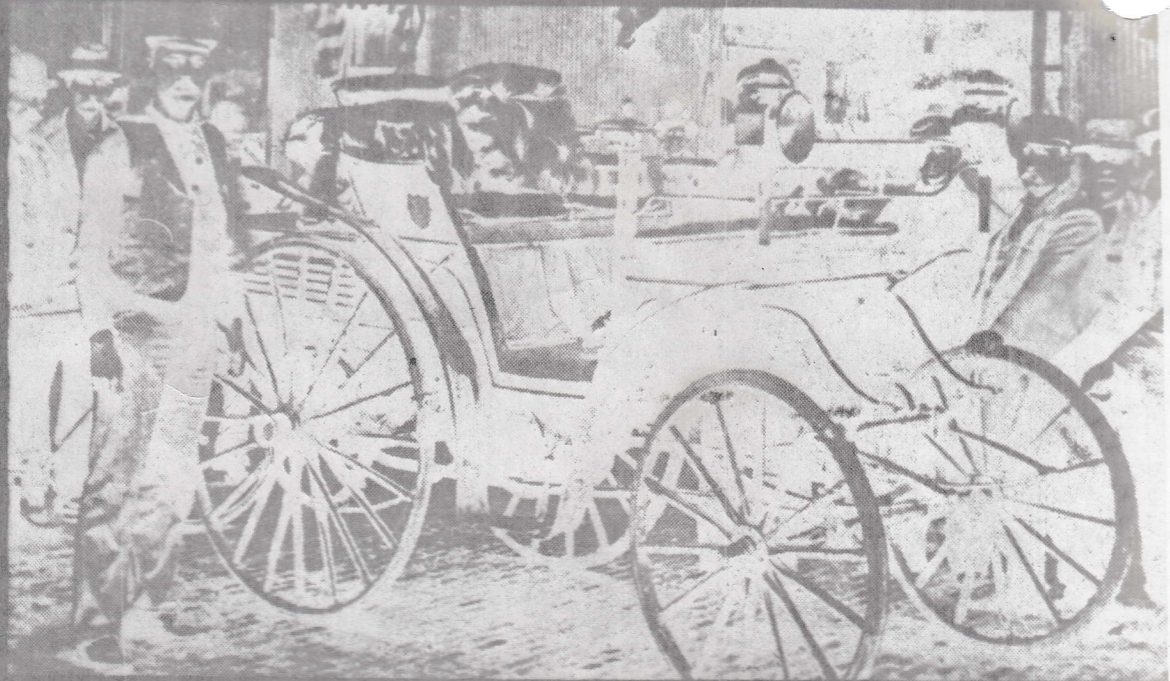
Operating Cost High

The cost of the operating an automobile in the early 1900's was relatively high for that era.

An newspaper account in 1909 features W. L. Shellabarger, a Decatur grain elevator operator for one year.

Shellabarger, who noted what was described as a medium-priced automobile, without giving the actual make, figured that it cost him \$3,580 to maintain an automobile for five years.

Included in the cost was \$2,200, price of the car, \$800 for seven sets of tires, and \$580 for five-



This was the first auto brought to Decatur, the 1895 vehicle the property of Hieronymus Mueller.

A Mile Equalled a Million

Early Roads Constituted Major Problem

"Only a mile and one-half from town, yet it might as well be a million on a muddy day."

This was the lament of an early day Macon County resident, who like many others in the county was hopelessly stranded on days when the roads were too muddy to travel.

Muddy roads were a problem before the advent of automobiles, but when the use of automobiles became prevalent, the need for all-weather roads became more imperative.

There had been some agitation in Springfield as early as 1893 for at least one or two state financed hard roads to facilitate horse and buggy travel.

One of the first improvements proposed for Macon County roads was the spraying of a type of road oil on various main thoroughfares in the county.

Protective Coating

This was not actually a paving, but the oil did provide a type of protective coating on the dirt roads, as water would tend to run off rather than sink in.

The federal and state highway programs were the first implemented. State highways 2 and 10 were paved through the county, later becoming U.S. highways 36 and 51.

Other early paved highways included State Routes 48, 169, 132, and 121.



Plenty of muscle was needed for autos to navigate early roads in the area.

with another innovation in 1925, stop signs.

Stop signs were required along all state highways by an act of the General Assembly.

Previously, warning signs calling for the exercising of caution at intersections had been the only safety markers used.

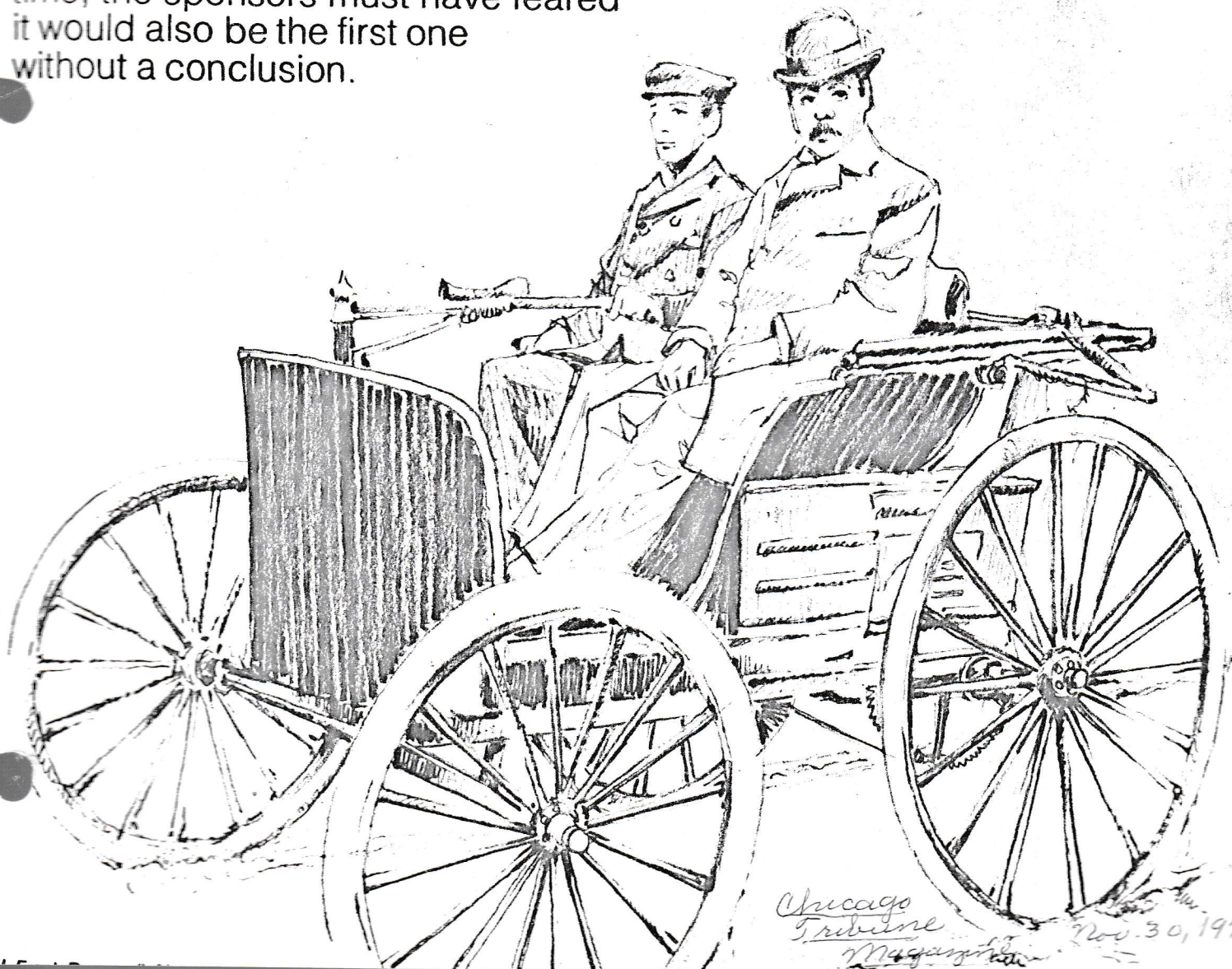
The city of Decatur and Decatur Township were in the hard road and street business as early as 1884.

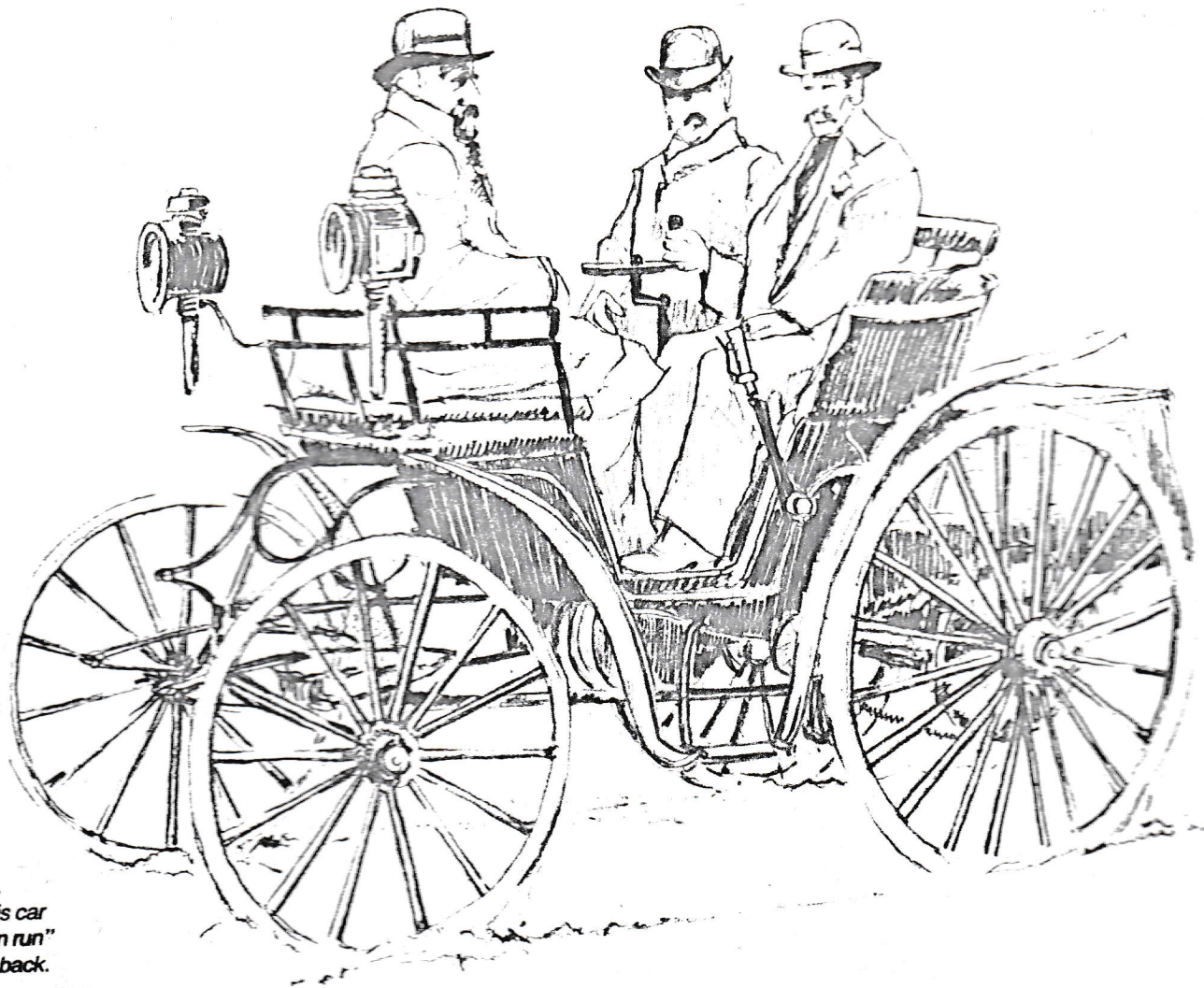
One of the first streets to be

The continued... city necessitated a... ticated program of streeting, which has evolved... point that \$11-million... rovement program is p... proposed five-year cap... rovements plan being r... sidered by the City Cou...

Bashing through the snow, in a six-horse open Duryea...

It's thought to be the first auto race in America,
that 1895 Thanksgiving Day putt-putt from
Jackson Park to Evanston and back; and for a
time, the sponsors must have feared
it would also be the first one
without a conclusion.





The Mueller Benz, driven by Oscar B. Mueller (right). This car won the "exhibition run" to Waukegan and back.

By George H. Knox

Eighty years ago last Friday, Chicago was the scene of a milestone event in automotive history — the great Thanksgiving Day auto race. Sponsored by the Chicago Times-Herald newspaper and covering a 54-mile course from Jackson Park to Evanston and back, it is considered to be the first auto race in the United States — if you don't count the "dry run" three weeks earlier.

The Thanksgiving Day race was one of a kind. The rules were numerous but weren't followed. Umpires and spectators pushed the cars when they faltered. Cars went off course without penalty. A race official drove the second-place finisher its final miles. And the judges took a week to award the prizes.

A Duryea, an immediate descendant of the first gasoline car built in the United States, won the \$2,000 first-place money. A production gasoline Benz from Germany received \$1,500 for finishing second. These were the only cars of the six starters to complete the course that day, and it took each of them more than 10 hours.

George H. Knox, a trade-magazine editor, writes about very old automobiles.

There were other prizes. A Benz similar to the second-place car won \$500 for straggling in the next morning, and an electric called the Sturges received the same amount for getting as far as Lincoln Park on the northbound leg. A third Benz, an unwieldy monster with two gasoline engines that bogged down a few blocks from the start, got \$50, and a medal, said to contain five ounces of fine gold, went to an electric that dropped out after 10 miles.

H. H. Kohlsatt, a Chicago baker and restaurateur-turned-newspaper publisher, thought up the race. His paper, the Times-Herald, first planned it for July 4, 1895, but the hundred or so who responded asked for more time. The date was moved to Labor Day, then to Nov. 2.

More than 80 entries came in for the November date, but only two automobiles showed up. Kohlsatt wanted to postpone the race a third time, but the owners of the two cars, Hieronymus Mueller, a Decatur manufacturer, and Charles E. and J. Frank Duryea, two natives of Canton, Ill., who had moved to Springfield, Mass., were anxious to run.

Mueller threatened to drive over the course and claim the advertised \$2,000 first prize. Kohlsatt compromised; he agreed to put up \$500 to be divided equally among the owners of any cars successfully completing an "exhibition"

run on Nov. 2 from Chicago to Waukegan and back, a distance of 92 miles, within 13 hours. And Thanksgiving Day would be the date for the "official" Times-Herald auto race. Mueller and the Duryeas agreed.

On the morning of Nov. 2 Hieronymus Mueller's son, Oscar, and Frank Duryea left for Waukegan. Oscar was at the steering crank of a Benz Victoria, Frank at the tiller of a car he had designed and built as chief engineer of the Duryea Motor Wagon Co.

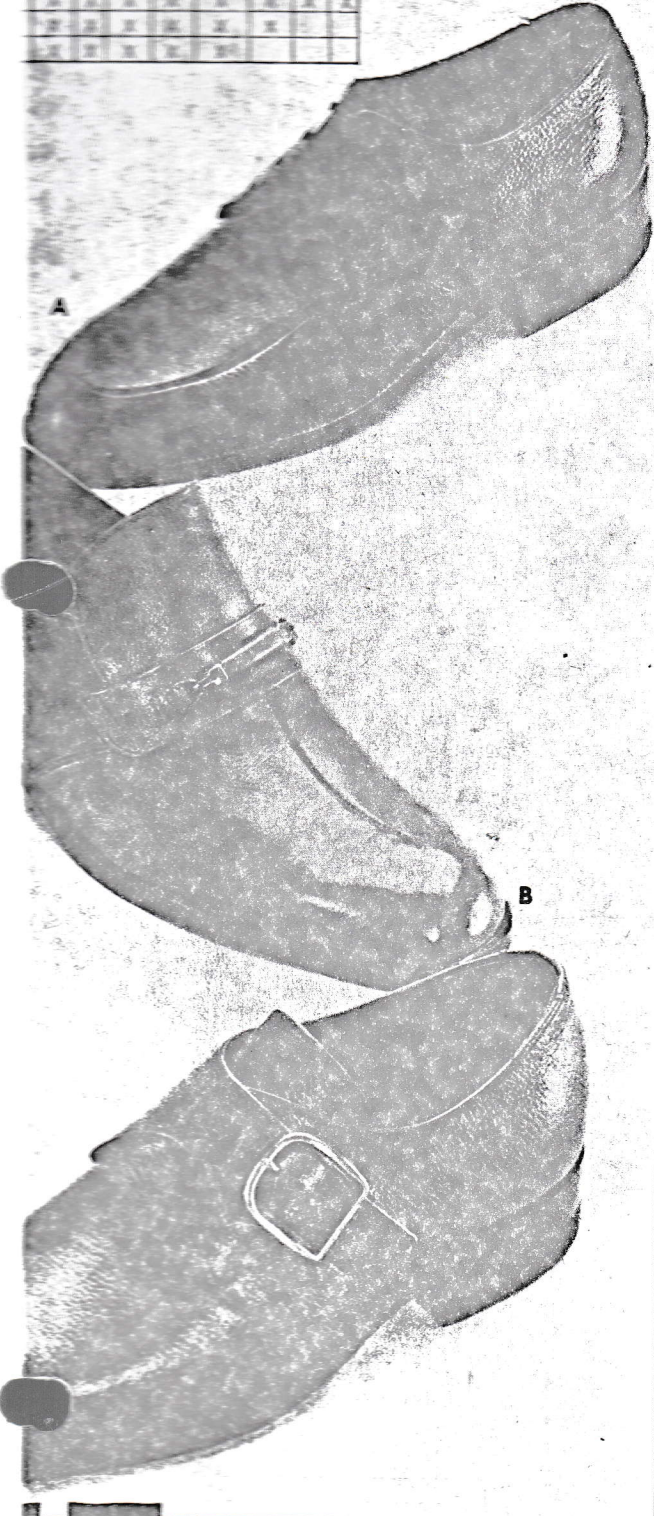
The Benz was an open, four-passenger car with a single-cylinder four-cycle engine developing about three h.p. at 700 r.p.m. A belt transmission and chain drives to the rear wheels provided two forward speeds — but no reverse. The Benz could do about 17 miles an hour wide open on good pavement. It got about 10 miles per gallon of stove gasoline, which cost 20 cents a gallon.

It was, in fact, the world's first production automobile. Made in Mannheim, Germany, by Karl Benz, an engineer whose experience with internal combustion engines dated to the 1870s, it had been introduced in 1883. The car was well designed and had an international reputation for modest but dependable performance. It had arrived in Decatur in May, 1895.

continued on page 72

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continued from page 71

The Duryea, on the other hand, was a prototype, the third built by the family since Charles had begun working on a lightweight, high-revving gasoline engine in his bicycle plant in Peoria in the 1880s. (The first Duryea, designed and built by Charles in 1891-92 in Springfield, Mass., is considered the first U. S. gasoline-engine automobile. The second, built by Charles in 1893-9, is in the Smithsonian Institution in Washington. The third, Frank's design, was built in 1894-95 and was brought to Chicago for the Nov. 2 race.)

Frank Duryea's car held two passengers and had a two-cylinder, four-cycle engine of about six h.p. Unlike the Benz, which rode on solid rubber, the Duryea had pneumatic tires.

Saturday, Nov. 2, was cool and clear, and the streets and roads to Waukegan were smooth and dry. Duryea's run was trouble-free until he steered into a ditch to avoid hitting a farm wagon; he and his car completed their trip by train. Oscar Mueller had a few mechanical difficulties but finished the course well within the 13-hour limit at an average speed of about 10 m.p.h., and his father picked up the \$500.

Thanksgiving Day, Nov. 28, was not the kind of day for an auto race, then or now. It was sunny, with temperatures in the 30s, but 12 inches of snow had fallen two days before, and high winds had piled it in deep drifts. The streets were crusted with ice. Telephone wires and recently erected electric-power lines were down throughout the city. As the day warmed, the snow and ice turned to ankle-deep slush.

Nevertheless, hundreds turned out to watch that morning as six cars assembled at the snow-covered starting point at Stony Island Avenue and Midway Plaisance across from Jackson Park. In the background was one of the few buildings remaining from the Columbian Exposition of 1893 — it was to become the Museum of Science and Industry.

Because each car would be clocked individually, the race had a staggered start. First to leave, at about 9 a.m., was Frank Duryea's car, followed by the two-engined Benz, which the De La Vergne Refrigeration Co. of New York City hoped to assemble and sell in the U. S. Next was another production Benz Victoria, a two-passenger model entered by Macy's department store of New York City. Then came Chicagoan Harold Sturges' electric, which had been exhibited and driven at the Columbian Exposition. Fifth to leave was a two-passenger electric with pneumatic tires that was steered by its rear wheels. It was entered by Henry G. Morris and Pedro Salom of Philadelphia. The Mueller Benz, delayed by mechanical difficulties, left the starting point about an hour after the others.

The heavy De La Vergne Benz was in trouble almost immediately, needing help from the spectators lining the route just to get through the snowdrifts in Washington Park. Its driver soon retired from the race.

(The Mueller Benz, when it got rolling, avoided much of the difficulty in Washington Park by going up Cottage

Grove, which was freer of drifts, to Street, then across to Michigan Avenue.

The Macy Benz, having successfully negotiated the park behind the Du sped north on Michigan Avenue. In of the Art Institute it slid on the street tracks and plowed into the rear of Adams Street horsecar, but it was seriously damaged and kept going.

A few minutes later, at the Rush Street bridge over the Chicago River, the entry passed the Duryea, whose steering gear was by this time bent out of shape. The Duryea appeared to be out of the race.

Frank Duryea, however, found a blacksmith shop nearby. Although it was closed for the holiday, the blacksmith fanned his banked forge so Frank could fix his car; he was back in the race minutes but now trailed everyone except the late-starting Mueller Benz.

Both electrics gave up early, the Iris and Salom just above the Rush Street bridge and the Sturges at the north end of Lincoln Park. The electrics were serious contenders; the fresh batteries both would have needed along the route to complete the race had not been provided.

The Macy Benz led the race from the Rush Street bridge north to Davis Street and Chicago Avenue in downtown Evanston, the turnaround point. Its time over the Duryea was 23 minutes at the first supply station, at Sheridan Street and Grace Street. However, the Duryea passed that point without stopping, the Macy Benz made a long stop north of Grace on Sheridan. The Duryea was close behind as the two approached the Davis Street-Chicago Avenue intersection at 12:50 p.m.

Moments later the Duryea passed the Benz, and its lead was quickly lengthened: The Benz grazed an ornate sleigh on Chicago Avenue near Calvary Cemetery, then hit a horse-drawn hack on Clark Street in Roosevelt Park. The collisions seriously damaged the steering gear, but driver James O'Conner used the streetcar tracks to guide his car to the second supply station at Clark and Devon Avenue, for repairs.

The Duryea sped past this supply station, too, while the Macy Benz was delayed for an hour and 21 minutes. Nevertheless, the Macy Benz still was in second place when it resumed the race at 2:37 p.m.

Meanwhile, the northbound Mueller Benz had made frequent stops. New leather belts, hurriedly installed the night before, required several adjustments before they stopped slipping. One of the drive chains came off twice. Another stop was made for gasoline and for water and ice to cool the engine. Consequently, the Decatur entry turned back at the Davis Street-Chicago Avenue corner almost two hours behind the Macy Benz and the Duryea.

That gap was closed, however, by the Macy Benz accidents. When the Mueller Benz stopped at the Clark-Devon supply station for more gasoline, water, and ice at 3:23 p.m., it was only an hour behind the second-place car. The Duryea was believed to be way out in front, although

continued on page

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no one could be sure because the telephone lines were down.

In fact, Frank Duryea's comfortable lead had evaporated. First, he missed the jog across Lawrence Avenue from Clark Street to Ashland Avenue. Continuing down Clark, he was at Diversey before realizing he was off course. His umpire, Arthur W. White, had misread the signs, too. Turning west at Diversey, Duryea headed toward Lincoln Avenue, intending to take it northwest and rejoin the course on Roscoe Street. But at that point the Duryea engine quit cold.

The trouble was the "igniter," a small metal attachment to the top of the piston that served as a timer and ground for the spark of the crude, low-voltage ignition system. The igniter had broken off at its base.

In a repeat of his Rush Street performance, Frank found a tinsmith in the neighborhood; the man opened his shop so a makeshift igniter could be fashioned. The Duryea was back in the race within an hour, now only 30 minutes ahead of the Macy Benz.

But at 6:15 p.m. the Macy Benz rolled to a stop at Ogden and California Avenues, its engine dead. O'Conner worked into the night trying to get the car started; at midnight the Macy Benz umpire reported it was out of the race for the night and would continue in the morning.

Ahead and unchallenged, the Duryea chugged through the snow, following the tracks of a sleigh driven by an obliging Times-Herald reporter. The Duryea umpire was riding in the sleigh, having left the car to lighten its load. On Garfield Boulevard a stop finally was made for gasoline, and at 7:18 p.m. the car crossed

the finish line at Stony Island and the Midway Plaisance, having gone the 54 miles to Evanston and back in 10 hours, 23 minutes.

The Mueller Benz was not far behind, but Oscar Mueller was ill. His nephew, Frank H. Mueller, now board chairman of the Mueller Company, recalls family descriptions of the race: Oscar had not taken time to eat a good breakfast that morning, and lunch was a light sandwich. Not a drinking man, he had taken numerous shots of whisky as protection against the effects of a long ride in an open car on a cold day. By the time the Mueller Benz was eastbound on Garfield Boulevard, Oscar was tired and woozy, and he turned the controls over to the car's umpire, Charles B. King.

King not only was equal to the occasion, he relished it. An engineer, he had a car with an engine of his own design in the works back home in Detroit. Later he would head a car company that would introduce many automotive innovations, including the first cars with steering wheels on the left side.

With Oscar propped up beside him, King steered the Mueller Benz toward the finish line. At Halsted Street he elected to turn south to 63d Street to again avoid Washington Park. By way of 63d, 61st, and finally 60th Street, he brought the Benz to Stony Island, crossing the line an hour and 35 minutes after the Duryea. Total time on the road for the Mueller Benz was 10 hours, 47 minutes.

Was there ever another race like it? Probably not. In the 80 years since, there have been many, many auto races, but few, surely, in which the winning car made stops at two smithies for repairs — and followed a horse to the finish line. ■



The snowy scene at the starting line on Thanksgiving Day, 1895. The Duryea (No. 5) returned in triumph more than 10 hours later.

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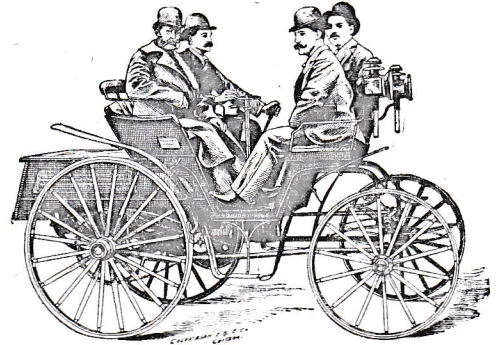
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AN HISTORIC AUTOMOBILE

The Mueller Car Won the First Road
Race Ever Run in America



Rear Seat: Hieronymus and O. B. Mueller
Front Seat: Robert Mueller and Fred B. Mueller

THIS AUTOMOBILE won the first road race ever run in America in November 1895 at Chicago.

The race was promoted by H. H. Kohlsatt, editor and owner of the Chicago Times-Herald.

The distance was 92 miles covering a course from Jackson Park to Evanston and return, which was covered in 9 hours and 22 minutes actual running time. The judges said the "car stood the test in a magnificent manner".

An interesting incident in this connection was the police objection to the car on the city streets because it "ran so fast, and frightened horses".

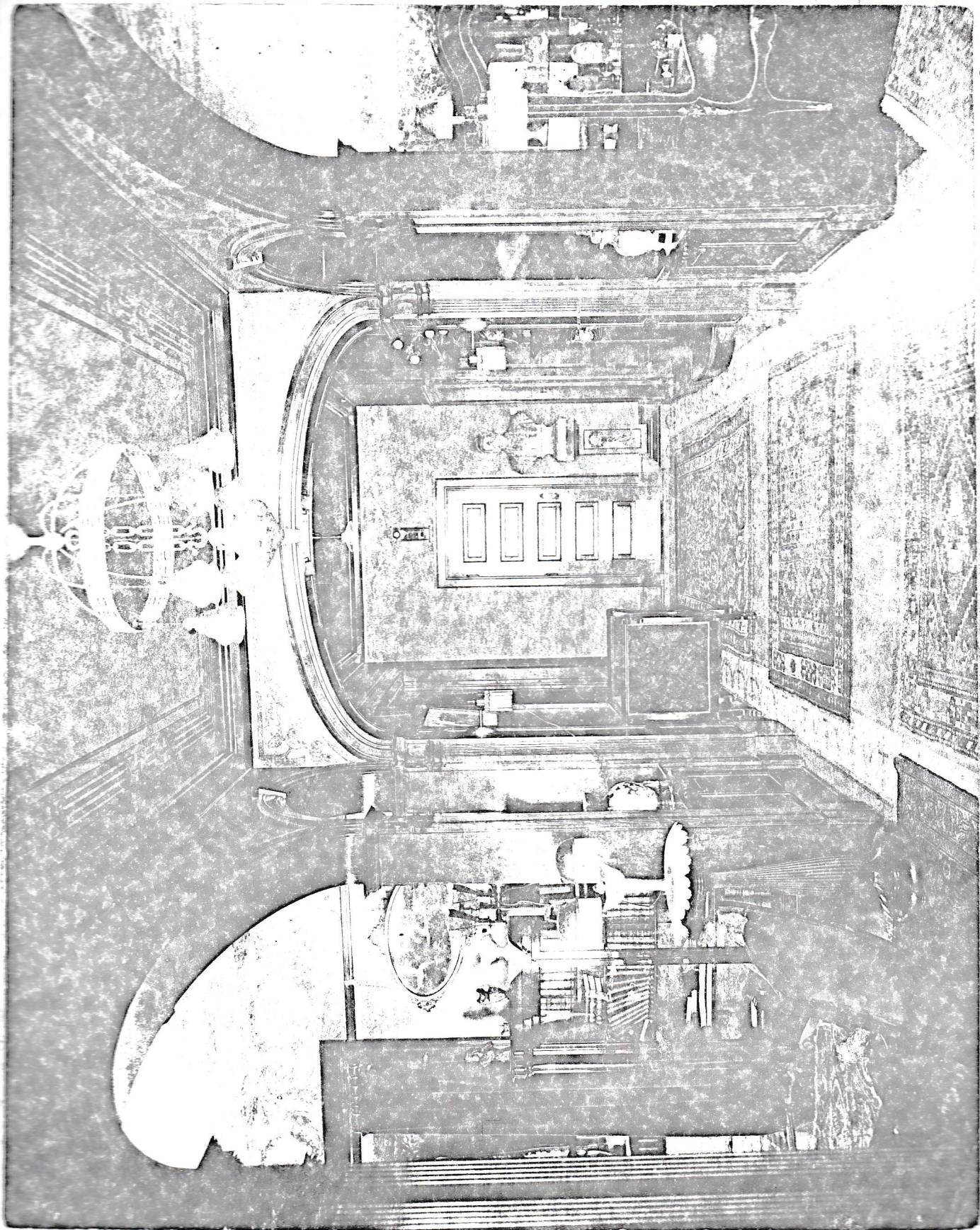
At that period there were only 5 or 6 self-propelled vehicles in the United States and the possibility of a practical car of this character for road use was being seriously discussed by engineers, scientific men and the public generally. Vehicles of this type were generally referred to as "horseless carriages", "benzine buggies", and "motorcycles".

The word "automobile" had not been included in our language and the adaptation of gasoline as a motive power for a road vehicle was in the early stage of experimentation. The principles involved in the cars of that day remain, but have been fully developed and refined.

Mr. Hieronymus Mueller, a keen student of mechanics and an investigator, attracted by the possibilities of gasoline as a substitute for steam, purchased the automobile from the Benz Co., of Mannheim, Germany. He practically rebuilt it before putting it in use. Crowds blocked the way or pursued it on bicycles when it appeared on the streets.

This automobile was exhibited at the State Fair at Springfield in October 1895, making the run from Decatur over dirt roads, a distance of 40 miles in 5 hours.

When William Jennings Bryan visited Decatur as a presidential candidate in 1896 he rode in the Mueller car—the first automobile ride he ever enjoyed—and one which he has never forgotten.



An early photo of the interior of
95 West Williams as seen from
the front vestibule.

SAILORS AND MUSICIANS



Back Row:—John Oakes, Bert Oakes, Herman Roust, Prof. Goodman.
Seated:—Herman Martin, Joseph Michl, Philip Mueller, Henry Mueller, Frank Goodman.

In the January issue of the Record we printed a story of the little steamer, City of Decatur, built by Henry and Philip Mueller, aided by some boy friends, among them Herman Martin, who is an uncle of Mrs. Helen Brannan. Herman is now a resident of Denver, Colorado, and he was sent a photograph of the boat by Adolph together with a letter. Herman replied as follows:

Denver, Colo., Jan. 10, 1936.
Mr. Adolph Mueller,
Mueller Co., Decatur, Illinois.
Friend Adolph:

I sure get a big kick out of the picture of the "City of Decatur." It sure brought back some long recollections of the good times we boys had together. The only thing that doesn't seem right is that some in the picture are not in it any more. When I come back there doesn't seem to be any of the old Decatur boys. Perry, Philip, and Fred not there to mention. These sure were the good old days, and some of the finest things we had on our voyage was the fine lunch Mother Mueller always prepared for the whole gang. There never was

or never will be such fine home made rye bread as your mother could bake. And those trips to Calamus Lake! Sunday morning early we would go down to the water works where we had the Man of War anchored, fill her up with coal, water, and then off we would go. Shorty Hall was generally the pilot and believe me the old Sangamon River was a raging river. I remember several times we had our smokestack torn off going under bridges. But Shorty always stuck to his post and we all got home safe.

Thanking you for your kind remembrance, and I will put the pictures away with some other relics I have. Regards to you all. Hope you all do a good business in 1936.

Yours truly,

Herman Martin.

Accompanying this article is a picture of Prof. Goodman's Orchestra of which Henry and Philip Mueller were members.

The best a man ever did should not be his standard for life.

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