

In 1855, a joint stock association was formed,, with James Monroe Brown President and Superintendent of the building of the mill. It took all of James Brown's time to keep the men working. Lime had to come from a kiln near Fred Hunter's farm; another kiln run by Mic O'Daniel and later from a kiln in Ebenezer Community which was closer so work speeded up. This plentiful supply of lime rock came from the surrounding bluffs with plenty of wood to keep the kilns burning both day and night. Five or six ox-teams were kept busy hauling sand from the sandbars close by to mix with the lime for mortar. The stone masons worked at their job on the hill above the mill. Sammy Cleland was boss of the cutting and shaping of the stone for the mill. The building was of stone, a four story with basement and attic. Claus Weibusch laid the brick and his brother carried the hod so this part of the work went along smoothly! Charles Thies of St. Louis installed the machinery and Wm. Lauder of Ebenezer dug the foundation,

The most difficult part of the work of building the mill was the cordelling the brick from Chester to Liberty. The cordelle gang had to be made up of the strongest men in order to pull the flatboat back up the river to Chester. It was difficult to walk along the river bank and a sure-footed man was in demand as he must not slip with his rigging which was tied to a short round stick and he had to be wirty and muscular to walk the ten miles steadily and vigorously. It took five men to pull the flatboat to Chester in one day. The men were paid fifty cents per day and this was big wages. The men who guided the boat with their paddles and stayed on board received the same wages for they changed places with the men on shore to take their turn pulling the boat. The mill was set in operation in 1857, and produced 250 barrels of flour per day. It was sold in the Fall

of 1859 to Holmes and Miltenberger of Chester. The mill burned in November 8, 1865 and was rebuilt in 1866 by J. B. Holmes, Clendenin and Mann, at a cost of \$21,000. It was equipped with a system of elevators and had three run of four feet burrs. The engine room, like the mill proper, was built of dressed sandstone. The cooper shop employed ten hands. At this time, the population of Liberty was two hundred and thirty-one persons. Clendenin sold out to Holmes in January, 1870, than leased the mill and ran it until his death on January 10, 1881. The miller was Mr. Charles from Boston, Mass., who was miller in 1857 to about 30 years later.

Men would be at work as clerks in the upstairs and the mill was run by a high fly-wheel, which had a pit in the ground. One day, when Sam Mann was a very young boy, he sat down to watch the wheel go round and became dizzy and fell into the wheel pit. The miller called for the men to stop the wheel and then called to Sam 'Lay still, Sam' and as Sam was a very slow mover, he laid still until he was taken from the pit, the only harm done was a grazing of his shins where the wheel hit his legs.

The farmers drove in with wagon loads of wheat and unloaded behind the mill. Boats took on the barrels of flour for shipment and these boats were stern-wheelers and freight boats. Side-wheelers were passenger boats and double deckers. Flour was not packed in sacks, but in barrels and the barrels had to be 'wet' barrels, so called because they had to be able to keep whiskey in without leaking and flour dry without moisture getting into the barrel.

Big boats would tie up at upper town and stay while they loaded wood from the wood yards in upper town. Liberty was one of the largest wood markets on the Mississippi River. About ten thousand dollars worth of wood was sold from her numerous yards annually.

The government boats would tie up for the winter near Liberty.

In 1887, after the Mississippi River left the mill too far inland, the machinery was taken out of the mill, the whistle ceased to blow and Alex Barber bought the building. Later it was bought by a Mr. Noser from Monroe County, Illinois, who brought machinery, formed a partnership with Edmund H. Gilster of Chester, with \$10,000 capital, produced 125 barrels of flour per day. It was owned by Mr. Noser at the time of the last fire in 1920. Today, all that remains of the mill is the old smoke stack and a few crumbling walls to be seen on the West side of State Route 3 when driving thru Rockwood. I have several picture of the mill when the Mississippi River flowed beside it and it was a very well constructed building.

The river at this point was probably narrower than at any other piece between New Orleans and St. Anthony Falls (St. Paul of today) and possibly measured in an ordinary stage of water something less than four hundred yards. This narrow width of the river influenced the 'underground' railroad for fleeing negros, who were brought from the Missouri shore by boat and then to a cave in the bluffs above Rockwood (Liberty) and then taken to Eden, now Sparta Illinois. The farmers in the area raised large quantities of wheat, which was one reason for building a flour mill.

At the time of the mill operation, there were five dry goods store, two grocery stores, one chair factory, one boot and shoe shop, 1 cooper shop, 1 hotel, three physicians, and 1 school house.

In upper town, there was the Barber house, the George Hooker house, the Holland House, the Lakenan House and store (Winifield and Lucy Lakenan were well to do people). The school house was back of the Harry home in upper town. It had one big room with benches which had wide back rails.

At a later date Mr. Henry Tudor, whose father, John Tudor, was born in Paris, France, and Mr. Taylor Simmons, the druggist, had a store at the junction of the road out to Ebenezer Community and the main road. Miss Sara Clendenin Mann was post mistress in this store.

The river bend below Liberty, where the boats first came into view as they came up the river, was called Wagner's Landing and later Hamilton

Landing. The Wagners, came from Perryville, Missouri. William Wagner married Phem Walters, Peter Wagner married Ella E. Tuthill, and Lydia Wagner married Dr. Moses Walter Clendenin. Dr. Clendenin *and* his wife, Lydia, are buried in the Reid Cemetery,

During the Civil War, Nancy Clendenin Mann would use her 'spy' glass to watch the boats coming from the South, loaded with prisoners of war and they were a motley lot, dressed in make-shift clothes and covered with blankets. On one occasion, a boat passing Liberty which was a Union town, raised the Confederate flag and the town was much incensed over the incident. Later, some of the soldiers coming home from the war, came on the same boat and they were most happy to make the captain run up the Stars and Stripes.

In the beginning of this article, I mentioned that a Mr. Silas P. Tuthill lived in Liberty in the year 1859.

Mr. Silas P. Tuthill gave to Liberty(Rockwood) a certain prestige as he was a chair maker, and today a Tuthill chair is a collector's item and much prized as an antique. Silas P. Tuthill was a Quaker from the East and he was in Liberty by 1850, as he is listed in the 1850 Census record from Liberty, as follows:

Silas P. Tuthill	38 years	born in Vermont
Desdemona. Wife	40 years	born in Vermont
Wallace, son	8 years	born in Illinois
Cordelia, dau.	3 years	born in Illinois
Alice, dau.	1 years	born in Illinois

This census record verifies than Mr. Tuthill and wife were in Illinois by 1842, the date of the birth of their son, Wallace.

Mr. Tuthill set up a four-room, two-story chair factory in Liberty and began to turn out chairs. A Picture of this building is among my pictures, but the building no longer exists. The Tuthill residence was on a small plateau just above the spring and the factory was down in the flat next to the road. The spring came out of the bluff into a triangular rock basin. It never froze in winter or dried up in summer. Today, Tuthill Spring is almost lost in the underbrush that surrounds it. Mr. Tuthill made a large man's rocker with arms and head rest; a small rocker with arms and head rest for a woman; a small, low rocker without arms for sewing and children high chairs. My own Grandparents had one of these high chairs. It was a small seat and had no bib or tray. Miss Lulu Kelly and Alice Mann Bilderback, both deceased, thought that Mr. Tuthill also made a child's rocker, but had not seen one for years. They said that they had never seen a bench or table made by Mr. Tuthill. Mr. Tuthill also made the most popular straight parlor chair, usually sold in sets of six. Some were finished in black with gold trim, others in a fancier dark green with gold stenciled designs. A set of black chairs sold for ten dollars. Alice and Nancy Mann walked from their home to upper town and carried home a set of chairs for Alice. They were the dark green type and they are still in our family. The framework of the chairs was of hickory wood. The head rest, arms and seat of poplar and rockers were of sturdy oak. The chairs were known for their sturdiness and ability to withstand bad weather on front porches.

Any chair marked by a stencil on the bottom of the chair which read;

“S. P. Tuthill, Rockwood” was sold after the year 1865.

Mr. Tuthill and his wife, Desdamona are buried in the Reid Cemetery Rockwood, Illinois. In January of one year, I hopped across the