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Article Title: Turlington W Harvey and His Otoe County Estate

Full Citation: Margaret Dale Masters, "Turlington W Harvey and His Otoe County Estate," *Nebraska History* 58 (1977): 424-446

URL of article: <http://www.nebraskahistory.org/publish/publicat/history/full-text/NH1977TWHarvey.pdf>

Date: 5/19/2015

Article Summary: Turlington W Harvey was a 19th century inventor and entrepreneur in the manner of a Henry Ford. His forte was the design and successful adaptation of new methods and processes in manufacturing and business. He became known as a "builder" of both Chicago and Nebraska.

Cataloging Information:

Names: Turlington W Harvey, Ella Davis Copenhaver, George Mortimer Pullman, Marshall Field, Marshall Field Jr, Philip Danforth Armour, Peter Studebaker, W A Henry, Charles Harvey, H C Handy, William Watson, E L Hill, John Harvey, Joy Morton, Paul Morton, D P Rolfe, J Sterling Morton, Mark Morton, Dwight Moody, Rev G S Alexander, Hartley Burr Alexander, Gerrit Smith, Jane Addams, Harvey Hopkins; George Lyon Harvey, Robert Hatfield, Paul Stanwood, Elbert Alpheus,

Place Names: Turlington, Nebraska; Nebraska City, Nebraska; Chicago, Illinois; Otoe County, Nebraska; Syracuse, Nebraska; Harvey, Illinois;

Keywords: Black Prince of Turlington [horse]; Black Knight [horse]; Chicago Fat Stock Show; Columbian Exposition Show of 1893; American Aberdeen Angus Breeders' Association; Percheron; Turlington Stock Farm; Cedar Lodge; E I Wheeler & Company; Morton Salt Company; Blacton Jeffries & Son; Turlington Chapel; Oneida Academy; T W Harvey, Wholesale Lumber; Chicago Relief and Aid Society; Chicago Interstate Industrial Company; Chicago Art Institute; Thomas Orchestral Association; Northwestern University, Evanston, Illinois; Commercial Club of Chicago; World Columbian Exposition; Chicago Civic Federation; Harvey Land Association; Harvey Steel Car Company; Carnegie Library; Panic of 1893; Bellaire Stamping Works; Acme Gas Company

Photographs / Images: Portrait of Turlington W Harvey; Map of Otoe County, 1884; Turlington Stock Farm, from the *1885 State Atlas of Nebraska*; Center and 154th Streets, Harvey, Illinois, about 1901



Turlington W. Harvey

TURLINGTON W. HARVEY AND HIS OTOE COUNTY ESTATE

By Margaret Dale Masters

The 1885 map of Otoe County has many half forgotten names—Summit, Delta, Minersville, Burr Oak, Wyoming, and Turlington. Each has its story, an interesting bit of Nebraska history. None is more intriguing than Turlington, which was not a speculator's dream like Summit, or an abandoned town like Wyoming, nor did it become a village as did Burr Oak.¹ Turlington at its zenith had only one store, an elevator, a stockyard with loading docks and well, a post office, and a Nebraska Railway depot with telegraph.² A drive guarded by a white plank fence bordered with rows of trees extended north until it disappeared over the hills.³ These facilities were built for the business and pleasure of just one man, Turlington Walker Harvey, an energetic, dynamic, versatile genius, who today is almost forgotten.

Harvey was a 19th century inventor and entrepreneur in the manner of a Cyrus McCormick or a Henry Ford. Just as McCormick's or Ford's understanding of the ordinary man's needs contributed to the growth and prosperity of the heartland of the United States, so did Harvey's. His is an American success story built of hard work and ingenuity. He was a lumberman, businessman, philanthropist—millionaire—who made his fortune in Chicago. He called himself a capitalist, but his real forte was the design and successful adaptation of new methods and processes in manufacturing and business. His interests extended even to agricultural improvements. Chicago records Harvey as one of its "builders"; Otoe County remembers him as a shadowy, legendary figure.⁴

The involvement of Turlington Harvey with Nebraska began in 1871 following the death of his first wife. Taking his first vacation in many years, he had come to Otoe County to shoot prairie chickens. He enjoyed the climate and the abundance of game so much that he returned year after year, bringing his

Chicago friends with him.⁵ Since Harvey had four sons by his first marriage and six children by his second, he decided to purchase a tract of land⁶ and build a summer home for his large family.⁷ The family and guests arrived in the summer of 1883. His grandson remembers: "Children, parents, cousins all made a large household especially at the Nebraska ranch in the summertime when they sometimes sat down thirty at a table."⁸ When as many as eighteen Harveys and their guests rode around the countryside and into Syracuse in their "tally-ho" coach with four matched horses and a coachman, they attracted no little attention.⁹

As the years passed, the farm grew to almost two thousand acres¹⁰ and the house was enlarged several times until it had twenty-six rooms with five fireplaces—three downstairs and two upstairs. Ella Davis Copenhaver, whose husband was the farm manager for a time, described the mansion:

Besides the usual rooms the house contained a butler's pantry, a reception room and a library. The reception room was exceptionally beautiful. It was very large, with a ceiling two floors high. Along the north was a spacious fireplace. On the opposite side of the room was a beautifully carved staircase. Half-way up was a landing which had a built-in velvet covered seat. The staircase was white with gold trimming. A large chandelier hung from the ceiling.¹¹

This room was used on occasion as a ballroom. From the landing a Negro band made up of farm hands played at gala affairs.

The house had three stairways for easy access to the upper floor. Here was a room-sized closet, its walls lined with shelves. Mrs. Harvey's bedroom was a beautiful room with a large floor-to-ceiling window and a small balcony.

On the first floor was a large, square bay window, which made this room as pleasant as Mrs. Harvey's room upstairs. On the ground level there were four porches, one a private family retreat. On the same floor to the rear of the house were the servants' quarters and the huge kitchen with mammoth counters to facilitate the preparation of large quantities of food. Vivian, the Negro cook, was in charge here for a number of years. The floors throughout the entire house were of polished oak. The rooms were lit with gas and were not difficult to heat because the walls were unusually thick. A partitioned basement lined with stone underlaid the entire house.¹²

This summer home—splendid as it was to Nebraska eyes—did not compare with his stone mansion on Prairie Avenue in Chicago. There a neighbor was George Mortimer Pullman of

Pullman car fame. Within two blocks on the same street lived Marshall Field and Marshall Field, Jr., department store magnates; Philip Danforth Armour, the founder of the meat-packing firm which still bears his name; and Peter Studebaker, who outfitted wagons of settlers going west and later gave his name to an automobile. These men and others who built Chicago served on the same civic and philanthropic boards as did Harvey. With his neighbors, Harvey was listed in the Chicago Social Register.¹³

Family and friends would arrive at the Turlington station in a private railway car and would be met by their carriage to be driven down Turlington Avenue, a private road with a white rail fence with trees and flowers. The estate was beautifully landscaped with plants from its own greenhouse and nursery, which also sold trees and flowers as well as supplied the needs of Turlington. Grounds, gardens, and nursery needed the attention of several men. An old picture shows the formal arrangement of the lawns with a fountain. There was also a dovecote, to the delight of the children.

Professor W.A. Henry of the agricultural experiment station at Madison, Wisconsin, who visited Turlington wrote:

I am tempted to enlarge upon the scene presented from the homestead elevation, of the great billowy hills stretching away to the horizon on every hand, covered with standing corn, brown, sere and ready for the huskers and to describe the farm of some two thousand acres, surrounded and divided by something like thirty miles of hedge fence.¹⁴

Turlington Stock Farm was a large agricultural enterprise. Here Harvey used his ingenuity in designing labor saving methods. For example, the huge corn crib was built so that the corn flowed by force of gravity and little scooping was necessary. Harvey took as much interest in improving farming methods as he did in organizing his lumber empire.¹⁵

The farm raised registered Percheron horses for field work. There were also the beautiful, spirited carriage horses, and each child had his own pony. To care for this number of horses, the horse barn was 108 feet long with hay stored in the center of the ground floor as well as in the haymow. The carriage house had places for four carriages, and its walls were hung with hand tools necessary to keep the estate in repair. Just as all the small tools were well cared for, so was all the farm machinery. There was a 40x60-foot building solely to house this equipment.¹⁶

Although Turlington Stock Farm had well-bred horses and sheep, Harvey's delight was his Polled Aberdeen Angus cattle.

At this time this breed was little known in the United States but was taking top prizes in England. Harvey sent his son Charles to England to bring back foundation stock.¹⁷ These pedigreed cattle were stabled in a barn where a hundred animals could bed at one time.¹⁸

Black Prince of Turlington and Black Knight, two of his famous animals, with their progeny, won many medals in the Chicago Fat Stock Shows and took the sweepstakes in the Columbian Exposition Show of 1893 in Chicago. In fact, over three-fourths of the first prize winners at the Columbian were sired by Black Knight or his sons.¹⁹ Although Harvey enjoyed the competition of cattle shows, his greater interest was in developing feeding methods and fine animals to improve the productivity of Midwest farms. Through stock shows and the American Aberdeen Angus Breeders' Association, he publicized this breed of cattle. After he had become only a memory in the Syracuse community, descendants of his Percherons were in use there until tractors supplanted horses.²⁰

The Turlington Stock Farm was organized as meticulously as were his other business enterprises. One man was put in charge of the horses, another the sheep, still another the herd of Angus cattle, and yet another the nursery and gardens.²¹ A map of this period indicates that there were as many as ten tenant houses scattered over the estate.²² These houses were not plain and utilitarian but had hand-cut "gingerbread" adorning the peaks of the roofs.²³

The general manager of the farming operations had great responsibilities. One of his duties was a written daily account of the progress of sowing or harvesting and the condition of the livestock, along with a statement of bills and sales which were mailed to Harvey daily. Here is a series of these letters:²⁴

T.W. Harvey Esq.
Dear Sir,

Turlington Stock Farm
22nd Nov. 1886

Last night, and all this day, there has been a strong southwest wind and the snow drifts are disappearing fast; we will get to Tim Burns tomorrow for fodder. I went to the mail this morning but found no letter, so I know from that, you had not gained a carcass prize. I see by the *Gazette*—it is so, and am much disappointed about it. I see all the papers say it was the Angus year; so you have at least reaped great honours. The *Drovers Journal* of the 20th, candidly says, "the conceded pride of the entire exhibition was the steer 'Black Prince of Turlington,' 1 year old, weighing 1500." The *Gazette* would say the same if they dare too. The Carpenters are busy with the Cedar Lodge tank today. The steers are all looking well and the yards getting comfortable and dry. I understand the show cattle have to "lay off" at Pacific Junction for two days for inspection. I had the road all ready for

them today to travel home. There will be no corn hauled for four days at least, as the roads are in such a state with mud and snow together. Be sure and order *burs* for the meal mill, as we are badly off for them, and I don't know where to order them from All's well.

Respectfully
Wm. Watson

Turlington Stock Farm
26th Nov. 1886

T.W. Harvey Esq.

Dear Sir,

I received your several letters yesterday afternoon, and contents noted. I do not think you need to be the least alarmed about the show cattle. They are looking as well as can be, and not the slightest signs of sickness. I have no fears whatever, but yet I am taking every precaution. Before I went to Chicago I sent for crude carbolic to Lincoln, so as to be in readiness, and I have the barn at Bradies well disinfected every day. I have all the traps that were at Bradies old house, and they too are well carboliced. I make Wm take every precaution. He goes from the cattle to his dinner at the boarding house, where he washes himself well, I make him carbolic himself, and I do the same. From my being among them twice a day I can see well if there is any change on them, and no vet in America can detect lung disease quicker than I can. Should such a thing break out I will manage so that no one will know it, but as I say, I have not the slightest fears. Ed Wilson was feeding the steers in 50 & 52 on ear corn when I returned from Chicago, I stopped it at once and gave them a few ears snapped corn; they have been on fodder several days. Andrews and I went through the apple trees yesterday, all are right as yet. Today he has begun to wrap them with tar paper. The ivy creepers are secured with straw, the asparagus is cut down, the roots salted, and covered with manure, the strawberries are covered with straw except a few plants that are under snow. . . .

Respectfully yours
Wm Watson

Turlington Stock Farm
4 o'clock afternoon
27th Nov. 1886

T.W. Harvey Esq.

Dear Sir,

H.C. Handy delivered 40 shoats yesterday, he says the price is 4 1/2 cents. The net weight of the 40 is 3765 lbs., at 4 1/2 cents, that will be \$169.42 1/2. He is much in want of money, and would take it very kind if you would send him an order for the amount on receipt of this. Address it to me and he will come after it on Tuesday next. Perhaps I ought to have sent to Mr. John for this, but was doubtful.²⁵ The corn sheller has arrived, and I had it brought up and put it in its place this morning. It looks a first class article. I am getting on with the work as fast as possible; last week's storm put us back considerably, but still I will catch up with a few good days. Remember this day last year you had 21 men doing the same work that I am doing with nine, cattle feed and all other things are economical in proportion. The eight black cows that are suckling, only get 4 lbs of grain daily, and only ten of those in calf, getting extra feed with about 5 lbs of oats, 1/2 lb of bran, 1/2 of shorts daily, no half bushel of corn meal as they used to get. I have 300 more steers than last fall to feed, with 12 fewer men. . . .

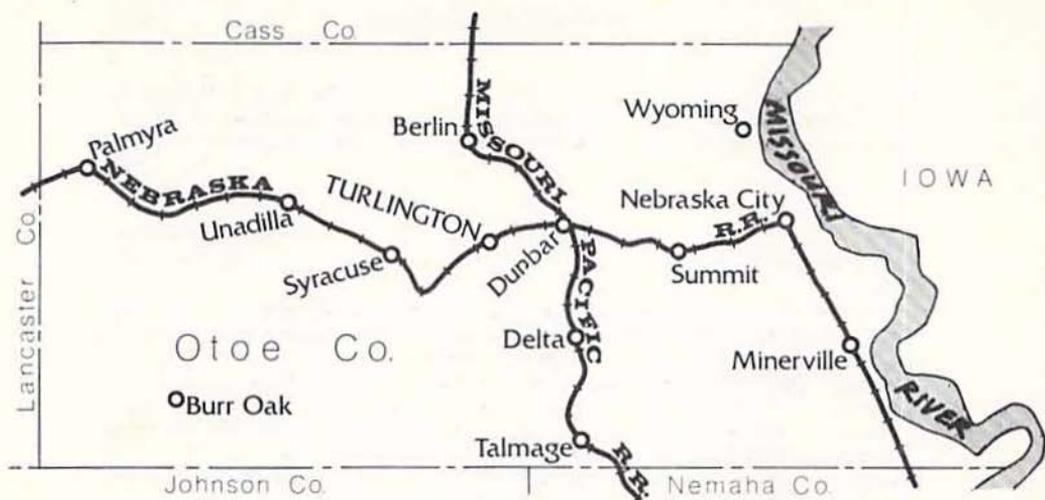
Respectfully
Wm Watson

Turlington Stock Farm
3 1/2 afternoon
29th Nov. 1886

T.W. Harvey, Esq.

Dear Sir,

Mr. E.L. Hill of Stella, Nebraska, came here this morning for bucks, and I sold him the most shearling Southdown, and a lamb rather under average for \$20 each. . . . He paid cash



Otoe County, 1884. From The Official State Atlas of Nebraska (Philadelphia: Everts and Kirk, 1885), 130-131.

for them, \$40, and took them by the 11 o'clock train from Berlin.²⁶ . . . This morning we had about two inches of snow at daybreak, but it is now mild and the snow disappearing. I am hauling straw with one wagon from Handys. The beet pits are pretty safe for a time, but will require more manure before the frost fairly sets in. H. Nelson & Davis are the time at the water tanks, I hope the weather will keep mild all the week, then I will be in pretty good shape. The show cattle are first rate—All's well.

Respectfully
Wm. Watson

Turlington Stock Farm
2nd Dec. 1886

T.W. Harvey, Esq.
Dear Sir, . . .

Today is very cold, with north wind and looks stormy. I am glad I have got all water tanks safe from the frost. There is no one hauling corn today as the roads are . . . rough but we have several days of snapped corn in hand. I send by today's mail a short article that I have written in the evenings about the Turlington doddies and your success at The Fat Stock Shows. It will stop the Hereford men from making the public believe they had it all their own way. I would like to see it in next weeks *Breeders Gazette*, that is with your approval; it will do the doddies²⁷ good. I would write you more tonight, but young Ogilvy stopped in at lunch time and has taken up my time showing him the stock. He goes west tomorrow morning.

Respectfully
Wm. Watson

Turlington Stock Farm
3rd Dec. 1886

T.W. Harvey Esq.
Dear Sir,

Yours of Dec. 1st to hand. I was much interested in it, as I felt very discouraged when we got no carcass awards, but I now see the public voice is with us, and I feel certain in my own mind, that the best and ripest cattle shown at Chicago, were from Turlington. I used to tell you, you would reap your richest laurels through the carcasses of 'Paris Favorite' & 'Eddison.' I have fed show cattle since I was ten years of age—now over fifty years—and during all that time, I never turned out two more matured and perfectly ripe animals.

than they were. The box of beef arrived in good preservation—very many thanks for it; it is perfectly beautiful to look at, and still more beautiful to eat. I sat down to a big steak this morning with the intention of eating it all, but by the time I had eaten a few mouthfuls. I had to lay down my knife & fork. 'perfectly satisfied'—I never tasted such rich beef in my life, and I have partaken of many a prize animal—I was glad Ogilvy was here to share in it; it tickled his pallet as much as it did mine. . .

No one but McKane is hauling corn today on account of the roads being so rough, but we have a fair supply in hand. I have little more time to write as I am extra busy today, as I feel certain there is a big snow storm at hand, but I am in good shape for it. The stock are all doing well. The cattle look nice—All's well.

Respectfully
Wm. Watson

At the time these letters were written Harvey's second son John was living at Turlington. When his children were of school age, they sometimes had a private tutor; sometimes they attended the local rural school, District 10, Otoe County. They were driven to school by their coachman, who returned for them in the afternoon. At school they traded their elaborate lunches for other students' cold pancakes.²⁸ Once, all the children of the people employed at the Turlington Stock Farm were entertained at a Halloween party complete with jack-o-lanterns.²⁹

On the west of the Turlington estate were farms owned by J. Sterling Morton's sons, Joy and Paul. Harvey purchased these in 1886. Morton outlined their agreement: "Would you purchase the two farms of Joy and Paul Morton adjoining you on the West. They have been deeded to me and I will sell them at thirty dollars an acre, one-fourth down and let the remainder stand on the note and mortgage bearing interest at six percent for ten years—interest payable semiannually."³⁰

Three years earlier Harvey had purchased Morton's farm with Cedar Lodge, which had been used by hunting parties as a dormitory.³¹ Close to Cedar Lodge Harvey built Hunter's Lodge—a building with two rooms upstairs and two downstairs with a large fireplace. It looked very contemporary with its peaked roof which reached within two feet of the ground. The servants slept upstairs and the downstairs was used for the kitchen and dining room.³²

Harvey had become acquainted with the potential of central Otoe County when he had been Morton's guest at Cedar Lodge. In fact, Morton seems to have acted as his agent in this initial land purchase because Morton explained the tax rates and penalties³³ and then paid the first year's Otoe County taxes.³⁴ Later Morton wrote: "I am real glad to know that your domestic happiness increases as you become more and more used to the

serenity and grand quiet of rural life. The farm will grow good men and women more readily than the city and make them stronger in every way."³⁵

The two men had other common business interests. In 1879 Harvey arranged the purchase of an interest in a lumber yard for Morton and his friend, D.P. Rolfe.³⁶ When Morton needed his investment for other purposes, he attempted to sell his interest to Harvey.³⁷

In 1879 Morton's son Joy with \$5,000 as capital had become the junior partner in E.I. Wheeler & Co. This company sold salt produced when Michigan sawmills burned their waste under the evaporators. In 1885 Joy and Mark Morton bought Wheeler's interest to become the Morton Salt Company.³⁸ On April 16, 1885, Morton wrote his son Joy, "Am waiting now on Blacton Jeffries & Son about the mortgage business. Meanwhile I wish to sell say \$8,000 of Harvey's or put it and mortgage up as collateral and borrow \$8,000 for ten months at a low rate of interest. Ask Mr. Wheeler if he can place that sum in the Harvey note?"³⁹

The friendship of Turlington W. Harvey and J. Sterling Morton predates these business deals and may extend to a time before either was wealthy or well-known. It was an easy friendship as indicated by a letter written in 1881 by Harvey to Morton, who, in the company of their mutual friend, Marshall Field, was in New Mexico inspecting his silver mining venture: "Dear Morton: I did not suppose they would feed you on 'hard boiled eggs' in New Mexico. I hope when the birds begin to sing you will be happier."⁴⁰ The families visited back and forth both in Chicago and in Nebraska. Morton wrote Harvey:

My mother who arrived this morning from Chicago desires me to thank you for your invitation to go with yourself and family on Monday and regrets very much that she was in such a state of health that she was unable to accept it. She and myself and sister would be very glad to see you and Mrs. Harvey at Arbor Lodge at any time you can conveniently come.⁴¹

The cordial relationship that existed between the two families is also indicated in this letter that Mrs. Harvey wrote to Morton in July, 1887:

I thank you so much for the most excellent photograph of your mother, and also the one of the proud Grandpapa, and his sweet name sake. I value them very highly but shall not be satisfied until I also have a photograph of your sister. Then I should indeed feel that I had always with me most pleasant reminders of the inmates of Arbor Lodge. We were quite disappointed not to see you all, on the afternoon of the fourth. Mr. Paul had rather hinted to Mr. Harvey that you would be out, and we were at the station in our best style in the Great Wagon and returned somewhat discontent that we had to enjoy our ice-cream

and fireworks alone. When I received your kind letter however, I quite realized that no friend would have wished to interrupt so happy a family reunion. Mr. Harvey and I both feel that you have reason to be proud of your four splendid sons. They are a real credit. The goal I most covet is to succeed as a parent and this great boon seems to have been granted to you and your prized wife. Every year more strongly impresses me with the sacredness of the parent's charge. How much more important than the manipulation of the world's resources or the governmental control of the world's people although on these depend so largely, temporary weal and woe. To care for and help to develop men and women, that will be helpful in the affairs of life, who will cast their influence on the side of right, and are therefore preparing themselves to enjoy the greater fullness of eternity seems to me the world's grandest business and the one that will receive the richest reward.

We are not able fully to occupy the new addition we are making, but have managed to stow ourselves away in the old quarters and are enjoying being in Nebraska. My friend Mrs. Lunt and her fine little ones are with us, so our family is large as usual. I hope we shall have a visit from our neighbors in Nebraska City soon. Please give my kindest regards to your mother and sister and the sons and daughters and grandchildren especially Sterling Morton, Joy's [son]. I have heard of Arbor Lodge Lake and am interested to know of its success. With kindest regards from Mr. Harvey and myself. Your sincere friend.

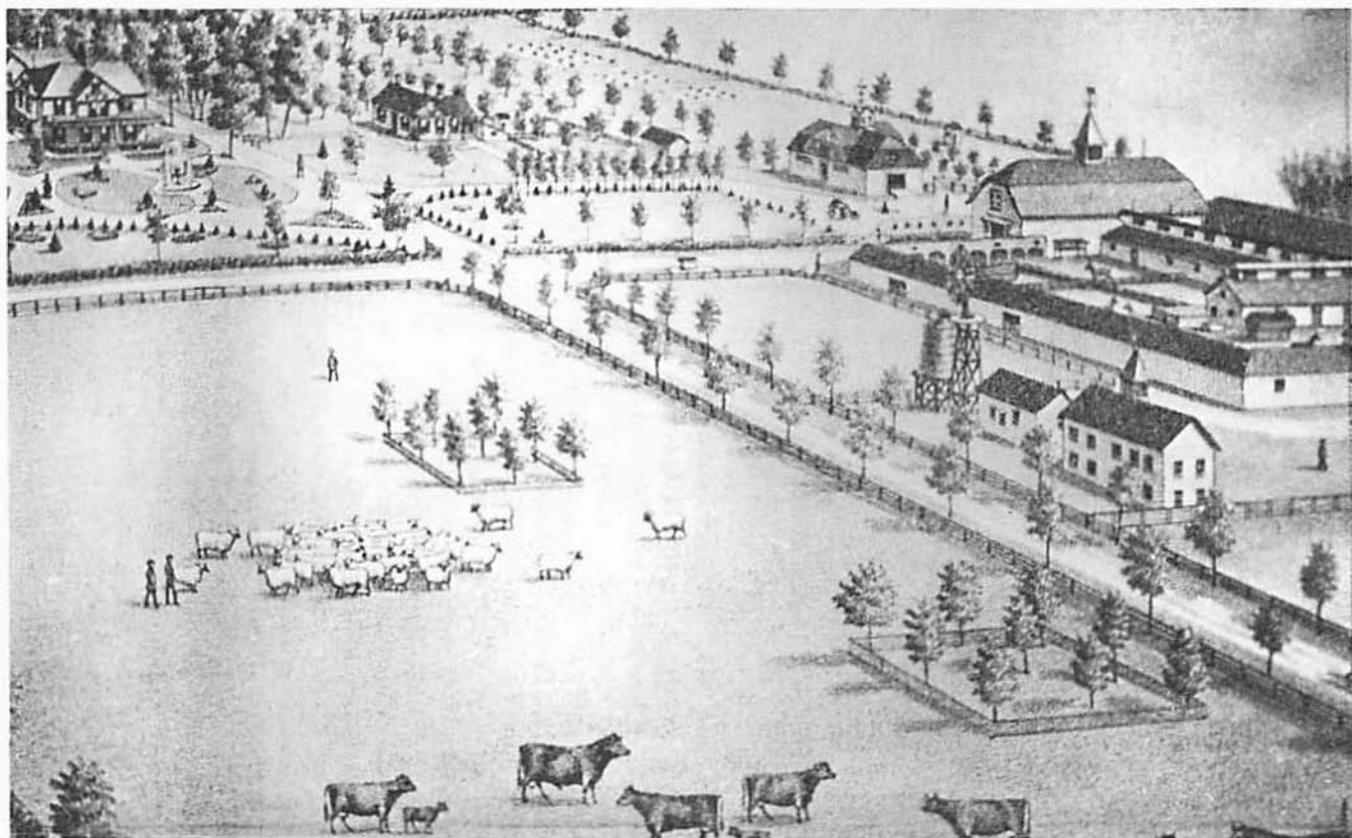
B.S.B. Harvey, July 22, 1887⁴²

Mr. and Mrs. Harvey's commitment to influence men and women extended to employees and neighbors at Turlington. When the big house could accommodate all the guests, Hunter's Lodge was remodeled as a chapel with a stained glass window, a pulpit and an organ to serve the families who worked at Turlington, their neighbors as well as the Harvey family and their guests.⁴³ Sometimes, there were guest speakers. Dwight Moody,⁴⁴ the famous evangelist was one; sometimes Harvey preached the sermon himself. Finally, Harvey persuaded the Rev. G.S. Alexander,⁴⁵ pastor of the First Methodist Church in Syracuse to preach a Sunday afternoon sermon at Turlington.⁴⁶ For several years Harvey paid half of his salary. The house which Harvey built for Mr. Alexander in Syracuse is still used as a home. Ironically, this house built for a Methodist minister who obeyed his church's ban on card playing, has the carved symbols of playing cards—a spade, a heart, a club and a diamond on its cupola. Mr. Alexander's son, Hartley Burr Alexander, scholar, philosopher, poet, and humanitarian planned the inscriptions on the Nebraska Capitol. Did Harvey with his keen interest in the arts influence young Hartley Alexander?

At Christmas, 1890, Harvey gave Turlington Chapel and one acre of land to the Methodist church members. He wrote:

Rev. George Alexander
Dear Brother:

Mrs. Harvey and I join in the deed conveying to the Trustees of the Chapel at Turlington the acre of ground and the chapel which stands upon it. We hope it will reach



Turlington Stock Farm, from the 1885 State Atlas of Nebraska.

you Christmas morning and be to the community around Turlington like Christ to whom it is dedicated, an ever increasing blessing. May the little church always stand for simple teachings of the Lords Word, and the Beauty of Holiness, and may the spirit abide there uplifting and sanctifying all its members. We were greatly rejoiced to hear of the recent accessions to the Church and hope the good work will continue. Remember us kindly to all of our friends.

Chicago, December 23nd, 1890.

Very cordially
Mr. and Mrs. T.W. Harvey⁴⁷

The sermons which Harvey preached at the Turlington Chapel were just a part of his life-long Christian activities, for his parents were devout church members who, in the manner of their time, strictly observed the Sabbath. He learned thrift and hard work from his parents when the family lost everything in the Panic of 1837. His father became an itinerant carpenter, and his mother made homemade jams, root beer and molasses candy, which young Turlington sold from door to door. When times improved, his father opened a sash-door-and-blind factory in Oneida, New York. Here young Turlington learned his trade while attending Oneida Academy.⁴⁸

Clergymen, abolitionists, and temperance advocates were welcomed to the family dinner table. Among them was the famous abolitionist, Gerrit Smith, a family friend. Smith was an unusual idealist even among the 19th century seekers of Utopia.⁴⁹ Influenced by his admiration of this man, Harvey, when he became successful, maintained a devotion to the cause of temperance, the betterment of the lives of working men, and the employment of Negroes in a time when this was uncommon.

Another great influence on his life was the lure of the West. The orchard of his boyhood home bordered on the Erie Canal, which carried the multitudes westward. Again at Oneida, one of the main stations on the Utica and Syracuse Railroad, he could see the rush of families seeking their fortunes in the vast hinterland.⁵⁰

In 1854 at 19 years of age, he realized his ambition and went to Chicago. He arrived possessing a large copper penny, which he never spent. Years later his grandson described the penny, then surrounded by opals and worn by his grandmother as a watch fob.⁵¹ In Chicago he found employment with a sash and blind factory. By 1859 he was the junior partner and soon afterward owner of the firm, T.W. Harvey, Wholesale Lumber. Aided by the demands of the Civil War, his business grew rapidly. He attached a red shingle to the cars carrying his lumber, and this mark of quality soon became famous all over the United States.

When his mills burned in 1869, he rebuilt on the southern outskirts of Chicago. To fireproof the new building, he built entirely of brick and iron and installed huge suction pipes to collect sawdust and shavings which were utilized for fuel. The mill was on the Lake Michigan waterfront in order that logs brought in by boat could be stored in the water until processed. Previously all lumber had been cured by sun and wind. Harvey perfected steam-heat drying kilns which seasoned lumber in three to five days, whereas "air seasoning" had taken several months.⁵²

In the early 1870's Harvey had leased from the government vast tracts of pine timber land in northern Michigan and Wisconsin. Since these areas were inaccessible to rivers down which logs could be floated, they were thought to be valueless. But Harvey's ingenuity was equal to the problem. In 1878 from Lake George to the Muskegon River in Michigan, he built the first narrow gauge logging railroad which was to become the standard method of hauling logs from interior forests. Logging, up to this time, had been a seasonal enterprise—hauling logs over frozen trails in the winter, floating them downstream when the rivers were free of ice.⁵³

Harvey used every invention, every idea he could to speed the processes of getting the tree to the mill and the lumber to the customer. He built sawmills at Muskegon, Michigan, and Marinette, Wisconsin. Soon his own ships were bringing the rough lumber to his planing mill in Chicago. The finished lumber was shipped to lumber yards—many owned by Harvey and associates.⁵⁴

The great Chicago fire offered him both business and humanitarian opportunities. Between the evening of October 8, 1871, and the morning of October 10, fire had destroyed every building in an area three and one-half miles square in the heart of Chicago. At least three hundred people lost their lives; more than one hundred thousand were homeless.⁵⁵ At this time Harvey was a member of the executive committee of the Chicago Relief and Aid Society, which handled relief funds. Harvey was given the task of providing shelter for the homeless.

To meet the immediate emergency five hundred temporary buildings were put up in a week. In the first month 5,226 houses were built. Eventually more than 85,000 dwellings were furnished to the survivors of the great fire. Harvey's lumber mill

on the southern limits of the city was untouched by the fire, and Harvey was able to furnish vast quantities of lumber in the rebuilding of Chicago. This gave him capital for his subsequent expansion. Although Harvey supplied the lumber, planned the housing, and supervised the reconstruction, he was always proud that he did not make a speculator's profit but performed a service for his community.⁵⁶

Indeed, this was the only one of many civic duties he assumed over the years. Harvey was a member of the executive board of the Chicago Interstate Industrial Company, an association of businessmen which built the great Exposition Hall on the lake front in 1873. Used principally to display manufacturers' products, it also was used for musical festivals, balls, and cattle shows.⁵⁷ When torn down in 1892, Harvey, a trustee of the Chicago Art Institute, championed this choice location for the institute's new building. As a guarantor and box holder of the Thomas Orchestral Association and a regular attendant at the concerts, he supported music as well as art. He was a trustee of Northwestern University, Evanston, Illinois.⁵⁸

Chicago was chosen by Congress as the site for the 1893 World's Fair honoring the four hundredth anniversary of the discovery of America by Columbus. Although a commission consisting of two representatives from every state and territory was appointed by Congress, the Commercial Club of Chicago had major responsibility for planning and management of the exposition. Harvey was the president of the Commercial Club during the designing and building of fair installations, which extended two miles along Lake Michigan and covered about six hundred acres. As the representative of Chicago, Harvey had the honor of going to Washington and issuing an invitation to the members of Congress to view the "alabaster city."⁵⁹

Although the Columbian Exposition was a great financial and cultural success, it closed during the Panic of 1893. Thousands of exposition employees were stranded in Chicago with no chance of finding work. Businessmen formed the Chicago Civic Federation with Harvey as its chairman. (Jane Addams of Hull House fame was a member of the board.) Harvey used his organizational talents to band all the charities together and five thousand men were soon put to work for the city and given scrip to exchange for food and clothing. Men who couldn't find permanent work in Chicago were given railway fare to their original homes. Since

cooperation between charities had accomplished so much, the federation's life was extended in Chicago, and the plan was even adopted by other cities.⁶⁰

One of Harvey's neighbors, George Mortimer Pullman, built the first sleeping car with folding upper berths and seats that could be made into lower berths. In 1880 he established the company town of Pullman (now a part of Chicago) for the manufacture of sleeping cars—"pullmans."⁶¹ Harvey, too, was interested in the construction of railway cars—especially freight cars as a vital link in his lumber empire. Improved steam locomotives had made it possible to haul heavier loads with greater speed. It was now economical to build a stronger car which could be loaded more heavily, and Harvey designated a larger car built of steel.⁶²

In the late 1880's when a factory was planned for the manufacture of steel freight cars, Harvey designed a company town as Pullman had done. A town with businesses, schools, churches, factories, and small cottage-type houses built of Harvey lumber seemed the next step in the chain from tree to sawmill to planing mill to lumber yard. The Harvey Land Association, of which Harvey was the principal stockholder, spared no expense in building a functional and attractive town to lure working men. It built streets, sidewalks, water system, sewers, laid track and installed electric street cars. Park Avenue, the business district, was paved with flagstone. A bank was established, and in 1892 a \$30,000, eight-room, rock-faced, stone school building. An interdenominational church and a Carnegie Library were added. Suburban trains ran to Chicago, giving rapid transit.⁶³

The first lots were sold August 16, 1890. Frame houses were built with assembly-line rapidity. In three years the city boasted of a population of 5,000 and became known as the "magic city." Harvey preferred "Turlington" for his new city, but the postmaster named it "Harvey" in order that Harvey Hopkins, who had earlier developed a part of the site, could also be honored.⁶⁴ People who came to the Columbian Exposition were solicited to see the new city and buy. Every train which left Chicago for Harvey had its salesmen aboard. To those who viewed the development, the sales pitch was clean air, fresh water, a new home, and a job for every man. With rapid transportation, it became a part of Chicago without the crowding, soot, smoke, and tenements.⁶⁵

Since Harvey had been an ardent temperance advocate all his life, no saloons were allowed in the city. The original deed to the lots in Harvey contained this clause:

If the purchaser. . .uses any part of the property for the purpose of permitting any intoxicating drink to be manufactured, sold or given away upon said premises, or permits gambling to be carried on thereon, he, his heirs, executors, administrators and his assigns shall be divested of the entire estate and it shall revert to the party of the first part.⁶⁶

This clause, though it proved unenforceable, attracted many purchasers, especially those from rural communities. Here the Harvey Steel Car Company built its factory. To lure other industries, a promotional brochure offering a bonus in land and money was circulated, an excerpt of which follows:

"Harvey has all of the natural facilities, and her wide awake promoters have added to what nature had done until today it is without a rival as a manufacturing town. The Company promoting the enterprise is located where it has ample railway facilities, and Chicago rates to all points. In inviting manufacturers to locate there they selected only such as have capital, good business ability, and an established business; to a limited number of concerns of this class, they offered a bonus in land and money to locate there. Those accepting entered into a bond to use the land for manufacturing purposes only, for a certain number of years. . . The company has kept its property under its own immediate control, thus shutting out the sharks and sharps that usually do much to injure the building of new towns. Below is given a list of industries now located here.

The Harvey Steel Car Works, that manufacture steel freight cars of every description. The Harvey Car Repairing shops, that repair all kinds and classes of cars. The Carver & Steel Manufacturing Co., that manufactures agricultural machinery, and makes a specialty of the Randolph Header. You will see the same company's wagon and wheel works, that manufactures spring wagons, buggies and carriages, and manufactures wheels for other factories, which they ship by the car load. The Buda Foundry and Manufacturing Company, that manufactures railroad supplies, hand cars, switches and switch stands, and that does a general foundry business, using fifteen tons of metal every day in the year. The Laughlin Manufacturing Company, manufacturing rolled shafting, all sizes and lengths. The Middleton Car Spring Company, manufacturing car springs of their particular patent, which are used in passenger and freight cars. The Bellaire Stamping Company, now building, that will manufacture all kinds of stamped tin and brass goods, lanterns, kitchen and dairy ware, porcelain kettles and pans, etc. etc.

The Atkinson Steel and Spring Works that manufactures all kinds of steel car springs from the raw material, a new process of making the best quality steel. The Automatic Mower and Manufacturing Company, that manufactures mowing machines, corn crushers, hay presses, wind mills and general farming tools. The Wells Glass Company, just located, who will manufacture all kinds of beveled glass and stained glass for windows, mirrors and decorated windows of all kinds. See sample of their work in the office of the Harvey Land Association, at Harvey. The Harvey Printing Company, publishers of the *Harvey Headlight* and printers of the *Herd-Book*, for many of the Stock Breeders' Associations of America. The American Aberdeen-Angus Breeders' Association, Thos. McFarlane, secretary. The Middle Division Elevator Company. The Bellaire Stamping Company is one of the most important manufacturing institutes located here. The corporation has a capital of \$300,000. It occupies an immense three-story brick building, with a frontage of 518 feet; and employs a large force of skilled mechanics."⁶⁷

The three-story Harvey Land Association building had offices on the main floor, lodge rooms on the second, and a public hall



Center and 154th Streets, Harvey, Illinois, about 1901.

on the third. Home talent plays and traveling shows performed in the hall. An early institution in Harvey was the Amanda Smith Orphan Home and School for Negro children. A beauty spot in Harvey near the Calumet River afforded fishing, boating, and shade for picknicking. In the winter ice skating was popular, and the ice was cut from the river for summer use. As was the custom in the 1890's, church services were held both Sunday morning and evening. All businesses were closed on Sunday, and transients took their meals with private families.⁶⁸

The city of Harvey boomed until financial disaster struck. The Panic of 1893 was heralded by a series of failing banks which called in their loans.⁶⁹ In spite of financial difficulties, the town grew until 1900, when the Bellaire Stamping Works factory, the largest employer in the city, burned to the ground.⁷⁰

Turlington Harvey, financially overextended in the building of his dream city, was disastrously affected by the money crisis when immediate repayment of his loans was demanded. In this financial crunch other men would have declared bankruptcy. George Pullman in a similar situation in 1894, cut the wages of his employees by one-fourth without reducing the rent on his houses. This action was a major cause of the Pullman strike

which was eventually broken by federal troops. The business friends of Pullman turned against him, annexed his company town to Chicago, and administered relief funds to the workers.⁷¹

Harvey, instead of declaring bankruptcy or allowing his employees to suffer, sold his personal property. At Turlington, Nebraska, he sold his registered livestock as well as his personal horses and carriages. Little by little the farm, mills, lumber yards, and factories had to be liquidated. Harvey was never able to recover from the disaster.⁷²

Under stable economic conditions, the development of the city of Harvey might have been successful, even though it had taken much capital which had to be recouped. The manufacture of steel freight cars also promised a slow return on the investment, since freight cars were not bought by the railroads but were leased and payment based on individual car mileage. Steel freight cars, because of the failure of the Harvey Steel Car Works, did not come into general use until about 1907.

The year 1893 saw Harvey's greatest triumph as he was honored for his part in the World Columbian Exposition, but it also marked the beginning of financial disaster and great personal loss. His two youngest daughters, 4 and 12 years old, died that year.⁷³ His son, Turlington, Jr. (Tote), who had seemed destined for a career as great as his father's, became an alcoholic. Even though the family attempted to keep his condition from being known, young Turlington's divorce from his socialite wife made headlines in the Chicago papers. The *Harvey Herald* reported: "At Lake Forest it is said that Harvey and his wife could not agree on the question of hounds and horses and after their unhappiness had grown, he began to drink. . . He was drunk at least three days a week."⁷⁴

After the Turlington Stock Farm was sold to Catholic farmers, the little Methodist Chapel fell into disuse when the remaining members began attending church in Syracuse. When Harvey was informed that the building needed repair, and there was a question of its sale, he wrote:

Chicago, January 24th, 1901

Wm. N. Hunter Esq.
Turlington, Neb.

Dear Sir:

I have your letter of the 14th to my son John R. I am astonished that anyone would undertake to turn the Turlington Chapel back to the beggarly elements. This property

was dedicated to the Lord and to his service; who is so base as to sell it for a mess of pottage? Did we wish to contribute money to the Syracuse Church to help pay expenses when the members lay back and refuse to pay their tithes, no, a 1000 times no.

The chapel ought to do the Lord's work right there and go; where is the Gideon to take up the work and push it. You must never let this property go out of the Lord's service; where are the men and women that have been converted there. I will do all in [my] power to prevent its sale. The discipline, rules and regulations of the M.E. Church do not permit of church property being sold and used for expenses, salaries, etc.

Truly yours
T.W. Harvey⁷⁵

In spite of his protests, Turlington Chapel was sold by order of the Methodist Church officials.⁷⁵

Harvey's seven surviving sons and a daughter all married and had children. George Lyon Harvey became an architect; Robert Hatfield, a physician; Paul Stanwood and Elbert Alpheus joined their father in the Acme Gas Company, which manufactured and installed gas plants.⁷⁶ George had his father's inventive genius and developed a coupling still used on freight cars today. Charles, the eldest, went to the Black Hills of South Dakota. John, who lived for many years at Turlington, eventually moved to Grants Pass, Oregon.⁷⁷

Turlington Harvey paid his last visit to Syracuse about 1904. Disheartened, he lamented to his old friends that everything had changed.⁷⁸ Harvey died September 13, 1909, in Littleton, New Hampshire, of injuries resulting from a fall sustained while boarding a ferry boat in Jersey City. His much younger wife lived until 1936.⁷⁹

After his death this tribute was paid him in a book describing the "builders" of Chicago:

Mr. Harvey was one of the pioneers in developing Chicago's great lumber interests and was widely known over the country for his enterprise in business methods and his integrity in commercial relations. . . His lumber camps, sawmills, logging railroad, lake freight sailing vessels and lumberyards employed thousands of men and at its height, his extensive lumber business was conceded to be the largest in the world. Heavy and exacting as were the demands of his affairs, his activities were not confined to his business alone, but much of his energy and his means were expended, directly in the interest of the community in which he lived. Perhaps no one in Chicago was personally known by more individuals of every class, his large heart and cheerful interest extending to all.⁸⁰

It is hard to assess the influence Harvey had on the Syracuse community of the 1890's. There is no doubt that his interest in the breeding of cattle, horses, and sheep, as well as his experiments in feeding methods improved livestock of the area. Cattle trains to Chicago needed two locomotives to pull cars over the hills to Nebraska City. A turntable was built for the

turn-around at Syracuse. Chicago seemed much closer to Nebraska with Harvey and his family going back and forth. Art and music were valued more highly than would be expected in a pioneer rural community. Young people from Otoe County went to school or sought jobs in Chicago.⁸¹ Locally the passing of the Turlington Stock Farm marked the end of an era. There was no longer the opulence of private railway cars or the excitement of famous visitors. Syracuse settled back into a humdrum routine and talked about the past glories of Turlington.

Harvey believed in the value of industry, economy, and integrity. Whether at home, on the farm, in his lumber mills, or in his factories, he used ingenuity to speed and economize the processes. He demanded much of his employees, but his concern for their welfare produced a loyalty which induced some men to work a lifetime for him. He entered into profit-sharing agreements with his subordinates in a time when this was almost unknown.⁸² An idealist, he had a dream of a free American working man, well housed, well fed, and enslaved neither by liquor nor by his employer. By his organizational and financial acumen, he brought vast quantities of lumber to the "treeless plains" in the years when houses, barns, and business buildings needed to be built. As he is recognized as a "builder" of Chicago, so too, should he be recognized as a "builder" of Nebraska.

NOTES

The author wishes to express her appreciation to Thomas R. Masters for his research in Harvey, Illinois, and in the Newberry Library, Chicago.

1. *The Official State Atlas of Nebraska* (Philadelphia: Everts and Kirk, 1885), 130-131. Turlington was located 5 miles east of Syracuse, 14 miles west of Nebraska City, Otoe County.

2. Alfred T. Andreas, *History of the State of Nebraska* (Chicago: Western Historical Company, 1882), 206. The Midland Pacific Railroad consolidating with the Brownville, Fort Kearny and Pacific Railroad was called the Nebraska Railroad. It was leased to the Burlington and Missouri River Railroad.

3. Interview, Ervin Gellerman, who spent boyhood on site of Turlington, by author, 1973; Interview, Richard Hopp, whose father worked for Harvey, by author, 1977.

4. *Official Atlas of Nebraska*, 129.

5. "Turlington Walker Harvey," *Chicago: Pictorial and Biographical*, (Chicago: S.J. Clarke Publishing Co., 1912), I, 129-155. This sketch was undoubtedly written by Harvey himself, since it contains childhood episodes which only he would know.

6. *Syracuse Journal*, May 12, 1882. Harvey purchased the farms of Amos and Peter Weller for \$21,000.

7. John W. Leonard, ed., *The Book of Chicagoans* (Chicago: A. N. Marquis & Company, 1905), 269. Harvey married Maria Harman in 1859; their children: Charles A., John R., George L., and Robert H. Following her death in 1871, he married Belle S.

Badger in 1873; their children: Belle B., Turlington W., Jr., Elbert A., and Paul S. Four others died in infancy or childhood.

8. Marx Gibson, "Historical Society Traces the Life of T.W. Harvey," *Harvey (Illinois) Star-Tribune*, September 7, 1972.

9. *Syracuse Journal*, October 13, 1893. The Syracuse band bought this "tally-ho" coach or "great wagon" as Mrs. Harvey called it, for \$175. It could seat eighteen persons. This type of coach was used in England for hunting parties.

10. C. G. Bergendahl, *Map of Otoe County, Nebraska*, (Nebraska City: W. E. Bogart, City Engineer, 1891). According to map, approximately 1,760 acres. He may have added another farm later.

11. Ella Davis Copenhaver, "History of Turlington" (manuscript in possession of Stephen [Bill] Davis, Syracuse, Nebraska). Mrs. Copenhaver lived on the Turlington estate.

12. Interview, Amy Barrett Masters, who lived in Turlington home in 1930's, by author, 1976. The main Turlington house was razed by Orville Koch in 1961.

13. William T. Stead, *If Christ Came to Chicago* (Chicago: Laird & Lee), 458.

14. *Chicago: Pictorial and Biographical*, 151.

15. Interview, Ervin Gellerman, by author, 1973.

16. Interview, Amy Masters, by author, 1976.

17. Harvey, *Star-Tribune*, September 7, 1972.

18. Interview, Amy Masters, by author, 1976.

19. *Chicago: Pictorial and Biographical*, 150-151.

20. Interview, Carl Masters, whose father bought a mare at the Harvey sale, by author, 1977. Descendants of the Harvey Percherons were on his farm until about 1950.

21. Interview with Richard Hopp. Tom Copenhaver and Walter Whitehead were in charge of the horses; Louis Specht, the cattle; and Bernard Hopp, the greenhouse, for many years.

22. Bergendahl, *Map of Otoe County, Nebraska*.

23. Interview, Carl Masters by author, 1977.

24. These letters were found in a safe in the Harvey Land Association building in Harvey, Illinois. Copies were sent to the author by Mrs. George Anderson, Harvey, Illinois.

25. John Harvey was about 24 years old when these letters were written. William Watson was an experienced farm manager.

26. Berlin is now called Otoe. The name was changed during World War 1.

27. "Doddies" signified that the Angus lacked horns.

28. Interview, Marjorie Howe Marr, whose mother Lucy Sands Howe was the teacher at District 10 when the Harvey children attended, by author, 1971.

29. Letter, Viola Lemonds Synder, whose father Pleasant Green Lemonds worked at the Turlington Stock Farm, to author, 1971.

30. Morton Collection, Nebraska State Historical Society (hereafter cited as MC). Even after this sale, J. Sterling Morton owned 160 acres to the west of the Turlington estate.

31. MC, Morton to Harvey, December 22, 1883.

32. Copenhaver, "History of Turlington."

33. MC, Morton to Harvey, December 27, 1884.

34. *Ibid.*, Morton to Harvey, January 18, 1885.

35. *Ibid.*, Morton to Harvey, March 15, 1885.

36. Harvey to Morton, October 4, 1879. The company was known as D. P. Rolfe and Co., with lumber yards at Nebraska City and Julian. DeForest P. Rolfe, an early merchant and outfitter of westward moving settlers, served in both the territorial Legislature (1867) and in the first Nebraska Senate (1867).

37. *Ibid.*, Morton to Harvey, December 22, 1883; January 9, 1884; Harvey to Morton, January 14, 1884.

38. James C. Olson, *J. Sterling Morton*. (Lincoln: Univ. of Nebraska Press, 1942), 401.
39. MC, Morton to Joy Morton, April 16, 1885.
40. *Ibid.*, Harvey to Morton, January 8, 1881.
41. *Ibid.*, Morton to Harvey, June 26, 1888.
42. *Ibid.*, Belle Badger Harvey (Mrs. T. W.) to Morton, July 22, 1887.
43. Copenhagen, "History of Turlington."
44. Dwight Moody, evangelist, and Ira Sankey, song leader, conducted revival meetings in America and Europe. To house the crowd he attracted, Moody built a nondenominational church in Chicago. Harvey was chairman of the executive committee which erected and managed the 8,000-seat tabernacle. Moody built dormitories for men and women, whom he trained in missionary work. Again Harvey supervised the erection and management of these buildings. *Chicago: Pictorial and Biographical*, 145-148.
45. The Rev. George Sherman Alexander, a temperance and woman suffrage advocate, had been chaplain for the Nebraska Legislature. During the grasshopper years he had gone East to solicit funds for the suffering settlers. As state commissioner of immigration, he wrote a pamphlet, *Nebraska and its Resources*, to promote settlement of the state.
46. *Syracuse Journal*, November 9, 1883. "Divine Service will hereafter be held at Turlington (Mr. Harvey's residence) every Sabbath at half past 2 P.M. by the Rev. G. S. Alexander. Neighbors and friends are most cordially invited."
47. The record of the members of the Turlington Chapel, the history of the Turlington Church by the Rev. G. S. Alexander, and several letters are in the files of the First Methodist Church, Syracuse.
48. *Chicago: Pictorial and Biographical*, 129. Turlington Harvey was born in Siloam, Madison County, New York, March 10, 1835, the son of Johnson and Pauline (Walker) Harvey.
49. Gerrit Smith, a wealthy landowner and businessman, gave small farms to worthy persons, both white and black. He gave money to the Society for Colonizing Africa, sponsored the Anti-Slavery Society, and supported the Underground Railroad. At the end of the Civil War he counseled moderation and posted bond for Jefferson Davis.
50. *Chicago: Pictorial and Biographical*, 132-134.
51. *Harvey Star-Tribune*, September 7, 1972.
52. *Chicago: Pictorial and Biographical*, 140. In the new mill he installed 10 steam drying kilns. Here he had the capacity for planing 300,000 feet of lumber a day. His distribution docks had track facilities for loading 100 cars a day.
53. Bruce Catton in "Michigan Timber," *American Heritage*, April, 1976, 5-12, 82-86, does not give T. W. Harvey credit for his improvement in planing mills. Catton says that Scott Gerrish planned the first narrow-gauge logging railroad. Harvey says it was devised and financed by himself but was built under the supervision of William Gerrish. Until the railroad was built, logging was seasonal—logs were hauled to rivers over frozen trails, then floated downstream in the spring.
54. Harvey was the owner of T. W. Harvey Lumber Company, wholesalers and the principal stockholder in the National Lumber Company, the White Pine Lumber Company, and the Jones and Magee Lumber Company, which were chains of lumber yards. These companies operated ninety lumber yards in Iowa, Nebraska, and Kansas. *Chicago: Pictorial and Biographical*, 141. In Nebraska there were National Lumber Yards at Bennet, Blue Springs, Pawnee City, Phillips, Rising City, Tamara, Ulysses, Wilber, Wymore, and York. *Nebraska State Gazetteer & Business Directory*, 1884-85. (Omaha: J. M. Wolfe & Co. 1885).
55. *Harper's Weekly*, October 28, 1871.
56. *Chicago: Pictorial and Biographical*, 143. *Star-Tribune*, September 7, 1972.
57. Ernest Poole, *Giants Gone; Men Who Made Chicago*. (New York: McGraw Hill, 1943) 54-55, 99-114. Josiah Seymour Currey, *Chicago, Its History and Its Builders* (Chicago; S. J. Clarke, 1912), 151.

58. *Chicago: Pictorial and Biographical*, 194. Harvey was director of the Metropolitan National Bank and the American Trust Company, both of Chicago. Marshall Field, Potter Palmer, Cyrus McCormick, George Armour, and Joseph Medill served on the same civic boards as Harvey.
59. Poole, *Giants Gone*, 183-187. *Chicago: Pictorial and Biographical*, 148-149.
60. *Ibid.*, 153-154. Stead, *If Christ Came to Chicago*, 165-471.
61. Poole, *Giants Gone*, 197-198.
62. At the time of the Civil War a freight car 24 feet long could carry about 10 tons. Later a steel freight car 24 feet long could carry 30 tons.
63. *Chicago*, 1892 (Chicago Times Co., 1882), 61; Letter, Nelson M. Utley, Chicago, to author, September 2, 1977.
64. Alec C. Kerr, *History, The City of Harvey*, 1890-1962. (Harvey, Illinois: First National Bank in Harvey, 1962) 16, 18.
65. *Ibid.*, 19.
66. *Ibid.*, 17.
67. *Chicago*, 1892, 61.
68. Kerr, *History, The City of Harvey, 1890-1962*, 24.
69. The uneasy state of British security markets in 1890 slowed the movement of foreign capital into American business, and the resale of European-held securities caused substantial exports of gold from this country. Then in May, 1893, the failure of the National Cordage Company touched off a stockmarket panic. In the ensuing money crisis many banks were forced to call in their loans.
70. Kerr, *History, The City of Harvey, 1890-1962*, 42.
71. Poole, *Giants Gone*, 206-207.
72. *Harvey Star-Tribune*, September 7, 1972.
73. Currey, *Chicago, Its History and Its Builders*, 254.
74. *Harvey Star-Tribune*, September 7, 1972.
75. Letters, First Methodist Church, Syracuse.
76. Leonard, *The Book of Chicagoans*, 269.
77. *Harvey Star-Tribune*, September 7, 1972.
78. Copenhaver, "History of Turlington."
79. *New York Times*, September 14, 1909.
80. Currey, *Chicago, Its History and Its Builders*, 240.
81. Syracuse natives who gravitated toward Chicago: Dr. George H. Littlefield, who displayed an original painting at the 1893 World's Fair; Mabel Dunn, who received a medical degree from Northwestern University; George C. Utley, traveling auditor in the Midwest for National Lumber Company and later in real estate partnership with Frank Daniels sold lots in the suburb of Harvey. Letter, Nelson M. Utley, Chicago, to author, September 2, 1977.
82. Currey, *Chicago, Its History and Its Builders*, 251.