

**The Civil War**  
Lincoln's election angered and frightened the states of the Deep South. Led by South Carolina, they seceded one by one. By March 4, 1861, when Lincoln took the oath of office, seven states had declared themselves out of the Union and formed the Confederate States of America. Lincoln counseled patience and delay but the south was in no mood to listen. On April 12 the shore batteries at Charleston, South Carolina, opened fire on Fort Sumter, held by a Federal garrison. The fort surrendered two days later. The Civil War had begun.

In that long and bitter conflict Illinois played an honorable and important part. At the outset militia companies from Chicago garrisoned Cairo, a point of great strategic importance at the junction of the Ohio and Mississippi. All over the state volunteers signed the muster rolls of regiments springing into existence faster than they could be equipped.



In Washington, Douglas called on the President and offered his services, despite party differences, in support of the Union. Then the Democratic leader set out to rally his followers, many of them of uncertain loyalty, to the national cause. In addressing rally after rally in Ohio, Indiana, and Illinois, where his influence was greatest, he wore himself out. On June 3, 1861, he died at Chicago, his home for fourteen years.

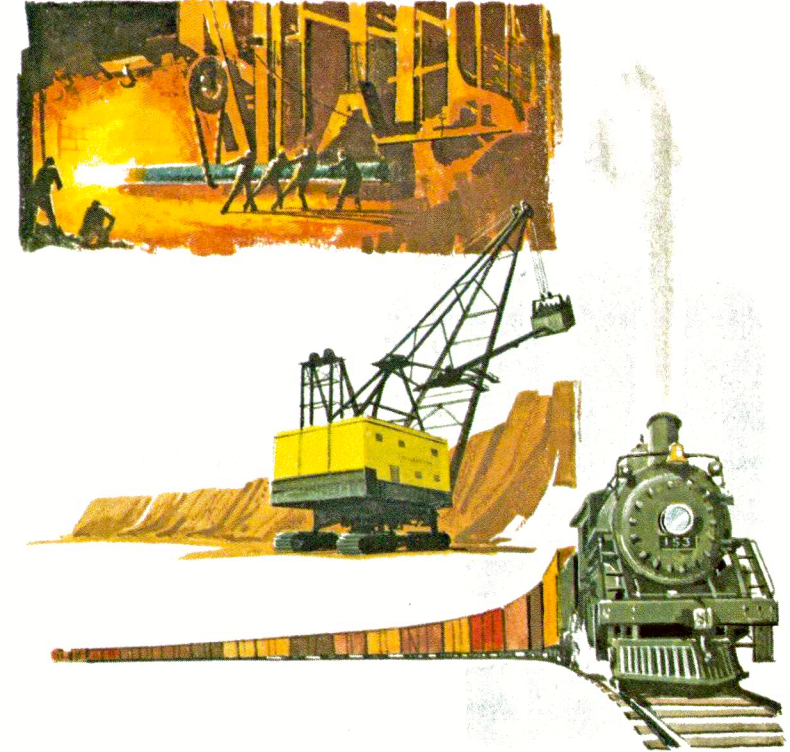
In Galena a former Regular Army officer, Ulysses S. Grant, offered himself to the federal government and was ignored. But early in the summer Governor Richard Yates of Illinois gave the Galenian a colonel's commission and put him in command of the 21st Illinois Infantry.

In four years of war Illinois sent a quarter-million men to the Union army and navy. The banners of Illinois regiments waved over many a hard-fought field—Fort Donelson, Shiloh, Corinth, Vicksburg, Chickamauga, Missionary Ridge. Illinois troops slugged their way to Atlanta and then marched with Sherman to the sea.

Illinois officers won high distinction. Grant of course, but others only less notable are sometimes overlooked: Gen. Benjamin H. Grierson of Jacksonville, who led the most spectacular cavalry raid of the war and one of the most important; Gen. James H. Wilson of Shawneetown, who, at the age of twenty-seven, rivalled Sheridan as a cavalry commander; Gen. John M. Schofield of Freeport, trusted by Sherman above all other subordinates; and Gen. John A. Logan of Murphysboro, perhaps the greatest and certainly the best beloved of all the volunteer soldiers who attained high rank. The list, of course, is incomplete.

**A New Era**  
The war over, Illinois moved into a new era. Its population continued to increase. The state had grown in spite of the war, when immigration had almost stopped, to perhaps 2,000,000 in 1865. (In 1900 federal census takers would count 4,821,000.) By 1870 half a million Illinoisans had been born abroad, mostly in England, Ireland, and Germany; twenty years later the number had increased to 840,000.

The newcomers found work readily enough, though at low wages. Illinois industry was booming. Small packing plants, machine shops, and carriage works gave way to huge establishments employing hundreds, even thousands, of workmen. Chicago packers led the nation in production by a wide margin. The output of distilleries, iron and steel mills, manufacturers of farm machinery and railroad cars, though proportionately smaller, was spectacular.



At the same time coal production, amounting to little before the Civil War, multiplied many times over, and the riches of the great southern Illinois field were brought to the surface. The railroad net soon quadrupled. The roads, welcomed in the beginning, now found themselves under sharp criticism for what shippers and the general public believed to be unreasonably high freight rates and passenger fares.

With the growth of factories, and less personal contact between owners and workmen, labor became restless. A severe country-wide panic in 1873 and a long depression that followed brought hardship to thousands of families and stirred the discontent of the working class. Bitter and tragic strikes took place. A railroad strike in 1877 led to loss of life and much destruction of property. In Chicago, the Haymarket Riot of 1886, an outgrowth of a strike at the McCormick Reaper Works, resulted in several deaths and many injuries. Anarchists were blamed for the trouble; eight men were convicted of conspiracy and four were hanged.



Theodore Thomas, symphony conductor from 74th position Chicago Symphony Orchestra '91 (still great), helped found Orchestra Hall, '04.

Daniel H. Burnham, architect, designer Columbian Exposition blueprinted plan for Chicago, adopted 1909. "Make no little plans".

Carl Sandburg, famed poet and writer, biographer of Lincoln. Born Galesburg, '78, called Chicago "City of the big shoulders". Twice Pulitzer Prize winner.

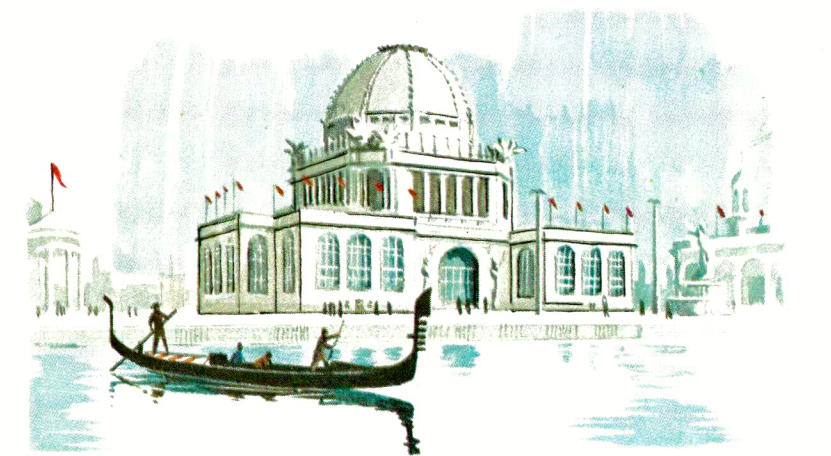
Eight years later workers at the Pullman Palace Car Company, whose wages had been reduced in the depression that followed the Panic of 1893, quit work and brought on a railroad strike which spread through much of the country. Again, mob violence, destruction of property, and heavy-handed suppression of labor.

Unrest of workmen and discontent of farmers brought a major political change to Illinois. From 1856 to 1892 the Republican Party had controlled the state. But in the latter year John Peter Altgeld, a liberal Democrat and social reformer, was elected governor. His administration saw adoption of welfare legislation now commonplace but then considered revolutionary.

**Chicago: The Wonder City**  
Progress—or at least change—came fast enough in Illinois; Chicago moved even faster. The city maintained its phenomenal growth: from 300,000 in 1870 to 1,700,000 in 1900. By that year it had become the world's second largest Bohemian city, the fourth largest Polish. Commerce and industry more than kept pace with the population. Schools and colleges expanded. Cultural institutions—a symphony orchestra, museums, and libraries—took root and flourished. All this in spite of the Chicago fire of October 8-10, 1871, when flames left three and



one half square miles in the heart of the city in ashes, destroyed property valued at \$200,000,000 and took 300 lives. Chicago recovered with amazing speed. Within twenty years its position in the nation was such that it won the honor of presenting a great world fair, the *World's Columbian Exposition* of 1893, marking the four hundredth anniversary of the discovery of America. The fair attracted 27,540,000 visitors and drew the attention of the world to the city.



**World War I**  
Illinois moved into the twentieth century with confidence justified by almost two decades of steady growth in population, commerce, industry, and agriculture. Then came World War I,

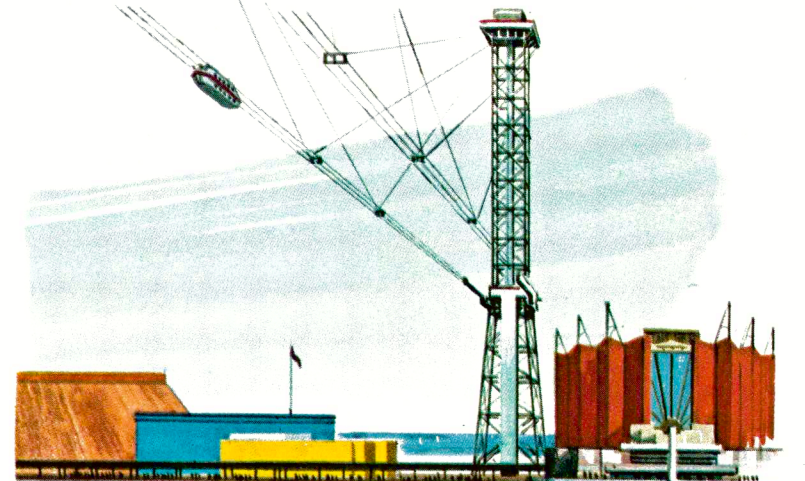
Adlai E. Stevenson, born Bloomington 1900. 31st governor, candidate for US Senate Presidency twice, then US Ambassador to the UN. Loved for his urbane wit.

Everett M. Dirksen of Pekin, US Senator since 1950. Influential minority leader of the Senate.

Otto Kerner, popular two-term Governor. Resigned to become judge of US Court of Appeals in May, 1968.

which disrupted normal life completely. Coal was rationed. Meatless days and wheatless days were enforced in homes and restaurants. Thousands of Illinois farmers planted wheat instead of corn. Everyone was urged to buy Liberty bonds and subscribe to the Red Cross. Camp Grant near Rockford trained soldiers of the new national army. Fort Sheridan turned out officers. Great Lakes Naval Training Station made sailors of men who had never seen the sea. By enlistment and the draft some 350,000 men entered the armed forces. Relatively few saw combat but those that did—notably the 149th Field Artillery of the Rainbow Division—made distinguished records.

**Boom and Depression**  
The war over, Illinois, like the nation, entered a period of unprecedented prosperity. Delayed improvements were undertaken. The people voted bond issues totaling \$160,000,000 for building an overdue network of hard-surfaced roads. In Chicago, Michigan Avenue was widened and a monumental bridge thrown across the Chicago River. Also in Chicago, new office buildings and apartment houses changed the skyline. Unfortunately, much of the activity was speculative. In October, 1929, the market collapsed. The boom ended, and grim depression set in. Chicago, with its concentration of industry, was hard hit. Factories closed. Many thousands could find no work. Soup kitchens were set up for the unemployed. Teachers went without pay. But the city, undaunted, went ahead with its plans to celebrate its one hundredth anniversary with a world fair. *A Century of Progress* opened in the spring of 1933 and proved to be so popular that it reopened in 1934.



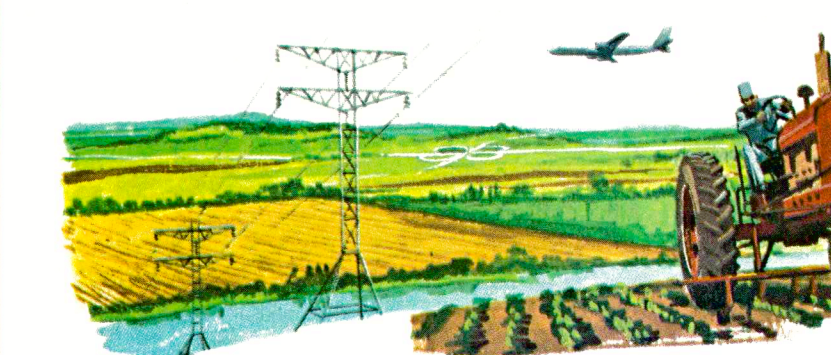
In spite of the depression, Illinois moved forward in several fields. In 1933 the Deep Waterway, connecting Chicago with the Mississippi River, was deepened to nine feet, thus greatly increasing its capacity for barge traffic. Hybrid corn doubled the yield of the state's most important crop; mechanical corn pickers simplified harvesting. Soy beans, unknown only a few years earlier, gave farmers another major source of income. In 1937 a new oil field around Centralia was brought in, making Illinois a major producer.

**World War II**  
For the second time in the century a world war put Illinois on a war footing. Approximately 1,000,000 men and women entered the armed forces from Illinois. Great Lakes Naval Training Station speeded up its historic role of turning out men to man the fleets; Fort Sheridan trained WACS; Scott



and Chanute Fields trained flyers. Not only rationing but wage controls went into effect, and all citizens were called on to buy war bonds and contribute heavily to the Red Cross and similar agencies. There is no way of knowing the sacrifice of life made by Illinoisans but it is estimated at 27,000. In World War II the armed forces were completely nationalized, and the states lost their identities.

During the war Illinois made one momentous contribution. On December 2, 1942, scientists at the University of Chicago brought about the first self-perpetuating nuclear chain reaction, paving the way for the atomic bomb, nuclear weapons, and finally, nuclear power plants, benefiting everyone.



**GOVERNORS and inaugural years**

1818 Shadrach Bond	1861 Richard Yates	1905 Charles S. Deneen
1822 Edward Coles	1865 Richard J. Oglesby	1913 Edward F. Dunne
1826 Ninian Edwards	1869 John M. Palmer	1917 Frank O. Lowden
1830 John Reynolds	1873 Richard J. Oglesby	1921 Len Small
1834 William L. D. Ewing	1873 John L. Beveridge	1929 Louis L. Emmerson
1834 Joseph Duncan	1877 Shelby M. Cullom	1933 Henry Horner
1838 Thomas Carlin	1883 John M. Hamilton	1940 John H. Stelle
1842 Thomas Ford	1885 Richard J. Oglesby	1941 Dwight H. Green
1846 Augustus C. French	1889 Joseph W. Fifer	1949 Adlai E. Stevenson
1853 Joel A. Matteson	1893 John Peter Altgeld	1953 William G. Stratton
1857 William H. Bissell	1897 John R. Tanner	1961 Otto Kerner
1860 John Wood	1901 Richard Yates II	1968 Samuel H. Shapiro

**HISTORIC EVENTS AND PLACES**

Mission of Immaculate Conception founded by Marquette, 1665, near Utica  
Ft. Crevecoeur built by LaSalle, 1680  
Ft. St. Louis, Starved Rock, 1682  
Holy Family Mission estab. 1699 at Cahokia by Montigny and St. Cosme  
Fort de Chartes (near Prairie du Rocher) completed 1720, rebuilt 1756, seat of civil & military government  
Shawneetown, early large center 1800, oldest continuous Postoffice  
Fort Dearborn 1803, rebuilt 1816 following massacre of 1812  
Kaskaskia, territorial capital 1809, —1st printing press & newspaper 1814, "Illinois Herald"  
Vandalia, state capital, 1820-39  
Springfield, P.O. 1822, capital 1839  
Lincoln's 1st Illinois home, 1830 near Decatur  
Volunteers mobilize at Dixon to fight Sauk, Fox under Blackhawk, 1832  
Galena, 1st with P.O. in N. Ill., 1826; lead center 1823 to c.1850 and Grant's home, now shrine  
New Salem, Lincoln's home 1831-37  
Abolitionist editor, Elija P. Lovejoy, slain, buildings burned, Alton, 1837  
Mormon prophet, Joseph Smith is murdered at Carthage, 1844  
Start of Carmone's exodus, Feb. 1846, from Nauvoo, then largest town in the state  
Wm. Jennings Bryan born 1860, Salem  
Grant mobilizes troops, Cairo, 1861  
Edwardsville, home of 8 Ill. Governors  
Oil discovered near Patoka 1937; start of southern Illinois oil boom  
1st privately financed nuclear power plant dedicated 1960, near Morris

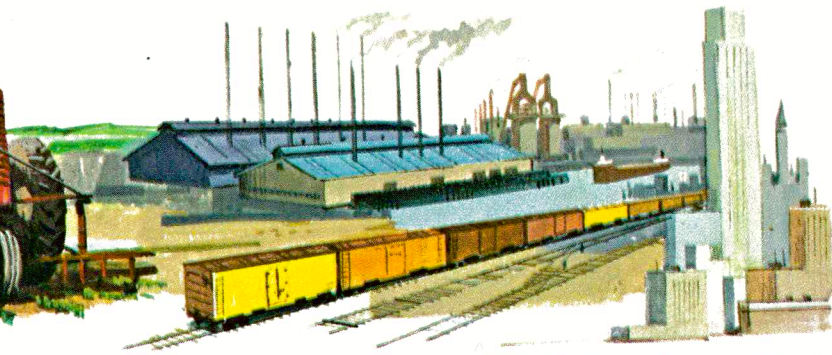
**HIGHER EDUCATION**

1829—Illinois College, Jacksonville  
1837—Knox College, Galesburg

**1851—Northwestern Univ., Evanston**  
**1857—Ill. State Univ., Normal \***  
**1867—Univ. of Illinois (established as Ill. Industrial College) Urbana \*** —now other, incl. Chgo. Circle.  
**1869—Univ. of Southern Illinois, \* Carbondale, and now Edwardsville**  
**1890—Univ. of Chicago** founded by Amer. Baptist Education Society  
**1940—Illinois Inst. of Technology** formed from Lewis Inst. (1896) and Armour Inst. of Technology (1892)  
Others, state-supported (\*above) are Northern, Eastern and Western Illinois Universities—and Chicago and N.E. Illinois State Colleges.  
In the Chicago area there are over a dozen private, top ranking colleges and seminaries.

**TRANSPORTATION**  
225 ships docked at Chicago, 1834  
The National Road graded and bridged to Vandalia by 1839  
1st train, Meredosia to Springfield. Feb. 1842, over Northern Cross RR—now part of Norfolk & Western  
Alton & Sangamon RR (now Gulf, Mobile & Ohio) begins laying tracks, Alton to Springfield in 1847  
1st boat thru Illinois-Michigan Canal (Chgo. to LaSalle) March 5, 1848  
Galena & Chicago Union RR (now C&NW) completed, Chicago-Elgin, Feb. 1850  
1st bridge over Mississippi at Rock Island, 1856 (Chgo. & R.I. RR)  
Ill. Central RR completed 1856—Chgo. to Cairo, Chgo. to Dubuque  
Chicago-Lockport channel of Chicago Sanitary & Ship Canal opened 1900  
State-wide system of hardroads is approved, 1918  
Midway, 1st major Illinois airport, opened in Chicago 1927  
St. Lawrence Seaway opens 1959.  
O'Hare International Airport, in use since 1959, dedicated March 23, 1963

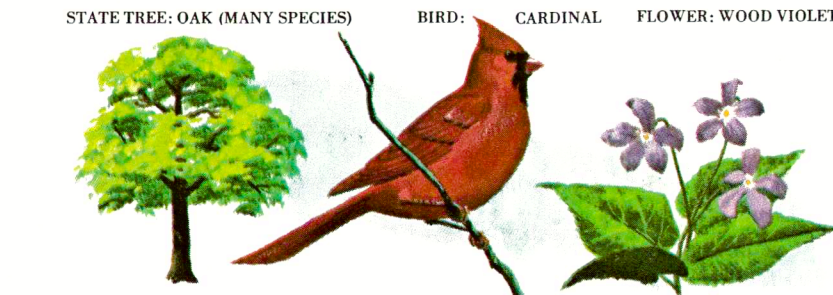
**In recent years**  
Since World War II the story of Illinois has been for the most part the story of the nation. The state has grown, from 7,900,000 in 1940 to 11,000,000 today. Within the state population has shifted. Between 1950 and 1960 Chicago lost 70,000 residents. These and other thousands went to swell the suburbs. Foreign-born are fewer in number; Negroes, mainly from the Deep South, have more than replaced them. Industrial production has increased greatly, and the Chicago region has become the largest steel center in the nation. Increasingly, industry is moving to the suburbs, and expanding in the smaller cities of the state—notably East St. Louis,



Peoria, Springfield, Decatur, and Rock Island-Moline. Such industries as electronics, unheard of at the turn of the century, stand high in the economy. Illinois farms produce more and more grain and livestock, though employing fewer workers. There has been a vast increase in air transportation and travel, and a multiplication of airports. New colleges and universities have been founded, older ones have expanded.

Such developments have marked the post-war course of many states. But in some respects Illinois has its own distinctions. For the first time in almost a century the state gave a formidable presidential candidate, Adlai E. Stevenson, to the country. With the opening of the St. Lawrence Seaway in 1959 it became the central state on the nation's fourth sea coast. The following year it put into operation, near Morris, the first privately financed nuclear power plant in the United States. And in the last few years this inland state, fifth in population and third in personal income, has come to rank above all others in foreign trade.

Almost 300 years of our history prove that the lines of the Illinois state song, "*Not without thy wondrous story can be writ the nation's glory,*" are literally true.



**A steel-making company is born in Illinois**

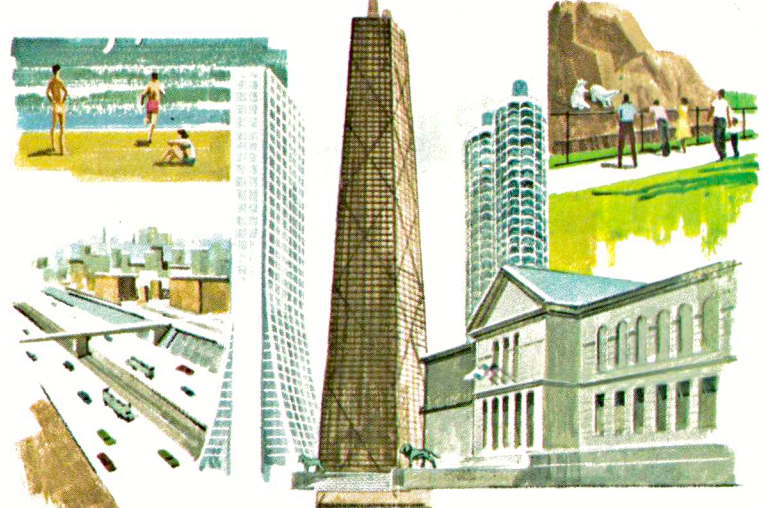
**THE YEAR WAS 1893...** the year of the great Columbian Exposition in Chicago. It was also a year of economic depression. A year in which many companies gave up and closed their doors. Nevertheless, there were courageous men—men with faith in Illinois and its potential for greatness. Eight such men of vision dared to form a new company. An enterprise which was to become an industrial giant—Inland Steel Company.

The company started at Chicago Heights, Illinois, with \$8,800 worth of second-hand machinery and a mere \$65,000 in capital—most of that borrowed.

The going was rough indeed. Troubles beset the young company at every turn. But with perseverance and determination, the company survived and grew. What profits there were in the early years, went not to the stockholders, but into expansion and new equipment for increasing production. This was a trend that was to continue throughout Inland's growth.

Through good times and bad—in peace and in war—Inland grew. Meeting the needs of the nation. Concerned always with the well-being of its employees. Contributing with

Chicago's skyline is in constant change—maintaining its reputation for fine architecture with soaring new business and residential buildings. Its roads and highways are constantly improved. Its miles of beaches, its yacht harbors, 6800 acres of parks, zoos, theaters, world famed museums and libraries, and an expanding school system provide its people with unlimited recreational, educational and cultural activities. At its three airports an average of 75,000 people arrive and depart daily. (Mail, express, freight, 1100 tons).



Every reader of this fine history of our state should feel thrilled at our past and assured of our future. It is good to know that it is being given to schools to be studied by those who will help keep Illinois great.

I wonder how many people know of Nathaniel Pope's act of getting the state's boundary moved northward to include our great city on the lake? This little known point is but one of many that makes this piece of work a worthy contribution to the history of Illinois as well as Chicago.

Produced by a group of experts, this handsome "one-leaf-book" furthers the celebration of our state's Sesquicentennial and does honor to its sponsors, a great Illinois company half as old as our great state.

RALPH G. NEWMAN, Chairman, Illinois Sesquicentennial Commission

**THE INLAND STEEL BUILDING**

money, time and the skills of its people to the development of the community. For Inland believes its role as an industrial giant is far more than production. It believed from its very beginning—and still believes—that business owes to its people and to its community—social and civic responsibility.

Today, it is a giant corporation employing more than 30,000 men and women. Today it operates America's third largest steel mill. Its own iron ore and coal mines. Its own quarries. Its own fleet of ships.

From so small a beginning, Inland has become one of America's largest steelmakers. Providing the steel that goes into bridges and buildings, automobiles and home appliances, farm equipment, tools, toys and space rockets.

This year, as Illinois celebrates its Sesquicentennial, Inland marks its seventy-fifth anniversary.

Inland Steel proudly salutes our state. Inland is proud to be a part of Illinois—its history—and its future.

**INLAND STEEL COMPANY**  
30 WEST MONROE ST., CHICAGO, ILLINOIS 60603



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