



CITY OF QUINCY  
DEPARTMENT OF PLANNING AND DEVELOPMENT

CITY HALL ANNEX, THIRD FLOOR, 706 MAINE STREET  
QUINCY, ILLINOIS 62301  
FAX 217-221-2288

June 13, 1996

Quincy Preservation Commission  
City Hall Annex - Third Floor  
706 Maine Street  
Quincy, Illinois

To Whom It May Concern:

The Quincy Plan Commission, at their regular meeting held on Tuesday, June 11, 1996, reviewed the applications for Local Landmark status for the following properties:

1100 State, 1422 Maine and 1617 Hampshire.

The Commission voted to recommend approval of the applications.

Sincerely

Judi Maas  
Secretary, Qcy Plan Commission



East Facade-Shows two-story addition to the rear with its chimneys, brackets, and window placement; also shows the North facade of the main mass of the house with its brackets and window placement



West Facade-Shows the two-storey addition to the rear with its window and bracket placement



West facade-Shows the window placement, and brackets



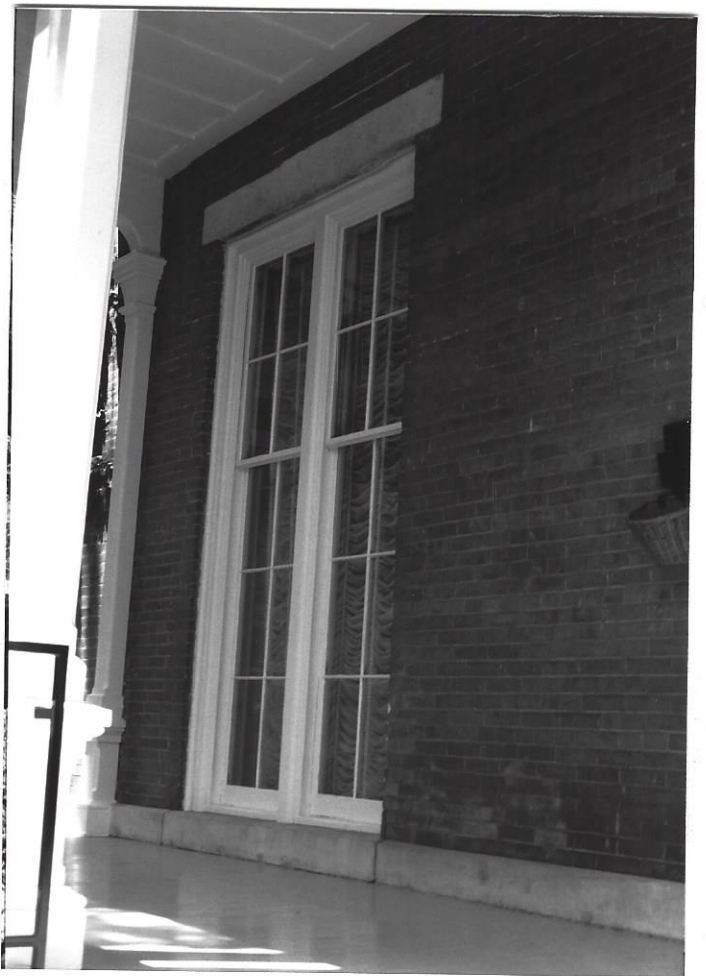
South Facade-Shows the two-story massing with a low-pitched roof; placement of the cupola and porch; the four brick chimneys on the main mass of the house



East Facade-Shows the placement of windows; two of the four chimneys; the brackets and frieze



Detail of typical window found on the East, North, and West facades with stone lintel and sill, and four-over-four window panes



Detail of one of the two first floor windows on the South facade with stone lintel and sill and four-over-six window panes



Detail of the windows on the second storey of the South facade with the stone segmental crown supported by stone brackets, and the double windows with four-over-four window panes, and stone sills



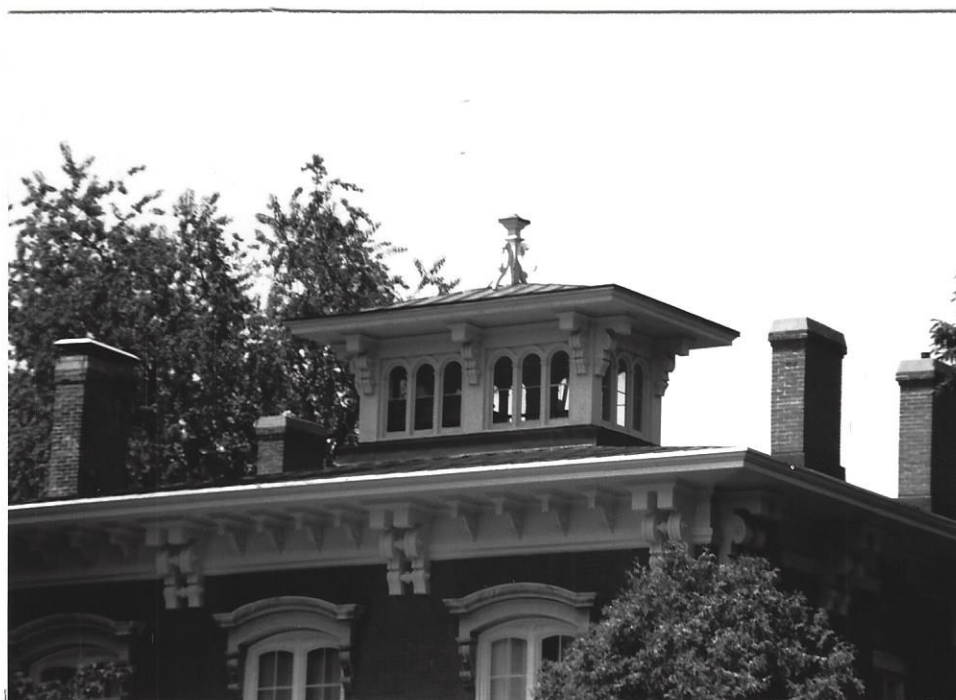
South facade-Shows the one storey full-facade porch, with its double posts, turned wood balustrade, wood rail, stone steps and brackets under the porch roof-line; also shows the placement of the front door on the facade



Detail of the double posts of the porch as well as the turned wood balustrade, the wood rail, the brackets, and the single engaged post supporting the porch roof at the brick wall surface



Detail of the limestone foundation, the smooth-cut stone water table, and the brick exterior wall



Detail of the cupola with its brackets, arched windows, low-pitched hip roof, finial supported by brackets, and all the wood detailing; also shows the chimneys in greater detail and the brackets under the overhang



Detail showing the stone steps to the front porch, the placement of the front door, and the brick sidewalk that extends from the city sidewalk to the porch, and the stone threshold



Detail of the entrance door with its semi-circular shaped opening and toplights and sidelights, the front door with a semi-circular shaped top and the stone threshold



Detail of the brackets of the South facade;  
also shows the stone segmental window crown  
supported by stone brackets



Detail of the brick sidewalk that extends  
across the front porch

Aside from health, perhaps the biggest and most persistent problem both citizenry and government have faced, has been streets and highways. Even in 1858 when the issue of slavery brought Abraham Lincoln and Stephen A. Douglas to Quincy for public debate, stirring public emotions as they have seldom been stirred drawing people from a wide area, the day-by-day champion issue that day and the day before and the day after was mud.

That November, a month after the big debate, the *Whig* editor wrote: "For a week now we have had nothing but a succession of rainy days. It is dirty above and below—clouds and mist overhead, and mud and water underfoot. Many of the roads are impassable to loaded wagons, and but few farmers have come into town lately. Business is consequently dull."

A few days later he wrote: "We have never seen our streets in a worse condition than at present. The mud in some places is knee deep to horses; and the way those walking the streets are bespattered by the vehicles is anything but comfortable."

If traversing quagmire streets was a problem, improving them was almost as difficult and uncomfortable. It can be said with a fair degree of accuracy that in the city's history the more important the street program, the more vigorous the squabble.

When the city council decided in August, 1853, to grade Broadway from Front to Fifth, and install gutters, the dispute lasted months.

Broadway followed a cut made by a railroad to the river in 1833, and in places the grade had to be raised 12 feet to provide intersections with other streets.

Even in the days when women walked to meeting holding their shoes which were expensive and quickly ruined by mud, Broadway must have been a particular challenge.

The plan was to finance the improvement of Broadway by issuing city bonds payable in five years at six per cent interest per year. The cost was not announced but the work was started by contractor George Padget.

Immediately, the *Quincy Herald*, politically opposed to the administration, charged fraud. Admitting that the improvement was needed, editor Austin Brooks charged the mayor with failure to advertise for bids, as required by ordinance, and with giving the contract to his own favorite while the *Herald's* favorite, a Mr. Smith, was ignored.

Wood and Padget were stoutly defended by *The Whig*, but on 18 August the city council rescinded its action, voted to pay Padget for work completed, with a little extra for damages, and the project was dropped on grounds of economy.

Thereupon the *Herald* attacked the city council for breaking the contract, and the combatants carried on with second wind.

Padget ignored the rescinding order and continued building his road eventually replacing the controversy with a finished product.

In the course of the battle of words, Padget's brother-in-law, M.B. Finlay, stomped into *The Herald* office to cancel his \$20-a-year subscription and a few days later a Brooks supporter retaliated by suspending his \$200—to—\$300-a-year patronage of the Powers and Finlay store.

"It was the raciest, most honest contest of which the council had up to this time been the theater, not exhibiting the cavortings that sometimes have been shown there in later years, but it was pugnacious and plucky and long," John Tillson wrote.<sup>1</sup> And it was only the beginning.

It took more than twenty years to achieve a modest highway through the city. One proposed route after another was opposed bitterly by those whose property it passed, until finally, in 1958, the first segment was built. The 1st in-city section was completed in 1966, and an extension northeasterly to connect with Route 24 was completed in 1969. Even with the completion of the thruway, which carries Route 24 into the city from the north on a one-way couple to the downtown area, and Route 57 into the city from the south on a four-lane road which divided into a one-way couple, the feeding highways outside the city are obsolete, two-lane roads.

At a disadvantage in the increasingly competitive effort by cities to woo new industries, Quincy officials and commercial leaders have promoted construction of a Central Illinois expressway from Danville to the Mississippi River near Quincy, and of a Chicago-to-Kansas City expressway, or toll road, passing through the Quincy area.

The nation's original interstate highway program did not include a highway through the Quincy area, or one between Chicago and Kansas City, although one was drawn on preliminary plans.

By 1857 there were seven streets passably graded from the top of the bluff to the river, but in the early years the best way to get from the bluff to the river, where the first cabins were built, was by a path which cut diagonally from Third and Hampshire to Front and Vermont.

Ridges and gullies crisscrossed the land on which the city grew, and streets were simply sun-baked or water-sloshed stripes along the undulating surface. The deepest gullies were sewers.

A few street grades were established in 1839 when the first macadamizing was done at a cost of \$3.62½ per running foot, with an additional \$1 per foot for curbing. The modernized strip was twenty-five feet wide running down the center of Hampshire from Third to Front.

Early street improvement programs were financed cooperatively by the city merchants, the city appropriating funds to match or exceed private donations.

In 1840, each male inhabitant subject to a road tax was taxed three days labor on the streets, firemen excepted. Later, for a time, ministers were also exempted.

REED MRS. W. A., Picture Gallery, 81 Hampshire.  
 Riebling Philipp, Principal St. Peter's Church School, h. s. s. State, b  
 Eighth and Ninth.  
 Smith Mrs. Dr. D. A., Botanic Physician, 118 Vermont.  
 Smith Wm. H., plast., h. 118 Vermont.  
 Tonsman Henry, 184 State.  
 Waldin Chas., Photographer, 120 Hampshire, h. n. w. c. State and Third.

### NEW BUILDINGS ERECTED IN THE YEAR 1860.

We give below a list of buildings erected during the year 1860. The list is not complete, on account of the unwillingness of some builders to give the proper information. In future issues we shall endeavor to give the list complete, as well as other statistical and commercial information.

#### Business Houses.

Kathman & Cramer, corner Broadway and Eleventh. Cost \$2,700.  
 Henry Duker, corner Maine and Seventh. Cost \$4,000.  
 Thomas Jasper, corner Hampshire and Fourth. Cost \$15,000.  
 A. Delabar, (improvement) corner Front and Spring.  
 Wm. King, 81 Hampshire.  
 Hugh McBain, 82 Hampshire.  
 D. E. Lynds, between Hampshire and Vermont. Cost \$700.  
 John P. Nelsch, corner Hampshire and Third. Cost \$1200.  
 G. H. Tribbe, (improvement) corner State and Ninth.  
 H. Ridder, 111 Hampshire. Cost \$1200.  
 B. Little, 177 Hampshire. Cost \$2,000.  
 C. Borstadt, 161 Hampshire. Cost \$2,000.

#### Dwellings.

Wm. Brown, Spring, between Sixth and Seventh.  
 A. Vandenboom, Spring, between Eleventh and Twelfth.  
 H. Meisser, Fifth, between Broadway and Vermont.  
 Joseph Lyman, Vermont, east of Thirteenth. Cost \$2,100.  
 Dr. F. G. Stanley, Hampshire, east of Thirteenth. Cost \$4,500.  
 M. B. Finlay, Hampshire, east of Thirteenth. Cost \$10,000.  
 F. S. Giddings, Hampshire, between Ninth and Tenth.  
 Mrs. C. Cogar, Third, between Maine and Hampshire. Cost \$1,000.  
 Adna Treat, corner Oak and Tenth.  
 Fidel Hellstern, Maine, between Ninth and Tenth. Cost \$800.  
 B. F. Tobin, Eighteenth, south of Jersey. Cost \$8,000.

A. Williamson, Jefferson, between Seventh and Eighth. Cost \$400.  
 — Purcell, Third, between Vine and Elm.  
 Henry Storck, Monroe, between Seventh and Eighth. Cost \$600.  
 G. Schwetzborg, Adams, between Sixth and Seventh. Cost \$300.  
 John P. Heidbreder, corner Monroe and Seventh. Cost \$600.  
 Wm. Krum, Ninth, between Payson Av. and Washington. Cost \$1,000.  
 Wm. Bernbrock, corner Jersey and Ninth. Cost \$3,000.  
 Dick & Bros., corner Jersey and Ninth. Cost \$3,000.  
 Mrs. M. Heirs, Jersey, between Fifth and Sixth. Cost \$540.  
 Eaton Littlefield, corner Kentucky and Fourth. Cost \$8,000.  
 Littlefield & Baughman, York, between Fourth and Fifth. Cost \$3,000.  
 Wm. M. Advise, Fifth, between Broadway and Spring. Cost \$2,000.  
 T. W. Macfall, Spring, between Sixth and Seventh. Cost \$2500.  
 O. H. Browning, Seventh, north of Chesnut. Cost \$1800.  
 Mrs. Lorthup, Fourth, near Locust. Cost \$350.  
 A. Carroll, corner Maiden Lane and Third.  
 C. Neimeier, State, between Seventh and Eighth. Cost \$2,000.  
 C. Niemeier, State, between Seventh and Eighth. Cost \$1,000.  
 Dr. John Schmidt, Jersey, between Fifth and Sixth. Cost \$3,000.  
 Andrew Keller, State, between Eighth and Ninth. Cost \$2,000.  
 G. W. Schraage, State, between Ninth and Tenth. Cost \$400.  
 F. Ralph, Fifth, between York and Kentucky. Cost \$1500.  
 D. E. Lynds, Sixth, between Jersey and York. Cost \$2,000.  
 John Wood, corner State and Twelfth. Cost \$100,000.  
 —, Broadway, east of Twelfth.

#### Miscellaneous.

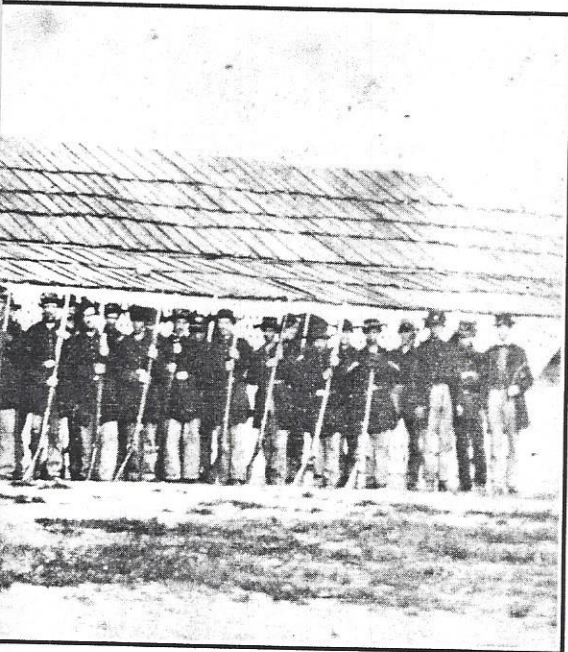
St. Aloysius Orphan Asylum, corner Vine and Nineteenth. Cost \$5,000  
 St. Francis Convent, Vine, between Eighteenth and Nineteenth. Cost \$5,000.  
 St. Francis Church, Vine, between Eighteenth and Nineteenth. Cost \$10,000.  
 Church, corner York and Ninth.  
 Wm. Schafer, wagon shop, corner State and Tenth. Cost \$600.  
 Office, Fifth, between Hampshire and Vermont.



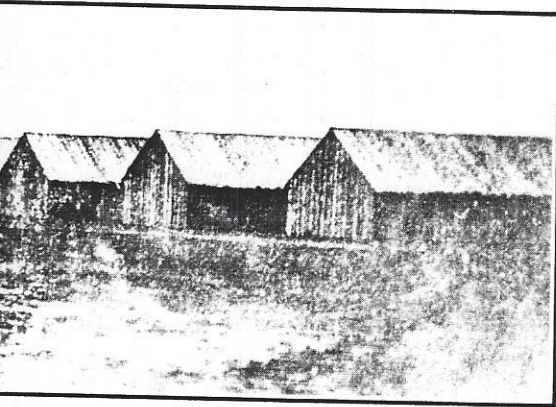


d from the top of the unfinished mansion or  
d at 12th and State. Mathew Findlay  
Vicksburg with a souvenir cannonball.  
Williams died at the home of his daughter,  
Morton, on the southwest corner of Sixth and  
e had declined President Lincoln's appoint-  
S. Supreme Court. Lieutenant Colonel  
prisoner at the time in Libby Prison, accord-  
*Richmond Examiner*.  
ber 8, 1863, the 73rd under Colonel Jacquess,  
vance at the battle of Chattanooga and the  
sionary Ridge. Company E, from Quincy,  
egiment, lost many men, killed and wounded.  
nmanded by Colonel Wm. Schmidt.  
y of 1864 Colonel John Tillson's 10th Regiment  
did most of the 50th Illinois from Adams

ent, at Corinth,  
s company com-  
commander.



ay have been  
side of Fifth



died at his home at Ninth and Broadway. Tents for the  
Western Illinois Sanitary Fair were set up in Washington  
Park, the largest 80 x 180 feet. Contributions included sad-  
dles and harness from Boston, a \$1,000 piano from New  
York, autographs from President Lincoln and all the leading  
generals, as well as from the actor Edwin Booth, Edward  
Everett, and former President Buchanan. In all, \$30,000  
was raised for the wounded soldiers.

General J. W. Singleton returned in November from a  
meeting in Canada with the Confederate Peace Commission.  
President Lincoln told Orville Browning that General  
Singleton could be of assistance in talking the Confederate  
leaders into submission. On April 4, 1865, Richmond fell,  
and Quincy celebrated that event. At the same time, Tillson  
received his promotion to brigadier general, as news was  
received of the surrender of General Lee and his army.

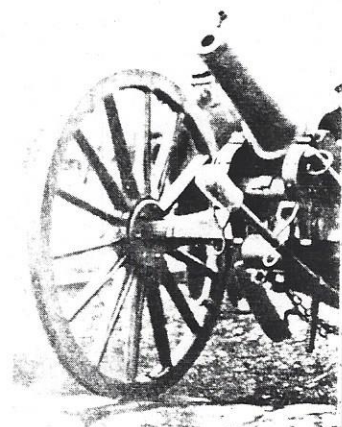


G. M. Finlay (left)  
and James F. Carrott  
of Quincy. Carrott  
read law in the office  
of Senator Orville H.  
Browning, local attor-  
ney for the C. B. & Q.  
Railroad. Finlay was  
a Captain in the 10th  
Missouri Volunteers.

*Relative  
of Mathew  
Finlay Carrott  
who inherited  
1617 Hampshire*

James Woodruff  
sold President  
on the idea of  
Quincy cannot  
born in New H  
Conn., in 182  
to Quincy in 1  
1855 Woodruff  
Henry Hayes  
manufacture  
riages on the  
Fifth and Jers  
1867 Woodruff  
Frederick Boy  
the first paper  
Quincy, and in  
the manufact  
paper from gra  
bottomlands.  
the Civil War  
as assistant pr  
marshall, appo  
at 823 Broadw  
January 12, 19

Thirty cannon similar to this were  
manufactured in Quincy during the  
Civil War and sold to President  
Lincoln by James Woodruff, of the  
Woodruff and Hayes Carriage Factory.  
They were made in the Greenleaf  
Foundry on Front Street, and had a  
range of two miles. The cannon sold  
for \$280 each, weighed 230 pounds,  
and shot a ball weighing two pounds.  
The cannon was a muzzle loader, three  
feet long, and was very effective with  
cannister.



*Quincy - A pictorial history  
Carl Landrum pg 27*

1863 Dir.

Finlay M.B., (Powers & F.) res. corner 16<sup>th</sup> & Hampshire  
merchant tailors & clothiers  
clothing & gent's furnishing goods nwe Maine & 4<sup>th</sup>

1861 Dir.

Finlay Matthew B. (Powers & F.) n.s. Hampshire, between 15<sup>th</sup> & 16<sup>th</sup>

1850 Census

Mathes B. Finley, 27, M, white, Ireland, clothier

1860 Census

Matthew Finlay, 23, M, white, Laborer, Ireland

b. ~1827-1829

Matthew P. Finlay, 39, M, white, clothier, Ireland

N.Y. — b. ~1834

Electa L. 26, F, white

(Electra)

1879 ACH

Matthew B. Finlay, clothier. 1617 Hampshire

1919 ACH

M.B. Finlay - <sup>charter</sup> member of Relief Association, Blessing Hospital Dec 1, 1869

Electa Finlay - member of Needle Pickets

1 Oct. 1853

Matthew B. Finley & Lawrence, Electra L.

1821 Mathew Finlay born Ireland  
Clerk

Powers and Finlay - merchant tailors  
and clothier; clothing and gent's  
furnishings goods. NW C. Maine #4<sup>th</sup>  
(Wm. B. Powers) est 1847

1870-77 Mathew B. Finlay - breaks from  
Powers & Finlay - his own business  
"merchant tailor and gent's  
furnishing goods" 328 Maine

~1881

Mathew dies

(George Padgett is Mathews brother-in-law)  
Mathew  
Charter

member of Relief Association, Blessing  
Hospital Dec 1, 1869

eliza

member of Needle Points Pickets

wills the house to Susan C Carrott,  
wife of James F. Carrott. Their son  
was Mathew J. Carrott (wife Esther  
M. Carrott) and Oville Carrott (wife  
Jane L. Carrott) and their daughter  
Helen McWilliams (husband Charles P.  
McWilliams)

1860 census - City of Quincy  
ward 2 family # 749, lines 12-13

Finlay, Mathew P. <sup>(?)</sup> 39 mW Clothes Ireland  
Eleta L. 26 FW HT

also listed in the household

Alvina Laurence 50 FW ?

Wm. P. Lawrence 60 mW Grocer ?

Margaret Shartle 30 FW Domestic Ireland

Mathew b. 1821

Eleta b. 1834

# Quincy and Adams Co - Wilcox

Vol 1

Electa 223

Electa Finlay belonged to a group of women during the civil war - "Needle Pickets" met Tues - Friday

'to prepare lint, bandages, articles of comfort and convenience, and in every way add their mite to add and comfort the brave men of the land'

M.B. 535

Mathew B. was a <sup>appointed</sup> member of a committee for the Blessing Hospital, <sup>10<sup>th</sup> & Spring</sup> appointed on Dec 1, 1869 to raise subscriptions and other relief for the poor

Vol 2

Gerald M } 905 (?)  
William B }

Vol 1

M.F. Carroll p 169

member of the Quincy Bar Association  
as of 1919

James F 1109 -

Treasurer of the managers of the Quincy Bar Association in its  
1st year in 1876

willd by Mathew B. Finlay

Intestate

James F. Carrott wife - Susan C. Carrott  
Dorset Mathew F. Carrott - husband  
of Esther M. Carrott

58 300

59 197 - no 8 34

- Orville Carrott (Jane G. Carrott)

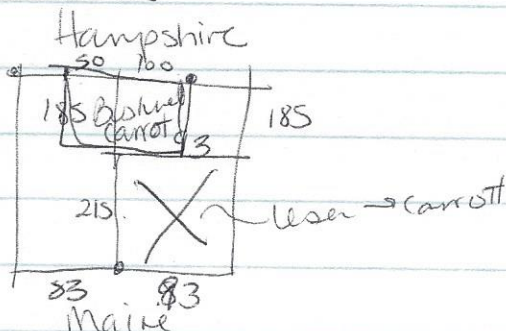
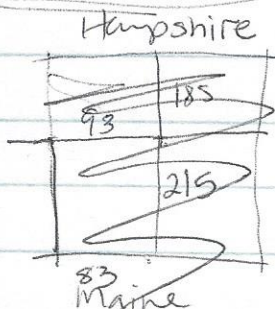
Helen McWilliams (Charles D.

136 407 Bushnell

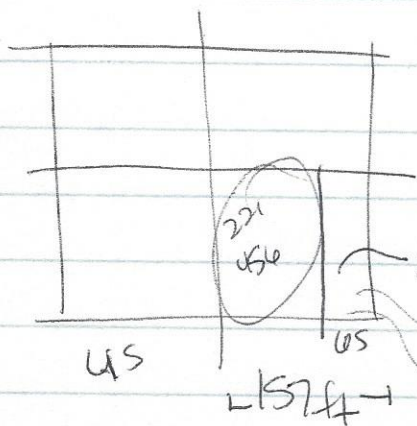
McWilliams

159 639

Usen



17



224 30

194 491

170 520

418

234

194 491

170 520

\* get copy of 299 88 for 1449 Maine

- 1848 Finlay, M.B., Clerk main between 3rd & 4th  
1855-56
- 1857 Clothing Stores  
(Holmes) Powers and Finlay Est. 1847 by W.B. Powers
- 1857 Finlay, Mathew B. (Powers & F.) h. SS York  
(McEvoy)
- 1859-60 Finlay, J.P. Freight Agent Quincy & Chicago  
Williams R.R. Depot, bldg Barnes Hotel
- Finlay M.B (Powers & F.) SS York
- 1864 Finlay Mathew B. (Powers & F.) ns Hampshire  
Wyckoff bet. 15th & 16th
- Finlay, Sylvester, stock trader. 19 5th
- 1864 Finlay, Mathew B. (Powers & F.) ns Hampshire  
(Bailey) b. 15th & 16th
- Powers and Finlay (Wm. B. P and M.B. F.)  
clothing and gnt's furnishing goods n w  
C. Main & 4th
- Powers, Wm. B. n w C Elm & 5th
- 1863 Finlay, M.B (Powers & Finlay) n cor 16th & Hampshire  
(Campbell)

Mathew B. Finlay - directories could

1868-69 Finlay, J.H. Clerk, collector's office 1617 Maine  
Root, OE bds Hampshire ns 2e 14th  
Finlay, M.B. - same as before

1869-70 Finlay John H. US store keeper  
OE Root 619 Maine, same name

Finlay Mathew B. (Powers & F.) res 1617 Hampshire

1875-76 Finlay Andrew, res 142 H. 5th  
Allangdon Finlay Mathew B (Powers & F.) res. 1617  
Hampshire

1876-77 Finlay, Mathew B., Merchant tailor and  
Edmundson & Co gents furnishing goods 328 Maine,  
res 1617 Hampshire  
1877 separate Powers WB & Co (WBP, HWP, & Wm. Vatenhorst)  
523 Maine

1878-79 Finlay, Mathew B. Merchant tailor and  
Edmundson Clothier, 328 Maine, re 1617 Hampshire  
Finlay Wm. B.B. (M.B. Finlay) 328 Maine  
1880-81 Finlay<sup>MB</sup> Same as before  
Langdon

1881 M.B. Finlay - Dealer in clothing &  
Adams Co gents' furnishing goods 328 Maine

1882-83 Mrs. M.B. Finlay, widow, r. 1617 Hampshire  
Simmons & Co opp US Finlay Brothers (W.B. & J.H.F.)  
merchant tailors and clothing 328 Maine

1884-85 Mrs. M.B. Finlay, widow, res. 1617 Hampshire

# Finlay

1884-85

Ground

Mrs. Electa L. Finlay r. 1617 Hampshire

1885-86

Ground

Finlay, Mrs. Electa L. r. 1617 Hampshire

Finlay, William J B clothing 328 Maine  
r. 257 H 11<sup>th</sup>

1886

Stone  
(listing  
only)

Finlay, Wm. J B, clothier 328 Maine

1886-87

Ground

Finlay, Mrs Electa L. r. 1617 Hampshire

1887-88

Stone

Finlay Mrs Electa L. r. 1617 Hampshire

1889-90

Stone

Finlay, Mrs Electa L (wid. Mathew)  
r. 1617 Hampshire

Finlay, Wm. J. B. Insurance r 732 N 11<sup>th</sup>

1891-92

Stone

Finlay, Mrs Electa L. (wid. Mathew B)  
r. 1617 Hampshire



QUINCY PRESERVATION COMMISSION  
706 MAINE STREET, 3rd FLOOR, CITY HALL ANNEX  
QUINCY, ILLINOIS 62301-4057  
217-228-4514



### OWNER CONSENT FORM

Do you consent to have your property designated as a Local Historic Landmark

Yes X

No \_\_\_\_\_

As outlined in Ordinance No. 851 designating Local Historic Landmarks, the Quincy Preservation Commission shall make every effort to obtain owner consent for designation of proposed Historic Landmarks. The property owner is to complete this Consent Form and return it to the Quincy Preservation Commission.

The undersigned hereby acknowledges receipt of notice of the nomination of my property as a Landmark pursuant to the Ordinance of the City of Quincy, Illinois, and waive formal notice by certified mail of such nomination.

C. Jean S. Reddington  
Owner's Signature

1/19/96  
Date

1617 Hampshire Street  
Address of Proposed Historic Landmark

Please note new owner.





## QUINCY PRESERVATION COMMISSION

706 MAINE STREET, 3rd FLOOR, CITY HALL ANNEX

QUINCY, ILLINOIS 62301-4057

217-228-4514

### OWNER CONSENT FORM

Do you consent to have your property designated as a Local Historic Landmark?

YES X

NO     

As outlined in Ordinance No. 8151 designating Local Historic Landmarks, the Quincy Preservation Commission shall make every effort to obtain owner consent for designation of proposed Historic Landmarks. The property owner is to complete this Consent Form and return it to the Quincy Preservation Commission office within ten (10) days following the public hearing.

The undersigned hereby acknowledges receipt of notice of the nomination of my property as a Landmark pursuant to the Ordinance of the City of Quincy, Illinois, and waive formal notice by certified mail of such nomination.

James Reddington  
Owner's Signature

3/18/96  
Date

1617 Hampshire St.  
Address of Proposed Historic Landmark

c:\preserv\consent

